



CALIFORNIA
STATE LIBRARY.

Accession No. 178107

Call No. fc 387.05 C6
1914-15 28

CALIFORNIA



0 2007 1205975 3

California State Library



Call No. *fc HD*

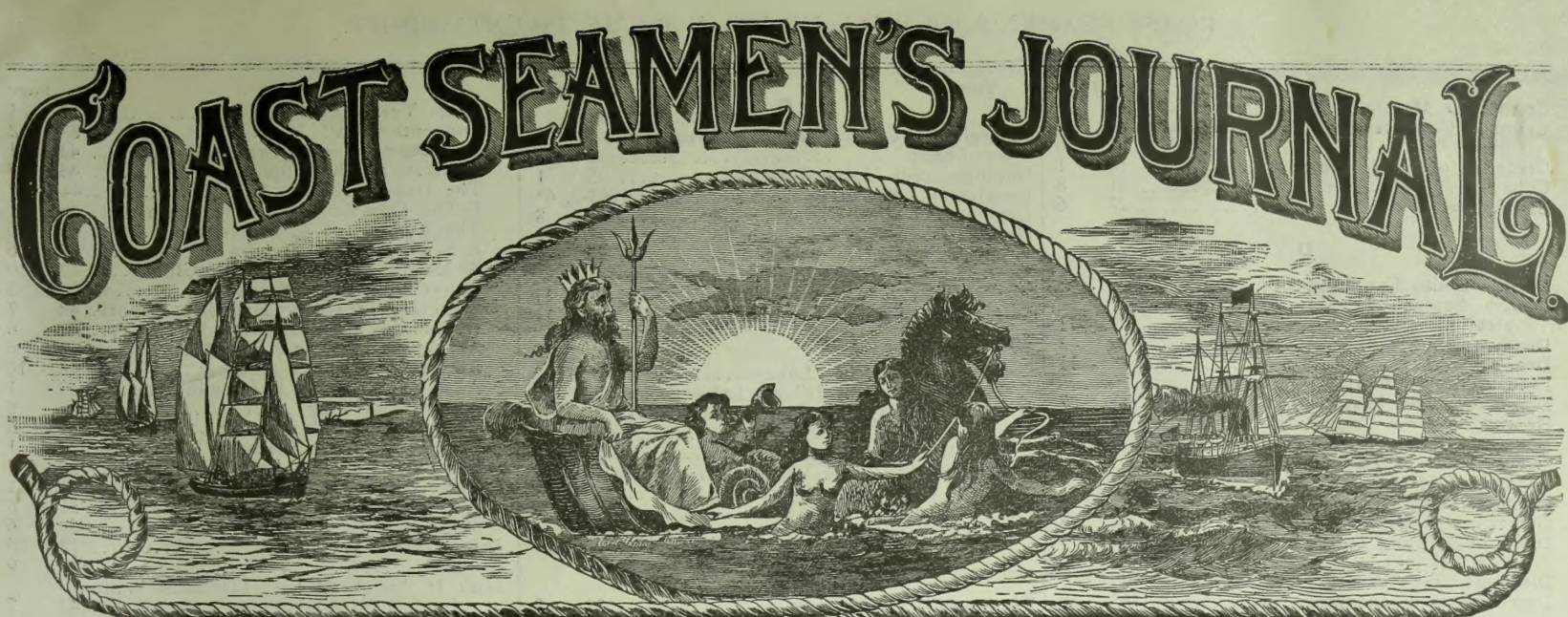
6350

S4

C6

v.28

Handwritten text on a small white slip of paper, likely a label or note, placed on the right side of the brown paper cover. The text is faint and mostly illegible due to fading and bleed-through from the reverse side. It appears to contain several lines of cursive handwriting, possibly including a name and a date.



INDEX—VOLUME TWENTY-EIGHT

SEPTEMBER 16, 1914—SEPTEMBER 8, 1915

All editorial matter is designated by an asterisk (*).			Title			No. Page			Title			No. Page					
Title			No. Page			Title			No. Page			Title			No. Page		
A						Australian Seamen, Etc.—						Child Labor Is Measured.....			11 10		
"Absent Voters" Bill*.....			4 6			Australia and the Japs*.....			2 7			Chinese (see Asiatics).....			36 9		
About A "Glorious Victory"*.....			47 6			Australia on the War.....			2 9			Chinese Building Ships for U. S.....			47 7		
About "Gangsters"*.....			38 6			Labor Governs Australia*.....			5 6			Chronicle's Cartoon, The*.....			5 3		
About "Good Wages," Etc.*.....			20 6			Marine Cooks' Wages.....			6 6			Cigarmakers and Stogiemakers Agree....			9 1		
About "Our Flag"*.....			49 6			For a "White Australia"*.....			8 6			Civilization, Our Bogus.....			41 6		
Advance in Needle Trade.....			19 3			Judge "Suspends" Wage Board De-			20 3			Civil Service, The Tyranny of*.....			40 6		
Advantages of High Dues.....			24 3			cision.....			25 6			"Clear As Mud" (Chronicle's Editorial			39 6		
Adventures of a "College Bye"*.....			2 6			Perverted Patriotism*.....			27 2			Logic)*.....			20 10		
Afraid of the Truth!*.....			39 7			A Transcendental Error.....			28 11			Coal Exports from United States.....					
Agitators, About*.....			2 6			Inspired Patriotism.....			29 7			Coast Seamen's Journal—					
Agitator, About the*.....			17 7			A Matter of Principle*.....			33 3			Vol. Twenty-eight*.....			1 6		
"Alabama," Predecessor of the "Emden"			37 9			"A Paradise for Lawyers".....			37 10			Historical Reference to Establishment			25 1		
Alaska Fishermen's Death List.....			19 11			Australia's Labor Press.....			46 10			of "Journal".....					
Alaska's Opening.....			43 11			Compulsory Voting Tried.....			51 6			Our Official Journal (by Thos. Han-			48 6		
Alaska's Trade.....			37 9			Tipping Abolished by Arbitration						son).....			13 7		
Alaska Waters, Dangerous.....			25 10			Court*.....						Coast and Geodetic Survey.....			25 11		
Aliens in the United States.....			2 10			B						Collision, A Disastrous (News vs. Edi-			34 6		
American Federation of Labor—						Barges, Light Draft.....			52 11			torial columns)*.....			33 2		
Convention Call.....			2 3			Benevolence of Mr. Ford.....			31 9			Colorado's Military Debt.....			2 10		
The Philadelphia Convention*.....			9 6			Benevolent Despotism.....			39 2			Colorado, The Shame of*.....			34 6		
Seamen's Delegates Report on 34th						Beware, Ye Land Sharks.....			10 2			Colorado Miners' Strike, Etc.—					
Annual Convention.....			12 2			Bird Refuges.....			2 9			A Verdict That Surprised No One....			1 3		
A. F. of L. to Build Home.....			13 3			Boycotting vs. Blacklisting*.....			21 6			Character Assassins.....			2 2		
A Review of Achievements.....			14 1			British Ambassador to Vatican Appointed			20 15			Miners Accept Conciliation.....			2 7		
University of Pa. Checks Free Speech.						British Censorship.....			52 8			President Wilson Bars Strike-breakers			3 3		
(Gompers's Invitation Vetoed).....			28 3			British Columbia Bounties.....			41 11			Peace Not Wanted.....			4 9		
Exhibit at Panama-Pacific Int. Expo-			28-6; 32-3; 39-7			British Labor Daily Suspended*.....			52 6			Miners Defend Officials.....			7 3		
Gompers Scores "Uplifters".....			45 3			British Seamen's Union Cares for Ger-			29 8			Our Kaiser Wants War.....			8 2		
American "Homes"?.....			50 9			man Members.....			27 13			President Wilson Turned Down.....			8 2		
Analysis of Pending Shipping Legisla-						Bullen, Frank T., Death of.....			47 9			Colorado's Strike Ended*.....			14 7		
tion (by Rufus Hardy).....			24 1			Burial at Sea.....						Soldiers Called "Brutes".....			15 3		
Appreciation of Rufus Hardy, An.....			40 1			Buryeson, F. H., Comment by—						Is Colorado in America? *.....			15 7		
Arbitration, Compulsory, Etc.—						One Man's Views.....						Chronology of the Colorado War.....			15 9		
Annual Report by U. S. Board of						.....2-11; 4-11; 6-9; 8-11; 16-11; 18-11; 20-11						"Dummy" Jurors Selected.....			18 10		
Mediation.....			18 12			Is Socialism Inevitable?.....			9 7			Colorado Strike Not Lost.....			19 2		
Wages Reduced by Judge.....			20 3			Looking Astern.....			10 6			Lawson Arraigns Rockefeller.....			23 1		
No Compulsory Arbitration.....			21 9			The Eight-Hour Day.....			11 6			Hand-Picked Jurors*.....			37 7		
Wages-By-Law Don't Work.....			22 3			State-Owned Ships.....			11 7			Lawson Jury "Packed".....			38 3		
"Argonaut, The," Dissected.....			38 7			Business Man's Referendum.....			49 1			Lawson Must Be Freed.....			40 3		
Argument, An Unscientific*.....			46 6			"Business" Referendum, A*.....			44 6			Facts About Colorado Justice.....			42 1		
Arizona Anti-Alien Labor Law Uncon-						Business vs. Humanity*.....			50 7			Lawson's Memorable Words.....			46 7		
stitutional.....			18 13			C						Command of the Sea, The*.....			15 7		
Arkansas Minimum Wage Law Uncon-						California's Assessed Value of Property			24 13			Comparison, A*.....			17 6		
stitutional.....			51 3			California Canned Fruit Production for			19 13			Compensation (see "Workmen's Com-					
Armor Plate Monopoly, The (by Clyde						1914.....			34 7			pensation).....			37 7		
H. Tavenner).....			36 2			California Convict Labor Law*.....			24 13			Concentration Camp, An Ideal (British)			45 11		
Asiatics, Exclusion, Etc.—						California's Crude Oil Production for			19 13			"Confiscation," About.....			31 2		
Australia and the Japs*.....			2 7			1914.....			24 13			Congress, Record of Sixty-third.....			33 8		
The Yellow Peril ("The Seaman").....			4 7			California Election Returns (Governor			19 13			Construction vs. Destruction.....					
Another Jap Eulogy*.....			18 7			and U. S. Senator).....			1 8			Controversy Over Sinking of "William			31 15		
Anti-Jap Legislation.....			20 2			California Forests.....			36 2			P. Frye.....			29 3		
Chinese or Japanese Crews?.....			22 6			California's Geographic Diversity.....			23 13			Convict Labor, Results of.....			34 7		
Our Thoughtful Professors*.....			24 7			California Immigration Commission's			36 10			Convict Labor, About*.....			41 7		
Japan and China.....			28 11			Report.....			20 2			Convict Ship, Last.....			16 2		
Chinese Crews.....			29 8			California Legislature, Report on Labor			50 13			Copper River Region.....			29 9		
The Case of the Japs (by Wm. Bon-						Bills.....			52 15			Cossack System Exposed.....			27 3		
sor).....			29 11			California's Metal Production.....			39 11			Costly Freight.....			51 11		
That "Dollar" Protest.....			30 8			California's Population.....			35 2			Cost of Operation, The*.....			41 6		
Aggressive Japan*.....			31 7			Canadian Forest Reserves.....			10 1			Cotton Consumption in the United States			51 13		
Japanese Whalers.....			36 8			Canadian Lumber for United States.....			41 1			Court Decisions, Maritime, Labor, Etc.—					
Misplaced Sarcasm*.....			37 6			Canadian Rules, New.....			51 10			Seamen's Action for Wages Dismissed			7 10		
Distribution of Asiatics in U. S.....			37 6			Capitalism—Arch Fosterer of War.....			45 9			(Victoria, B. C.).....			9 6		
Asiatics In Canada.....			38 2			Capitalism and Militarism.....			21 2			Seamen's Right to "Lay"*.....					
Japanese Fishing Monopoly at Van-						Carpenters' Fine Record.....			21 7			Fisherman Recovers Wages (Larsen			23 2		
couver.....			38 5			Carpathian Passes, The.....			28 7			vs. North Alaska Salmon Co.).....					
Chinese Crews, "Efficiency" of*.....			38 6			Casual Laborer, The.....			29 10			California State Railroad Commission			23 5		
Submarines and Chinese*.....			38 7			"Cement Bill" Again*.....			26 11			Given Jurisdiction Over California					
Japanese Immigration.....			39 9			Cement Bill Defeated (in Cal.)*.....			26 8			Coastwise Trade.....			23 5		
Misstating the Facts.....			43 8			Cement Bill (Double Crossers "Ex-			38 10			Award for Shortage of Provisions			41 5		
Japanese Living Abroad.....			50 8			plain").....						("Roy Somers").....					
"Prisoners of the Sea"*.....			51 7			Cement Mills Closed.....											
Atlantic, Toll of the.....			17 8			Child Labor, A Brief Against* (Address											
At the Gate.....			3 11			by Paul Scharrenberg).....											
Auction of War Prizes.....			21 11														

Title	No.	Page	Title	No.	Page	Title	No.	Page
Creating a Merchant Marine *.....	5	6				Facts Versus Fiction.....	37	1
Criminal Carelessness ("Francis H. Leggett") *.....	5	6	"Gagging" of Federal Employees Denounced.....	9	3	Convention Call.....	37	2
Criticism of Trade Unions.....	16	1	Gaging Trade-Union Progress.....	5	1	Big Business Raps Seamen's Act.....	43	1
Cuba Ferry, The.....	41	8	Gentleman, A Perfect.....	43-2,	6*	Analyzing "The Opposition".....	43	7
Czarism at Work *.....	27	6	Germany at Kiau Chau.....	1	8	The Issue!.....	44-1,	6*
			German Line Not Discouraged.....	37	11	Public Opinion on the Seamen's Act.....	46	1
			German Seamen in England.....	19	8	The I. S. U. of A. Convention *.....	46	6
			German Ships Interned in United States Ports.....	22	11	I. S. U. of A. in Session *.....	47	6
			"Grandfather Clause" Void.....	43	11	A Manly Editorial (N. Y. Globe).....	47	10
						Convention Proceedings.....	48-1;	49, 2
						Secretary-Treasurer Hanson's Report.....	48	7
						Deliberate Misinformation *.....	48	6
						An Appeal for Fair Play *.....	48	6
						Secretary Wilson's Address.....	48	10
						A Business Man's Referendum.....	49	1
						About "Our Flag".....	49	6
						The Convention's Work *.....	49	6
						Comment on the Seamen's Law.....	50	1
						Pamphlet on New Seamen's Act *.....	50	7
						Pertinent Facts About "Our Flag".....	51	6
						A Challenge *.....	51	6
						Mass Meeting at San Francisco *.....	52	6
						Investigating Wealth *.....	18	6
						In 1815.....	25	9
						Isn't It Awful, Mabel? (Dollar's Withdrawal) *.....	42	7
						Isolated Islands.....	46	10
						"I. T. F." Still on Deck.....	14	10
						I. W. W., Windup of the.....	33	8

COAST SEAMEN'S JOURNAL INDEX—VOLUME TWENTY-EIGHT.

Title	No.	Page	Title	No.	Page	Title	No.	Page
Millionaires Mites in 1913.....	2	9	Reactionaries, About*.....	43	7	Sellers, William.....	3	7
Militarism at Home*.....	4	6	Reasons for Intervention (in Mexico).....	44	11	Sepp, John.....	35	7
Minimum Wage Amendment Opposed..	8	10	Recognition of "Labor".....	33	9	Soad, Max.....	50	7
Minimum Wage Law for Arkansas Un- constitutional.....	51	3	Referendum by U. S. Chamber of Com- merce*.....	44	6	Soderman, Carl Johan.....	3	7
Minimum Wage Legislation.....	51	8	Remarkable Trial, A.....	13	2	Stack, Jacob.....	14	7
Minnesota Minimum Wage Law Uncon- stitutional.....	20	8	Revolutionary Phrases (by Wm. Z. Foster).....	15	8	Strand, Olaf Johannes.....	30	7
Missing French Ships.....	38	9	Reward of Labor, The (by Allen L. Benson).....	12	1	Sullivan, Michael.....	35	7
"Monopoly Methods," About.....	37	9	Right to Capture, The.....	7	7	Svane, Hans Albert H.....	23	7
More About "Our Flag"*.....	50	6	Rickmers Line, The.....	3	10	Svensen, John.....	45	7
Moving Backward*.....	33	6	Right to Quit, The*.....	39	6	Swanson, Ben.....	11	7
"Murder Is Murder" ("Eastland" Dis- aster)*.....	46	1, 6	River Traffic in the U. S.....	29	2	Swensson, Theodore Herman.....	42	7
Muzzling the Labor Press*.....	14	6	Robertson's Certificate.....	52	8	Torgersen, Kasper.....	10	7
N			Rockefeller Arraigned by Lawson.....	23	1	Tupitz, Conrad.....	9	7
Naval Reserve, The*.....	21	6	Rockefeller's Responsibility*.....	35	6	Ullman, Gustaf.....	42	7
Navigation Laws, Handbook on, by Wal- ter Macarthur.....	23	7	Rockefeller's Defense.....	35	8	Wahlstedt, Albert.....	4	7
Navy, Practical Use for.....	42	8	Rockefeller, Jr., on the Grill.....	39	3	Williams, Hugh.....	6	7
Navy's Enlisted Men.....	30	5	"Romance" of the Sea.....	18	9	Williams, M. Edward.....	14	7
Need for an Army (by Jay Fox).....	20	9	Roosevelt—The Jingo!*.....	46	6	Wilson, Harry.....	10	7
Neutrals, Right of*.....	28	6	Royalty, Peace and War.....	9	8	San Francisco—		
New Declaration of War, A (by Frank P. Walsh).....	27	1	Rubbing It In*.....	1	6	Exposition, See Panama-Pacific Ex- position.		
New York, Arrivals, in 1914.....	26	14	S			Foreign-born Voters on the Great Register.....	20	13
Nome, Stay Away From.....	35	2	Safety and the Public*.....	27	6	A Deserved Tribute (by Mayor Rolph)*.....	25	7
Non-Unionists, A Word to*.....	31	6	Safety and the Seamen's Act (by Stan- ton H. King).....	45	1	New Labor Temple Completed.....	26	6
Norway's Capital.....	1	2	Sailors' Snug Harbor.....	2	9	Earnings of Municipal Street Railway	43	13
O			Salt, Volume of, In Ocean.....	39	9	Arrivals and Departures of Vessels and Tonnage.....	44	5
Ocean Freights.....	52	8	Sailors' Union of the Pacific—			Labor Day Celebration*.....	52	7
Ocean Travel at Low Level.....	33	9	Delegate's Report (Cal. State Federa- tion of Labor).....	6	7	Sanitary Investigations.....	52	11
"Of Blue Blooded Origin".....	42	6	Delegate's Report (Oregon State Fed- eration of Labor).....	22	7	Scab's Conversion to Unionism, A.....	18	1
Ohio Miners' Strike Ends.....	37	3	Thirty Years of Progress.....	25	1	Sandinavian Seamen Confer- ence.....	18	2
Oil Reserved for U. S. Government.....	49	13	Historical Sketch of Union.....	25	1	School, Keeping Boys at*.....	52	7
Old Age Pensions Favored.....	16	9	Thirty Years Young*.....	25	6	Schwerin's Chinese Dictionary*.....	40	7
Old Lighthouses.....	4	10	Some "Ancient History".....	25	7	Schwerin's Ideal Crew*.....	34	7
One Day of Rest in Seven.....	41	9	First Ten Years of Union's Life.....	25	7	Schwerin, Poor Old.....	41	2
Open-Shop, The.....	45	8	Message from Senator La Follette.....	26	1	Science Blighted by War.....	5	3
Opposition to "Taylor System" Ap- proved.....	7	3	The 6th of March Celebration*.....	26	7	Seamen's Act, A Verbatim Reprint.....	31-1; 32-1	
Organization is Labor's Hope.....	4	1	Resolutions of Appreciation for Sen- ator La Follette.....	28	7	Seamen's Act of March 4, 1915 (see Int. Seamen's Union).		
Oriental Logic*.....	19	7	DECEASED MEMBERS.			Seamen's Bill (see "International Sea- men's Union of America").		
Orient, Our Trade to*.....	51	6	Acorn, Alfred.....	41	7	Seamen Shipped in United Kingdom, 1914.....	25	4
Otis Must Pay Damages.....	49	3	Allen, August.....	5	7	Seaweeds, Edible.....	27	11
Our Over-Conservative Congress (by F. R. Wall).....	13	1	Ammundsen, Carl L.....	19	7	Self Help, The Power of*.....	29	6
"Outside Agitators," About*.....	30	7	Anders, Fred A.....	3	7	Sermon, A Reconstructed*.....	20	7
Oyster Business, The.....	42	9	Andersen, Victor Anders.....	31	7	Sex of the Insane.....	40	2
P			Arnecke, Carl.....	10	7	Shackleton's Transantarctic Expedition..	5	15
Pacific Coast Waterfront Employer Federation*.....	23	6	Baardsen, Edward Martin.....	46	7	Shipbuilding of 1914.....	27	8
Pacific Mail Company, The*.....	36	6	Baker, Charles.....	6	7	Shipbuilding in the United States.....	45	2
Pacific Mail Steamship Co., Sale of Ori- ental Fleet.....	50	5	Bengtson, Lars.....	39	7	Shipowners' Conspiracy, The (by Robert M. La Follette).....	47	2
Pamphlet on New Seamen's Act*.....	50	7	Brady, John.....	6	7	Ship Purchase Bill, The.....	24-1; 51-6*	
Panama Canal—			Burnstad, Thomas F.....	45	7	Shipwrecks (see "Wrecks").		
The Canal and the Future.....	3	10	Cain, Louis.....	8	7	Single Tax, The.....	33	2
First Sailing Vessel Through Canal.....	17	5	Carry, John.....	3	7	Sixty-third Congress, The.....	27	7
Shipments Through the Canal.....	25	5	Duhig, Maurice.....	17	7	Skunk Furs, Trade in.....	1	11
Panama Canal Earnings.....	37	11	Erickson, Arthur.....	37	7	"Society News," About*.....	22	6
Panama Canal Distances.....	35	2	Erickson, Eric.....	4	7	"Speeding Up" Produces Insanity.....	42	3
Panama Canal Business.....	45	11	Farrel, Stephen E.....	14	7	Spreading Rockefeller Ideas*.....	40	6
Panama and Suez.....	52	9	Feeley, Thomas.....	20	7	Spreckels, Rudolph, Answers R. P. Schwerin.....	23	6, 7
Panama-Pacific International Exposition—			Gundersen, Thomas B.....	33	7	"Square Deal," A (Captain Dollar's Complaint)*.....	39	6
Opened on Time, Feb. 20.....	24	7	Halpin, Joseph.....	12	7	Standard Oil Does Not Pay Living Wage.....	52	3
Tribute to "Fair" Builders*.....	25	7	Halstein, Franz Rudolph.....	20	7	Salvation Produced by Law.....	9	11
A. F. of L. Exhibit.....	28-6; 32-3;	39-7	Halvorsen, William.....	3	7	Steamboat Inspection Service (Annual Report).....	15	10
United States Lighthouse Exhibit.....	40	2	Hansen, Bernhard.....	23	7	Steamboat Inspection Service is Blamed for "Eastland" Disaster.....	51	10
Paternalism, About*.....	26	6	Harlow, J. K.....	9	7	Stockton (Cal.) Labor War Ended*.....	16	6
Patriotism and Persecution.....	7	8	Heisterman, Harry.....	46	7	"Stop Watch" to be Abolished.....	22	10
Patriotism, Perverted*.....	25	6	Helenius, Johan Julius.....	9	7	Strike Against Peonage.....	19	10
"Peace at Any Price"*.....	20	6	Hennig, Robert Emil.....	14	7	Submarines and Chinese*.....	38	7
Pearl Harbor Dredging Completed.....	46	5	Hewitt, Samuel.....	46	7	Submarine Loss, Our First.....	32	11
Pearling Fleet, The.....	43	2	Hoisether, Sigfrid Gerard.....	16	7	Submarine, In the, Off Kinsale.....	37	8
Pearls of Wisdom*.....	35	7	Holten, Charles Edward.....	44	7	Submarine Motion Pictures.....	30	8
Peasant and King (Poem by Christo- pher Morley).....	22	11	Hustede, Heinrich.....	23	7	Survival of the Fit*.....	3	6
Peonage in Textile Mill.....	27	10	Jackson, Edmund.....	6	7	Swedish Plimsoll Law, A (by Charles Lindley).....	14	2
Pennsylvania Railroad, The.....	30	2	Jacobsen, Anders.....	23	7	Switzerland, In.....	35	8
Percentage of Workers Organized.....	4	10	Johanesen, Lauritz Bernard.....	4	7	T		
Perry's Victory Centennial.....	41	11	Johansen, Anton.....	3	7	Taft Congratulates Gompers.....	2-8; 5-2; 9-2	
Pertinent Facts About "Our Flag".....	51	1	Johanson, John H.....	21	7	Taft Sings Old Song.....	40	3
Police, New Duty for*.....	23	6	Johnson, John.....	4	7	Tax on Labor Saving Devices.....	6	1
Population of Germany and France.....	16	7	Johnson, Gustaf.....	23	7	Teachers May Organize.....	10	3
Porto Ricans Maltreated.....	30	3	Johnson, John Konrad.....	40	7	Three Hundred Feet Under the Sea.....	34	8
Portraits:			Jordfald, Theodore.....	3	7	Third Degree, The*.....	19	6
Andrew Furuseth.....	33	1	Kollgren, Arvid.....	5	7	"Tied to the Ship".....	45	7
Senator Robert M. La Follette.....	36	1	Kramer, Carl Henri.....	4	7	"Tipping," The Curse of*.....	20	7
William B. Wilson.....	38	1	Kuhme, Wilhelm.....	10	7	Toll of the North Atlantic.....	17	8
Rufus Hardy.....	40	1	Lehtonen, Victor.....	8	7	To Non-Union Seamen*.....	33	6
Wilson-Lincoln.....	48	1	Lepsoe, Oscar A.....	35	7	Trade-Unions, Weak Spots in.....	34	3
Postal Savings System, Growth in.....	19	13	Lind, Edward.....	30	7	Trade Unionist Defends Illiteracy Test	20	10
"Practical Men"*.....	43	6	Lindloff, Gustaf Carl.....	3	7	Tribute to Furuseth, A*.....	31	6
Pribilof Islands, The.....	36	9	Lindberg, August.....	34	7	Tribute to Labor.....	4	2
"Prisoners of the Sea"*.....	51	7	Lindgren, John M.....	17	7	Troubles of a Muleteer*.....	30	6
Prize Contest, A Suggested.....	35	9	Madsen, Martin Julius.....	3	7	Troubles of Mr. Schwerin*.....	27	6
Probing Industrial Unrest.....	15	1	Maro, Carl Johan.....	4	7	Tuberculosis, Fighting.....	25	9
Problem of Poverty, The.....	5	8	McCourt, Joseph.....	52	7	Tuberculosis, What Is It?.....	30	11
Professor Again, The*.....	16	7	McManus, John.....	50	7	Tuberculosis, The Cost of.....	44	9
Progress in Organizing*.....	45	6	Middleton, William.....	17	7	Turtle Hunting.....	35	9
Progress of a Decade (by Herman Jochade).....	25	2	Moe, James.....	11	7	Twentieth Century Joke, A (The I. W. W.'s).....	40	9
Prohibition Vote in Colorado.....	16	13	Morris, Thomas Stanley.....	6	7	Tyson on the Rampage*.....	13	6
Protest Against War, A.....	29	1	Nagel, Karl Friedrich.....	3	7	Unemployed Women in California.....	21	3
Przemysl, Why Is? (by W. J. B. Mackay).....	44	2	Nelson, John.....	40	7	Unemployment Insurance.....	20	3
Public Safety Hearings in Cal.....	2	2	Nilson, Carl A.....	35	7	Unemployment in New York.....	36	13
Q-R			Noble, Archibald.....	18	7	Unemployment, Responsibility for.....	17	1
Question, An Unanswerable.....	12	11	Nordstrom, Edward T.....	12	7	Unemployment Statistics.....	22	8
Questionable Test, A (Christopher Co- lumbus)*.....	51	7	Nylund, Carl Edward.....	15	7	"Unfair Competition," About*.....	35	6
Radical, About the*.....	19	7	Olsen, Karsten Johan.....	10	7	Unionism, the Power of (by Robert Hunter).....	33	11
Radicals, Who Are the?.....	33	6	Olsen, Olaf Marius.....	4	7	Union Crew Wins Races*.....	40	7
Raiding a "Relief Fund".....	14	7	Olsen, Olaf.....	4	7	Union or Non-Union Shop?.....	8	7
Rat Plague, Facts About.....	41	9	O'Reilly, Cornelius.....	50	7	Unions, Power of.....	29	9

Title	No.	Page	Title	No.	Page	Title	No.	Page
U-V								
Union vs. Non-Union Sentiment.....	22	1	England and Germany.....	35	11	Anita	42	14
United States Board of Mediation (Annual Report).....	18	12	The Lust of Battle (Italy's entry into the War)*.....	37	6	Arabic	51-2; 52-8	
United States Coal Exports.....	20	10	An Ideal Concentration Camp.....	37	7	Armenian	43	15
United States Coast Guard Service.....	21	10	The "Lusitania" Torpedoed.....	35-7; 36-6		Asama	22	5
United States Commerce in 1914.....	38	2	The Wireless "Did It".....	37	11	Bellevue	21	9
United States Commission on Industrial Relations Report.....	50-6;*	52-1	Italy In the War.....	38	9	Bowes Castle.....	6	14
United States Exports for Fiscal Year Ending June 30, 1915.....	51	13	Horrors Upon Horrors*.....	39	7	Candidate	38	5
United States Export Trade Unparalleled	45	13	Financing the War.....	42	2	Carib	26	15
United States Fleet, Additions to.....	23	11	Accident Policies Canceled.....	44	11	Carthage	44	15
United States Hydrographic Office.....	37	2	The Real War Makers.....	46	12	Caucasian	47	14
United States Income Tax.....	45	13	The "Tall" Liars.....	46	10	Centurion	38	5
United States Life Saving Service, Report for Fiscal Year.....	23	14	The Greatest Waste of War.....	47	8	Charcas	15	14
United States Lighthouse Exhibit.....	40	2	The First Year of the War.....	49	11	Cheslie	14	14
United States Merchant Fleet Grows.....	19	11	Distances in War.....	49	10	Chester	22-15; 26-14	
United States Merchant Marine, Historical Facts.....	24	8	War Losses in Ships.....	50	2	City of Richmond.....	44	14
United States Merchant Marine, The*.....	52	6	War and Chivalry.....	51	9	Claremont	38	5
United States Protest Against Seizure of American Seaman*.....	19	6	Fraternity in Warfare.....	17	2	Colon	24	5
United States Protest Heeded (Interned Seamen Released).....	31	10	A Startling Review.....	52	7	Columbian	3	14
United States Public Lands Available.....	51	13	War and Bravery.....	20	2	Conway Castle.....	28	15
United States River Traffic.....	29	2	War and Cheap Labor.....	12	10	Coos Bay.....	16	5
United States Shipbuilding.....	45	2	War Trust, The World-Wide (by Clyde H. Tavenner).....	35-8; 39-8; 40-8; 41-2; 43-8; 45-2		Curacoa	37	5
United States Ships at Rotterdam.....	25	2	Washington Unionists Use Referendum.....	37	3	Curie	17	15
United States Treasury, Deficit In.....	44	13	Watchful Waiting.....	13-7*	10	Dalgonar	41	5
University Extension.....	11	2	Wendell Phillips's Advice.....	45	9	Delhi	27	5
Values of Vessels, Change In.....	47	2	What Ails Our Merchant Marine (by Rufus Hardy).....	24	1	Denver	32	14
Vancouver Longshoremen Strike*.....	27-7; 28-6; 29-6		What Proofreaders Know.....	9	11	Desabla	45	14
Vanishing of Capitalist Unionism (by Samuel Gompers).....	8	1	When a Boat Is Not a Boat.....	41	8	Dixiana	44	15
Versatile Willie Hearst.....	5	9	When Financiers Disagree*.....	25	6	Drummuir	16	5
Voice From the Depth, A.....	36	2	Where Experts Disagree (Cement Dust)*.....	22	7	"Eastland" Disaster, The.....	46-1, 6; 47-1, 7; 50-8; 51-10	
Voice, The Same Old (S. F. Chamber of Commerce)*.....	50	6	Who Are the Radicals?.....	33	6	"Eastland" Horror Pictures.....	51	9
Voyages, Long Sea.....	38	9	Who Shall Command the Sea? (by Nehemiah Boynton, D.D.).....	40	11	El Dorado*.....	19	6
W			Why Do Men Organize? (by C. O. Young).....	21	1	Eleonore Woermann.....	23	14
Wages by Law Made "Paradise for Lawyers".....	33	3	Wilson, Wm. B., Address at San Francisco.....	48	10	Elizabeth Palmer.....	28	14
Wages vs. Efficiency*.....	40	6	Wilson, Wm. B., Man Among Men.....	38	1	Elsinore	7	5
Walsh, What Ails.....	39	11	Women, Equal Pay for.....	52	3	Engelhorn	34	5
"Wanted—Men!" (poem by Luke North).....	33	11	Women's Wages in Ohio.....	46	3	Eureka	18-5; 22-5	
War, European—			Working Girls, How They Live.....	39	9	Evelyn	26	15
Labor's Internationalism on Trial.....	1	1	Workmen's Compensation, Etc.—			F-4 (U. S. Submarine).....	29	5
An Army Surgeon's Work.....	1	2	The (Cal.) State Insurance Fund.....	6	10	Francis H. Leggett.....	2-5; 3-5, 6; 5-6; 6-5	
Increase in Naval Strength.....	1	8	Compensation Legislation.....	8	8	Guadeloupe	28	15
Can't Draft U. S. Citizens.....	1	10	Liability Law Broadened.....	10	3	Gulflight	36	11
What Haase Said.....	1	11	"Safety First" Conference.....	18	11	Hanalei	12-5, 6; 13-1; 18-5	
World's Peace Foreseen.....	2	3	Accidents Can be Prevented.....	19	10	Hardy	45	5
Blood and Iron.....	2	8	Ohio Compensation Law Extended.....	9	10	Harold Blekum.....	29	5
War and the Interests of Labor (by Alvin S. Johnson).....	3	1	Compensation for Seamen.....	30	10	Hemisphere	24	15
Unpaid War Bills.....	3	7	Colorado Compensation Law Passed.....	34	10	Herald	33	14
John Burns, Anti-Militarist.....	4	2	Accident Prevention Best.....	35	3	Highland Brae.....	24	15
Victor Hugo's Prophecy.....	4	6	State Insurance.....	40	9	Indian Prince.....	6	11
An English View of the War.....	5	8	State Insurance Fund a Success in New York.....	43	10	Inkum	44	15
Surrender of Antwerp.....	5	15	California Compensation Law Constitutional.....	48	13	Inglemoor	47	14
The Rancor of War.....	7	8	Theory of Compensation.....	50	10	Julia Luckenbach.....	35	14
The Holy (?) War.....	8	9	"Workers Cannot Stop Advancing" (by Samuel Gompers).....	1	10	Karlsruhe	42	8
Running a War in Pajamas.....	14	9	Workers' "Net Earnings" (by Prof. Scott Nearing).....	35	1	Karluk	2-5; 20-5	
Battle Off Falkland Islands.....	14	15	Would Government-Owned Vessels Have Coolie Crews?.....	22	2	La Correntina.....	17	14
Germans Bombard East Coast of England.....	15	15	Wrecks—			L. A. Plummer.....	31	14
"Reasons" for the War.....	17	8	War Losses in Ships.....	50	2	Leelanaw	47	14
The Good-Fellowship of War.....	21	8	Ships Sunk by German Cruiser "Emden".....	28	8	Lurline	19	5
On the Brink of Eternity.....	21	9	Ships Sunk by German Cruiser "Prinz Eitel Friedrich".....	29	11	Lusitania	35-7; 36-6*	
Belgium's Misery.....	21	11	Wrecks on Waters of U. S. (for fiscal year).....	23	14	Malakka	16-5; 18-5; 19-6; 41-5	
Battle Off Helgoland.....	22	15	Wrecks in Alaska Waters.....	14	11	Medea	32	14
Perverted Patriotism*.....	25	6	Wrecks (from the "Titanic" to the "Empress of Ireland").....	17	2	Monroe (Skipper Exonerated).....	8	14
War's Toll of Shipping.....	25	11	Admiral Sampson (Findings of Marine Inspectors).....	7	5	Mont Agel.....	21	9
"Prinz Eitel Friedrich" Arrives at Newport News.....	27-14; 29-11		Admiral Watson.....	52	5	Montmaguy	2	14
War's Deluded Victims (poem by W. N. Ewer).....	28	8	Aggi	35-5; 36-5		Navarra	28	14
English Workers Defended.....	30	3	Aguila	32	14	Nebraska	39	10
Behind the Firing Line.....	30	9	Alice M. Lawrence.....	18	14	Nile	20	14
War Prizes, Sale of.....	30	11	Aline Woermann.....	25	14	Oakland	15	5
Europe's Only Salvation.....	31	8	Amstel	32	14	Oceanic	8	14
War Increases Wages.....	31	10	Anne de Bretagne.....	21	9	Pilgrim	22	14
Fighting Without Hate.....	31	11				Potaro	24	15
"To a Finish".....	34	11				Prins Maurits.....	32	13

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.
VOL. XXVIII, No. 1. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 16, 1914. Whole No. 2295.

LABOR'S INTERNATIONALISM ON TRIAL.

Class Consciousness and Solidarity Tested by the War of Nations.

A tinge of disappointment is apparent in an editorial in the London Times on War and Class War which followed another on Waning Hopes, while war was being declared. The Times inquired where the Socialists of Germany, France, Belgium and Britain are, now that "the artificial conflict," which they with other parties and factions represent, are tested by "the touch of a real one." For fifty years, the editorial reminds us, "we have been told that the united voice of the 'workers' will forbid war, and strenuous efforts have been made to put some substance into the promise. A universal strike on the advent or approach of war has been proposed and much discussed as an effectual means of frustrating it."

To this reminder the Times significantly adds, "if the plan had been earnestly entertained by wage-earners, it must have exercised a great and deciding influence."

The Elusive "Solidarity of Labor."

But to the contrary, the Socialists must be as surprised, as all other divided groups are, at the amazing spectacle of this fratricidal strife. German Social Democrats in one army are fighting the Socialists of France, Belgium, and England in the army of the allies. The question is a fair one which the Times raises, "Where is the class-conscious solidarity of labor?" However, it is only fair to remember that the same question arises at the sight of Christians in a life and death struggle against Christians, Protestants against Protestants, Catholics against Catholics, the Holy Orthodox against the Holy Orthodox, in the same irrational struggle.

There are reasons for doubting as too hasty the conclusion of the Times that "the class war of Socialism and the international peace movement associated with it, have evaporated and are in process of collapsing altogether." The onset of this war was too sudden and severe for anything to withstand. The German Socialists indeed proved to be no exception.

The same night on which martial law was proclaimed throughout Germany, their 79 newspapers were suppressed, their clubs and unions were not permitted to have another meeting and some of their members were summarily shot for continuing to protest against war. In France the foremost Socialist, Jaurès, was killed by a fanatical French patriot who justified his murderous deed by claiming to have rendered France a service in removing the man who, in his consistent stand for international peace, opposed the measure for the three years of military service. The assassin at his arrest cried, "Jaurès was an enemy of the three-year law. He was an enemy of my country. I have done my duty." Although the deed was repudiated by everyone, most of all by the government, yet, the assassin's bullet at least rang out the warning to everything and everyone standing in the way of this fierce reassertion of nationalism.

In the face of this rising tide of passion and the far more perilous military repression, the German Social Democrats held meetings and made public demonstrations in protest against

the impending war at Weimar, Stuttgart, Strassburg and Berlin, until "a state of war" and martial law were proclaimed. To be sure, they did not court martyrdom as did the early Christians in their stand against the Caesars; neither did the heirs of those martyrs professing to follow the Prince of Peace, in any of the warring nations. On the contrary, the Socialists certainly became opportunists, as did the adherents of every other outstanding cause or sect, party or faction.

The French are led to war by a premier who had been a leader in the Socialist party, upon whose arm the widow of the murdered Jaurès leaned as she followed her husband's body to the grave. Another Socialist leader, M. Hervé, who had even advised French soldiers to desert in case of war, himself applied to enlist under the colors. The Confédération Générale du Travail, corresponding to the American Federation of Labor, issued an appeal to all trade unionists to join in the defense of France. All these apparently self-stultifying attitudes and actions are extenuated by their hope that the war will break up the German monarchy and thus be the first step toward "the United States of Europe."

M. Vandervelde, the scholarly yet popular Socialist leader in Belgium, at the violation of the neutrality of his country by the German invasion, consented to serve in the ministry of the clerical and conservative party which he had always opposed. The New Statesman declares that "all the peace parties of Germany collapsed before the specter of the Russian peril, just as German aggression (for which the Russian peril is the excuse if not the justification) has frustrated all efforts of pacifist elements in the countries bordering on the western German frontier."

Kropotkin Loyal to His People.

Even Peter Kropotkin, exiled prince of Russia, from his refuge in England declares his loyalty to his people in their war, which has already brought from the autocracy assurances of more liberty to Poland and Finland and to the Zemstvos throughout the Empire.

There was a temporary split in the British Parliamentary Labor Party over the war issue. They, with the trade unionists and other more radical groups, had written, spoken and taken action against Britain's engaging in the impending war.

A great meeting of protest was held in Trafalgar Square the Sunday before England declared war against Germany. It was attended by many thousands of working people, some five thousand Socialists and trade unionists marching from the East End, carrying the red banner of the National Transport Workers' Federation. There were some minor interruptions by a group bearing the union jack, which, however, were quickly and quietly repressed by the police.

During the meeting a Russian, a German, a Frenchman and a Swiss embraced each other and stood with joined hands while the crowd cheered. The resolutions adopted called upon the citizens of London to express "their deepest detestation of the international war that

seems to be on the point of breaking out, and upon the workers to unite to prevent their respective governments from engaging in war."

The British Socialist Party issued a manifesto to the workers of Great Britain, declaring that "it is not a war of peoples," that "the workers of Germany declared vehemently against war," that "never again must we entrust our foreign affairs to secret diplomacy," and that "only an agreement between the peoples of France, Germany and Great Britain will be solid guarantee of peace and a powerful bulwark against the encroachments of Russian despotism, a result which may easily come of the present war."

After war had been declared, however, all these groups decided to discontinue opposition to the government's foreign policy and concentrate their effort to assure government protection and care for the wage workers against the rising cost of living, unemployment, and destitution from which they would otherwise surely suffer as a consequence of the war.

British Leaders Oppose War.

Not agreeing with the attitude thus taken, J. Ramsay MacDonald resigned his chairmanship of the Parliamentary Labor Party. Action was deferred for two weeks in the hope that the resignation might be withdrawn. John Burns also resigned as head of the local government board in the cabinet, when Lord Morley and C. T. Trevelyan also withdrew on account of their opposition to the war. Burns's resignation was received with no protest and surprisingly little comment, especially in labor circles.

The Daily Herald, which George Lansbury edits in the interests of industrial unionism, continues its protest against the war, although in somewhat modified form, since it actually began. Just before the declaration, in an editorial entitled, Down with the War, it alluded to the much talk and many resolutions in recent years about the international solidarity of labor.

"If the protest against war is to be made effective," it declared, "those workers who have in their power the control of transport and communication must refuse to allow them to be used for an end which will cause untold human suffering. They must strike against war. The labor leaders must act at once. There is given to the worker the opportunity to strike a blow at the very heart of the capitalist system. The weapon stands ready to the workers' hand. May they dare to be wise."

Acting on this or similar advice the Welsh miners at Cardiff refused unanimously to accede to the request of the British admiralty that two holidays be curtailed in order to mine coal urgently needed for the navy. In so doing they justified themselves thus: "We do not consider it necessary for defensive purposes to ask the miners to work on these two holidays, and we decline to encourage, or in any way countenance, the policy of active intervention of this country in the present European conflict. Further, that as the International Miners' Congress has, at its meetings, adopted a resolution condemnatory of war between the nations

represented, we think the present moment is opportune for the miners of Europe to make an endeavor to enforce their views upon the governments implicated in the conflict and the pending complications."

This action caused excitement in Parliament. A ministerial party member declared in the House of Commons: "If those men had acted in that way in Germany, they would have been taken out and shot forthwith. What was the government going to do in a case of this kind? The Socialist Federation was a body which had passed a resolution saying that all war was wrong and urging its members to take the necessary steps to prevent the government from getting coal. They might be right or wrong in their standpoint, but it was a proposition the state could not admit for a moment and the state should take some action against those who incited the miners not to go to work."

Dr. McNamara, speaking for the Ministry, said: "There was no occasion to give rise to uncalculated apprehension. A great many of the men did go to work and all are at work now."

War Adjusts Wage Disputes.

Subsequently, the Miners' Federation in South Wales decided that all existing questions, including those relating to non-unionism, should be dropped, and declared that they were willing to work at any time, day or night. The Scottish coal mine owners informed their miners that in view of the existing condition, they would not proceed with their claim for a reduction in wages. In line with this subordination of all differences to the national defense, almost all pending disputes have been settled or dropped by the London building trades, the marine engineers, electricians, boilermakers, ship repairers, and even the transport and dockers' unions. Lists of these settlements are printed and editorially emphasized in the London papers.

Jean Jaurès, at the Congress of the Socialist Party in France, the month before he died, faced the demand that his party should support the general strike, as the most efficacious of all means of preventing war, at the International Socialist Congress which was to have been held soon at Vienna. In a remarkable oration he admitted that a strike could be effective only if genuinely spontaneous and effectively simultaneous in all countries; but he prophetically added that it would not avail where or when nationality was at stake.

In a striking editorial, indicative of the change in its tone of discussion, the radical Daily Herald, quoted above, thus finely applies William James's urgency of a "moral equivalent for war":

"Cannot we still have an army, equipped not for death but for life? Cannot we fight, not each other, but our common foe—nature? Cannot we thus preserve in the inmost fiber of the people that morale we would not have stagnated?"

"It is not difficult to find that moral equivalent. It lies in the creation of a civic sense. We must engender a hatred of the errors of our civilization, a hatred so bitter and compelling that men will not endure wrong because they would regard it as sin. We want to take that pride the soldier feels in the possession of his gun, that erect posture of body and soul which can be seen as the outcome of his training, and substitute for it a pride in the tools of labor, be they the miner's pick, the surgeon's knife, or the weaver's loom."

Meanwhile, at the call of their home lands, workers all over the world are laying down their tools to go back to their mother countries and take up arms to kill each other. Surely, for the time being at least, their "class-consciousness" is superseded by their national loyalty, and yet before this war is over, or as a result of it, national loyalty may be subordinated to the supremacy of race-consciousness. But beyond all wars, behind the clouds and darkness, above the valley of the shadow of death there still shines the fixed star of undying hope—"the parliament of man, the federation of the world."—Graham Taylor, in "The Survey."

The German army in Brussels levied a tax of \$40,000,000 on the people, and at once there arose loud protests. To pay out all that money and get nothing for it seems outrageous to them. But is there a city in the United States of the size of Brussels that is not levied on every year for a similar contribution? Not by a foreign enemy, Oh, no! But by land monopolists, franchise monopolists, and other holders of predatory privileges. But economically there is not the slightest difference between the enforced levy of a foreign enemy and a levy by individual monopolists, with the aid and sanction of the home government. American cities may well sympathize with Brussels.

AN ARMY SURGEON'S WORK.

Few of the men who had practical experience as military surgeons in the Civil War are left. While hundreds of volumes have been written on the military operations of the armies, North and South, there is but little record of the personal experiences of surgeons in either army or of their personal recollections, whether on the field or in the military hospitals. For this reason the article by Dr. S. Weir Mitchell of Philadelphia on "The Medical Department in the Civil War," recently published in *The Journal of the American Medical Association*, is of great interest. This paper was one of the last written by Dr. Mitchell before his death. In it he describes, with the charm of the novelist and the accuracy of the scientific man, the experiences of the army surgeons of 1861-65. Little record has been left by the thousands of medical men who gave their services and often their lives for the relief of the sick and wounded. Yet their experiences were, in many cases, as thrilling as those of the soldiers on the firing-line. Under the plan of organization followed at that time, each regiment had one assistant surgeon, who gave immediate care to the wounded in action. When, as sometimes happened, the location selected for the dressing-station came under fire, the surgeon moved his patients farther back. Dr. John S. Billings operated under fire back of Round Top at Gettysburg, and at his next move had again to retire under a rain of bullets. In some cases this was not possible, and it often happened that surgeons stood for hours at the operating-table with bullets flying over and around them. "In one case that I knew of," said Dr. Mitchell, "a patient on the operating-table was killed by a bullet while his wounds were being dressed." The number of wounded men needing care after a great battle is entirely beyond our comprehension to-day. In the three days' fighting at Gettysburg over twenty-seven thousand wounded men, Union and Confederate, were left on the field. All of these men were cared for and their wounds dressed and the men under shelter inside of twenty-four hours after the close of the three days' battle. By way of contrast, Dr. Mitchell said that it was ten days after the battle of Waterloo before all the wounded had been cared for. In the Wilderness campaign, eighty-three hundred men were cared for in two days. One hears in novels and sometimes in histories of bayonet charges. Dr. Mitchell said, "I never saw a bayonet wound, and of twenty-five thousand wounds in Grant's battles, there were in all fourteen bayonet wounds; there were probably as many men severely kicked by mules." The demands on the surgeons were heavy. Surgeons dressed wounds and did the most serious operations until they fainted beside the operating-table, or fell asleep at their work. One surgeon has a record of thirty-six hours' continuous operating and dressing of injured men. At Gettysburg thirteen surgeons in the Union Army were killed or wounded. During the war fifty-one army surgeons were killed, four died in prison, and two hundred and eighty-one died of diseases contracted in the service. The entire country, North and South, was well-

nigh stripped of surgeons to supply the demands of the Army. Out of one hundred and seventy-four members of the College of Physicians of Philadelphia in 1864, one hundred and thirty of them had seen service in some form in the medical departments of the Army and Navy.

NORWAY'S CAPITAL.

The capital of Norway was founded in 1624 by the Dano-Norwegian, King Christian IV., who named it Christiania. For more than 175 years the development of the city was a very slow one. Socially there were marked extremes. The refinement of the higher circles was in sharp contrast to that of the general population.

That the events of 1814 brought about quite a change in the condition of the city, one reads in an article in the special Norwegian supplement which the *London Times* has published in honor of the centenary of the Norwegian constitution. From being a local town of secondary importance, as long as Copenhagen was the joint capital of the Dano-Norwegian monarchy, Christiania became the capital of modern Norway, the center of the government, the seat of the Storting, the high court of justice, and the university, the latter having been founded in 1811.

All this contributed to give Christiania a very conspicuous position, but for a number of years progress was on a very limited scale, and there are people at Christiania who can remember the days when the population of the city, which is now some 255,000, had not yet reached the figure of 40,000.

The turning point in the history of Christiania may be put at the latter half of the '50s. Before that time the town had all the characteristic features of a provincial place. Since then she has actually developed into a modern business town on a European scale. Perhaps the greatest achievement of Christiania is the extensive port arrangements for the accommodation of the ever-increasing fleet of passenger steamers and carriers passing in and out all the year round.

During the same period Christiania, which before 1905 was the railway center of the country, has had her connections further enlarged by the opening of a number of other lines, among which is the popular Bergen railway across the mountains to the capital of west Norway.

Unlike Bergen, Trondhjem and several other Norwegian towns, Christiania has no trade or industry which can properly be called her own. She may rather be described as collecting within her limits all the various trades and manufactures of the country just as she is absorbing an ever-increasing population at a rate which is shown by the fact that every tenth person in Norway is an inhabitant of Christiania.

For carrying additional baggage on automobiles, an Englishman has invented a trailer, to be attached to the back corners of a car and supported by a single wheel at its rear.

To increase the usefulness of refrigerators, there have been invented shelves made of tubing to catch and circulate the water flowing from the melting ice.

Paris has about 115 residents to the acre to London's 50.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Not a Commodity.

Late Wednesday afternoon (Sept. 2), by a vote of 47 to 17, the United States Senate passed the Clayton bill, previously adopted by the House. The Senate made several amendments, and declared in the clearest language possible for labor's contention that there is a difference between persons and things.

By a unanimous vote it was agreed to amend the bill to read: "The labor of a human being is not a commodity or article of commerce."

This is a complete indorsement of the workers' position and has been the contention of the A. F. of L. ever since the Sherman anti-trust law was enacted, nearly a quarter of a century ago.

The House provision dealing with picketing was stricken out by the Senate Committee with the understanding that it would permit a trespass. It was reinserted in the bill on motion of Senator Cummins on the Senate floor with the consent of the Senate Committee, in an altered form, which permits workers to be at any place where they have a lawful right to be.

Both branches of the national legislature agree that nothing in the anti-trust law shall be construed to forbid the existence and operation of labor, agricultural or horticultural organizations, nor can these organizations or members be held to be illegal combinations or conspiracies in restraint of trade under the anti-trust laws.

To emphasize their views on the question of labor's rights, the Senate adds: "Nor shall any of the acts specified in this paragraph be considered or held to be violations of any law of the United States."

The bill marks the end of so-called "labor injunctions," which have been issued on the theory that if workers quit their employment or induce others to quit, they can be restrained, because such action "injures property."

No injunction shall be issued in a labor dispute unless necessary to prevent irreparable injury, for which there is no adequate remedy at law. This is the position of the American Federation of Labor.

As these features of the bill have been agreed to by the House, it is safe to assume that the long struggle of the American Federation of Labor for human liberty is nearing its triumphant end, and the political policy of the trade union movement has received its most pronounced indorsement.

A Verdict That Surprised No One.

Will those people who are surprised because the report of the militiamen's kangaroo court-martial exonerates all the militiamen please stand up and be counted?

What: None of you rise to your feet; none of you are surprised? Well, neither are we!

In fact, the Free Press all along predicted just what would be the outcome of this silly farce. The court-martial cost something like \$20,000, and the expense is still piling up because many of the defendants and witnesses are still being

housed in Denver's best hotels at State expense. But what is a little matter of \$20,000 among friends, especially when it is only taxpayers' money?

And you know the militiamen are all friends. They have all been tarred with the same stick. They must all stand to it and protect the other crook and thug so that they, too, may be protected in their own day of stress.

According to the kangaroo court's report the horrors of Ludlow were wholly justified from the militiaman's standpoint. It is perfectly proper for men, armed to the teeth and backed by machine guns, to attack, shoot, burn and suffocate helpless women and children.

The militiaman has said as much in his report and the fact that no one is surprised shows that no one expected anything else from the militiaman, and incidentally proves that he has fallen pretty low and cuts an infinitesimal figure in the affairs of Colorado.

The militiaman also discovered that Lieutenant Linderfelt, another so-called militiaman but really a 44-caliber thug and gunman, was quite justified in breaking his rifle butt over the head of Louis Tikas on that terrible day when Ludlow went up in flame and smoke and the militiaman went down in dishonor and disgrace.

Tikas, the report holds, applied some name to Linderfelt, angering the doughty gun wielder. But if Louis called Linderfelt anything which Linderfelt is not, then the dead Greek must have discovered some word which died with him, for that name or word is not known to the living.

Of course the report does not deal with the brutal and wanton murder of Tikas and others after they were taken prisoners or the application to them of the fugitive law, a barbarous custom that would shock the finer sensibilities of a Fiji Islander, but which seems to suit the Colorado militiaman very well, especially when he happens to be the one who is applying the savage code.

The report was never intended to handle such small things as deliberate murder. It was only expected to cope with mighty subjects such as where a prisoner had the hardihood and temerity to speak impolitely to his august captor.

Even Linderfelt himself did not expect exoneration. It will be recalled that he plead guilty to certain of the assault charges. But then the militiaman doubtless thought that while they were spreading the whitewash they might as well daub some on him. They might be in need of it some day themselves, and it is well to have friends, you know.

The astounding part of it is that no one is surprised. It was all expected. But even more astounding than that is the fact that the militiaman still takes himself seriously. Instead of doing that, he should take himself and his farcical but highly expensive reports into that oblivion which has been yawning for him ever since that awful Monday at Ludlow.—Trinidad (Col.) Free Press.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The two greatest British unions of smiths, which together number 10,000 members, have decided to amalgamate.

The Meat Industry Employees at the abattoirs, Adelaide, are drawing up a log of wages and conditions for presentation to the board.

A conference of operative bakers in Holland has decided to accept the principle of joint action in regard to the opposition to night work.

The secretary of the Sydney eight-hour committee, in a reference to the growth in union membership in New South Wales, says that his organization represents over 150,000 unionists.

Returns received from certain selected ports in Great Britain (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during July 52,664 seamen, of whom 5,110 (or 9.7 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with July, 1913, there was a net decrease of 2,749, or 5.0 per cent. There were large decreases at Southampton, Cardiff and Glasgow, and a considerable increase at Leith.

A conference of New Zealand employers of wharf labor after three days' deliberation reached a decision which will introduce a new era as far as the control of wharves is concerned. It was resolved to form an association of employers whose object is to bring the whole waterfront labor under one control. It has been decided to hold a conference with officials of the Wharf Laborers' Union to secure the co-operation of that organization in making the scheme a success. Practically the whole of the employers of waterfront labor have signified their intention of joining the association.

The British Labor Gazette reports that the total number of claims to unemployment benefit made at labor exchanges and other local offices of the unemployment fund during the five weeks ended 31st July, 1914, was 103,730, as compared with 73,743 during the four weeks ended 26th June, and with 68,806 during the four weeks ended 25th July, 1913. Of the total of 103,730 claims, 69,438 (or 67 per cent.) were claims for the direct payment of benefit, and 34,292 (or 33 per cent.) were claims for payment of benefit through associations of workpeople in the insured trades having arrangements with the Board of Trade under section 105 of the National Insurance Act.

As the result of inquiries made by the Department of Labor Statistics in the United Kingdom particulars are now available respecting the membership of trade unions, both registered and unregistered, federations of trade unions, and trade councils at the end of 1913. At the end of 1913 the total membership of the 1,135 registered and unregistered trade unions known to the department was 3,993,769, an increase of 21.5 per cent. compared with the previous year. This membership is greatly in excess of any hitherto recorded, and the rate of increase is little below the high rate of 1911 (23.4 per cent.). The expansion in membership was common to practically all trades, but was especially marked in the transport and general labor groups. Some of the increase is attributable to trade-union activity in connection with the National Insurance Act.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

CLOTHES SATISFACTION

IS THE RESULT WHEN YOU CONSULT

S. G. SWANSON

For the BEST there is in TAILORING

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Henschel, Berkeley, Cal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anyone knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, George	Lane, Gus
Andersen, K. F.	Lindberg, Wm.
-1717	Lindner, J. -1750
Andersen, Rasmus	Lundberg, T.
Andersen, Martin	Lyngard, Jorgen
Andersen, Axel	Monterra, J.
Anderson, Gust. -810	Mardisan, Andrew
Andersson, E. -1762	Mesak, K.
Alexandersen, P.	Madsen, Charlie
Andersen, A. -1645	Mikalsen, Andreas
Bensen, Severin	Machada, Enrique
Berndt, Hugo	Martinelli, Watler
Bringsrud, Harald	Mennicke, Fritz
Brien, Hans	Murray, Robert
Berg, S.	Miller, Wm.
Cirul, M.	Mayers, P. M.
Christensen, A.	Michaelsen, A. -1105
-1095	Morris, M. H.
Cotter, J.	Nielsen, Edward
Christensen, H.	Nielsen, Chr.
-1335	Nikander, Dan
Centisan, Chas.	Nurhanen, E.
Carlson, Kalle	Neergard, A. -1165
Ceehan, John	Olsen, A. O. -759
Clausen, J.	Olsen, Jacob
Dunn, Wm.	Olsen, Harald
Dreger, Jack	Olsen, Ludvig
Evertsen, Olaf	Olsen, Nick
Essen, Carl	Olsen, Hans
Ellingson, Ivar	Olsen, Ole Wilhelm
Enstrom, Carl M.	Osterberg, S. H.
Eklund, Sven	-1284
Fasholz, Dan	Paader, Hugo
Folvik, Lewis	Paul, Peter G.
Felsch, Harry	Petersen, Aage
Ferem, William	Paulson, Gustaf
Genesen, Charlie	Pearson, Ed
Grigoleit, E.	Rytko, Otto
Gunther, Dick	Ridnell, J. H.
Gustafson, Alf	Rantman, E.
Hansen, Sigvorth	Rutel, Ernest
Holmberg, Frank	Shager, Ernest
Hansen, Thomas	Schmidt, Louis
Hansen, Marius	Skaaner, Jack
Hingren, HJ	Sandstrom, Ivar
Holm, Arthur	Seversen, Chas.
Holmstrom, Fritz	Stromsberg, Ivar
Hansen, Hans -2219	Stenroos, William
Hansen, H. T. -1446	Svensen, Nick
Hansen, Johannes	Swanson, E.
Hakonsen, P. O.	Stolt, Axel
Haro, Aarp	Steen, Ed
Harold, Henry	Svensden, S. -1717
Ivarsen, Ivar	Schlachte, Alfred
Johansen, Ed. -2240	Steen, J. C.
Johnsson, Chas. A.	Sievers, G. P.
Johansen, Emil	Simpson, L. C.
Johannsen, Charlie	Sandy, Oskar
Johannson, N. A.	Samuelsen, Victor
-280	Tell, Olaf
Johannson, Algot	Thompson, B. -282
Jensen, Oscar M.	Tvedt, Olaf
Karlson, Richard	Wright, F.
Kristiansen, N. -1093	Waddington, W. H.
Kremer, Sigurd	Zimmer, Walter
Kalnam, Andvey	Zunderer, Theodor
Leideker, E.	Package.
Lang, Chas.	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer in

CIGARS, TOBACCO, STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE

GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)

KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

Canada is reported to have paid \$1,250,000 for the two Chilean submarines "Antofagasta" and "Iquique," sold by the Electric Boat Company.

The North German Lloyd steamer "Prinz Waldemar" put in at Honolulu on September 9 for refuge and to cable for instructions. The vessel carries no wireless. Her stay will be indefinite.

The Tide Water Mill Co., of Portland, plans to place a steam schooner in the lumber trade between Florence, on the Siuslaw River, and San Francisco. The company has four vessels in the lumber trade, the schooners "Hugh Hogan," "Oakland" and "Sausalito" and the barge "Lawrence."

The dredger "Coronado," which the Redstack tug "Dauntless" was towing from San Pedro, is at Monterey in a capsized condition. The hulk took to leaking at sea and turned turtle as the "Dauntless" was getting it into Monterey Bay for safety. The "Coronado" was to have been used in the Standard Dredging Company's blasting operations on Centissima rock.

Wherever the German cruisers "Leipzig" and "Nurnberg," the only vessels of the Kaiser's navy afloat on the Pacific outside of the fleet bottled up by the Japs, may be, the local shipping world does not seem to be worrying. French and British vessels, laden with California barley consigned to the United Kingdom, are again being dispatched with old time regularity.

The first foreign vessel to be transferred to United States registry in San Francisco harbor was the four-masted bark "Annie M. Reed." The "Annie M. Reed" was formerly the British bark "Howard D. Troop." She was built in Glasgow in 1892, is of 2165 tons' register, and upon being purchased by the Hind-Rolph Company a few years ago was rechristened "Annie M. Reed," the maiden name of Mrs. James Rolph, Jr.

The schooner "Halcyon," from Puget Sound to Papeete on private terms, is the only off-shore lumber charter reported in the weekly freight circular of the Shipowners' Association of the Pacific Coast. Coastwise rates continue fluctuating, the rates from northern points to San Francisco being as follows: From Mendocino ports and Humboldt Bay, \$2.75; from Coos Bay, \$3; from Gray's Harbor, Willapa Harbor, Columbia River and Puget Sound, \$3.25.

Richard J. Ringwood, traffic manager of the Pacific-Alaska Navigation Company, has announced that the company has decided upon a new system of freight charges for carrying commodities up and down the coast, which will be inaugurated January 1, 1915. Under the new system the freight charges will be based upon deadweight instead of measurement, and the rate to the shipper will include the various port charges, which at present are billed separately.

A 90-day notice has been served on all co-carriers of the Panama Railroad Company to the effect that the existing working arrangement whereby the railroad acts as an intermediate carrier will be terminated. After the expiration of the 90-day period the steamship lines to the Isthmus will be expected to make their own arrangements for the transfer of cargo, either at Cristobal or Balboa, as may be most advantageous, and the railroad will serve as a cocarrier only in case of emergency.

The American-Hawaiian Steamship Company is planning to enter into active competition with the transcontinental railroads for the carriage of deciduous fruits from California. The American-Hawaiian Steamship Company has six of its new boats equipped with refrigerating apparatus, the "Panaman," "Washingtonian," "Ohioan," "Iowan," "Pennsylvanian" and "Montanan." Each of these vessels has space sufficient to carry 1,500 tons of deciduous fruits, and with six vessels in this service it will be possible to have a cargo here every ten days.

A plan of the Sugar Factors Company, Ltd., to refine the entire Hawaiian sugar crop in California in the future became known at Honolulu on September 7. It is said the plan includes a proposal to spend \$5,000,000 on enlargements to the refinery at Crockett, Cal. Allen M. Nowell, secretary and manager of the Sugar Factors Company, Ltd., and Edward D. Tenney, vice-president and general manager of Castle and Cooke, sugar factors, are now on the Pacific Coast to make arrangements for new transportation facilities adequate to handling the Hawaiian output in total.

What amounts to a prohibition against the use of merchant steamers obtaining coal at U. S. ports for transfer at sea to belligerent warships has been established through the declaration of the State Department that any ship which leaves an American port on a mission of that sort will be regarded as a man-of-war. Such passenger or freight steamers would not be permitted to coal again at an American port for three months. Hitherto it has been the practice of nations to make no inquiries about the destination of neutral ships, but the State Department felt if coaling at sea were

permitted through neutral ships, belligerents would have just cause for complaint.

From all accounts the Alaska fishing season just closed was one of the most successful on record. Nearly all the streams were choked with fish and the various canning stations kept going to capacity. A heavy pack is especially welcome at this time, as the European war will cause an increased demand for canned salmon. Locally this probably will have the effect of raising the price, it is said. Salmon will form the principal cargo of many vessels which are to leave here for England and Europe the next couple of months. The codfishing season in Behring Sea is reported to have been equally as satisfactory this year as was the salmon season. Returning codfishing vessels are bringing full cargoes.

A determined protest was made in San Francisco on September 10 at a mass meeting of licensed officers of American vessels against the suspension of the navigation laws for the benefit of vessels affected by the emergency act just passed by Congress, admitting foreign-built vessels to American registry. The protest was addressed to President Wilson, Secretary William C. Redfield, Secretary W. B. Wilson, Senator J. P. Clarke, Joshua W. Alexander and all Pacific Coast Congressmen and Senators. It was signed by 350 licensed marine engineers, masters and mates. The resolution embodying the protest was adopted after several addresses delivered in the hall of the Marine Engineers' Beneficial Association's hall, on Steuart street.

The local firm of Sudden & Christianson has inaugurated a new service between Pacific Coast and Eastern ports, via the Panama Canal, and with the arrival on this Coast of the steamship "Montos," which steamed from Norfolk, Va., recently, and the steamer "Lewis K. Thurlow," which is due to steam from the East Coast within a few days, will have three vessels on the run. The third steamship, the "Peter H. Crowell," is now on Puget Sound. All three vessels are under charter to the Sudden & Christianson concern, and will be used as lumber carriers between this Coast and the Atlantic, bringing on their return voyages cargoes of general merchandise. The "Montos" is bringing 4000 tons of coal for Seattle. Each of the vessels is capable of carrying a cargo of 5,000,000 feet of lumber, and the fleet will be a substantial addition to the American registered lumber fleet now plying between Pacific and Atlantic ports via the Canal.

The arrival at San Francisco of the British steamer "Cettriana" presented a complicated problem as a result of the European war. The vessel was chartered by the German Government prior to the outbreak of hostilities for a period of six months and was to be used to carry coal to the German cruiser "Leipzig" on the lower coast. Upon her arrival the "Cettriana" was entered to the German Consulate and a further delicate situation arose when it was necessary for Captain Minister, who is a lieutenant in the Royal Naval Reserve, to call on the German Consul with the ship's papers. The "Cettriana" left San Francisco on July 24 laden with a cargo of coal for the "Leipzig," which was then at Mazatlan. Although war had not been declared the captain of the German cruiser evidently was aware that hostilities were approaching, for he ordered the "Cettriana" to Magdalena Bay, where, after coaling from the vessel, the merchantman was stripped of her wireless and sent on her way. This happened on August 5. Since that time the "Leipzig" has been in here and is now supposed to be somewhere on the lower coast again.

DECKHANDS FOR STATE SERVICE.

The California State Civil Service Commission announces that applications for employment as Deckhands in the service of the State will be received at the office of the Commission, State Capitol, Sacramento, on or before September 19, 1914. The State employs Deckhands in connection with the Board of State Harbor Commissioners in San Francisco, at a salary of \$80 per month. There are now five vacancies to be filled.

Candidates must have had at least one year's experience in some kind of employment connected with shipping within the last five years, and must be able to row a boat, go aloft, swim and splice lines in order to qualify for this examination.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento.

Applications must be properly executed and filed with the Commission on or before September 19, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 81 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 58 Commercial St.

Branches:
SEATTLE, Wash., 1403½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.
(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00, Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 16, 1914.

VOLUME XXVIII.

With this issue the JOURNAL enters upon the twenty-eighth year of its life.

Those twenty-seven years cover an eventful period in the workers' struggle for "more." It is doubtful if there ever was a like period in the history of mankind during which greater and more permanent achievements have been made by and for the men and women of toil. The seamen of the world, particularly, have made splendid strides. They know to-day that there is no short cut to the millennium, that there is no material or lasting progress to be made except through organization.

Organization is the salvation of the world's workers. The JOURNAL has preached that kind of salvation for all these years; it has contributed its modest share to inspire the weary march of labor; it has raised its voice for every worthy cause and never faltered in pressing forward and onward toward an ideal—the Brotherhood of Man. This may seem like self-praise, but is not intended as such. A birthday comes only once a year, and we merely want to remind those who glance over these pages from week to week that another completed volume is about to be placed upon the shelf.

Here's our rule for the ensuing year:

- To look up and not down,
- To look forward and not back,
- To look out and not in, and
- To lend a hand.

The lessening of the daily hours of labor increases the total of products by increasing the opportunity and disposition for consuming them. The sum of the difference between a savage and a civilized state is merely the difference between men who have time and inclination to gratify their physical needs only, and men who have time, inclination, and determination to indulge and cultivate the intellectual side of their nature.

The employer of child labor is a homicide on the wholesale.

RUBBING IT IN!

There is a tendency just now to rush through Congress certain species of legislation pertaining to ships and shipping. As a result, Mr. Robert Dollar and other well-known patriots who are so deeply interested in the building up of an American Merchant Marine (manned exclusively by Asiatic crews), seem to have a fair chance of having their hearts' desires gratified—at last. At any rate, it is quite certain that the passage of the so-called ship registry law has brought aid and comfort to coolie lovers. The venerable "Captain" Dollar is quoted as saying that "the bill on the whole is far better than the shipowners had hoped for." That tells the story. When Congress enacts laws pleasing to men of the Dollar type it is time to take notice. And it may be said, in passing, that due notice has been taken and a proper protest has been filed—only, however, after it was too late.

It so happened that President Wilson very quickly availed himself of the authority granted him under the ship registry law by suspending certain sections of the navigation laws, as follows:

First: "All foreign built ships which shall be admitted to United States registry under said act may retain the watch officers employed thereon without regard to citizenship for seven years from this date and such watch officers shall be eligible for promotion, any vacancy occurring among such watch officers within two years from this date may be filled without regard to citizenship, but any vacancies which may occur thereafter shall be filled by a watch officer who is a citizen of the United States."

Second: "That the provisions of law requiring survey inspection and measurement by officers of the United States of foreign built ships admitted to United States registry under said act are hereby suspended for two years from this date."

This means in plain language that the American licensed deck-officers and engineers have suddenly been placed in the same position as the balance of the crew. They must hereafter compete with the world, for no American shipowner, no matter how full of patriotism he may be, will ever employ any but the cheapest available labor, unless—well, unless there is a compact, fighting labor organization to reckon with. And American licensed officers now have the novel experience of having it rubbed into their hides that after all they too are wage-earners. They will now see with their own eyes that greed and the rule, "Dividends First," respects no persons, not even licensed officers. Many of them have doubtless suspected this for a long while, but the majority seem to have been content to leave the shipowners arrange such details as wages, hours and working conditions.

Here is the "protest" as formally adopted at a mass meeting of licensed officers in San Francisco:

Whereas, President Woodrow Wilson has seen fit to suspend the navigation laws of the United States, requiring all licensed officers on vessels of the United States to be citizens of the United States, and also has suspended for a period of two years that vessels of foreign build taking American register, shall be inspected, surveyed and measured; and

Whereas, It is a well-verified fact that here on the Pacific Coast hundreds of competent licensed officers, both engineers and deck-officers, have been and are at the present time unable, on account of a general stagnation in the shipping business, to get employment at their respective trades; and

Whereas, This suspension of the navigation laws leaves foreign officers serving in those vessels absolutely under no control of the United States Steamboat Inspectors, nor under the jurisdiction of any foreign boards of trade, and therefore absolutely immune from any prosecution for misconduct or other acts of violation of shipping laws, either of the United States or the country to which such vessels belonged prior to their change of register; and

Whereas, The change of register of a vessel

after declaration of war, belonging to either belligerent, is a clear violation of international law, making such vessel liable to condemnation by any prize court; therefore it has been

Resolved, By the licensed officers of the Pacific Coast in mass meeting assembled, that we unanimously protest against this suspension of the navigation laws of the United States, as we consider this not only detrimental to the interests of American citizens holding licenses, but that it is likely to bring this country into the present turmoil in Europe; further

Resolved, That copies of these resolutions be forwarded to President Wilson, Secretary William C. Redfield, Secretary William B. Wilson, Senator James P. Clarke, Hon. Joshua W. Alexander, and to all the Senators and Congressmen from the Pacific Slope.

Of course, this protest is too late.

Let us hope, however, that this "suspension of laws" will awaken the licensed men to a realization of their status as workers. If it does, Mr. Dollar and his compatriots will soon discover that they have crowed too soon; for it is the worker, not the voter, who governs the condition of labor.

Do you get that, brother licensed man?

ANOTHER DELAY.

The Seamen's bill has been sent back to the Senate Committee on Commerce. This action was taken on reconsideration after the Senate had referred the measure to a conference committee. Comrade Furuseth has submitted a brief for the use of the committee, setting forth the differences between the La Follette bill and the House substitute, and giving other reasons why such legislation should be enacted.

It appears that the European war is now used as an argument against this legislation. It is claimed that this is not the time to become involved in any controversy with foreign nations. The answer to this is that the legislation contemplates proceeding strictly according to treaty provisions; that it could not get into force in foreign vessels visiting our harbors in less time than eighteen months; that any real difficulty would develop when treaty nations are notified of the desire of the United States as provided in this bill, and steps could then be taken accordingly.

Another contention made is that shipowners may not hoist the American flag because of this legislation. The answer to this is that they took foreign register because of reduced cost of operation under foreign flags. American citizens or corporations owning vessels under foreign flags will no doubt bring them under the American flag now because of the war. If the Seamen's bill should be enacted, especially as it was adopted by the Senate, there will come automatically an equalization in the cost of operation, and the vessels now accepting American register will remain under the flag. If this legislation shall fail, they will go back under foreign flag after the war is over, because of the advantage in the cost of operation that is now enjoyed and which is bound to continue until this or similar legislation shall be enacted.

The Sacramento Bee takes issue with the JOURNAL's recent statement that "both the Union and non-Union laborites of the Pacific Coast are for the immediate adoption of a universal eight-hour law." The Bee says that this is "undoubtedly true of the Socialist element in the ranks of Labor," but "doubts whether it be true of the conservative and thinking men in the ranks of the workers." That is putting it in a most unkind manner. Perhaps we do not think enough, but we console ourselves with the thought that we are not among those—

With too much quickness ever to be taught;
With too much thinking to have common thought.

FRESH AIR NOT NEEDED?

The testimonial records obtained by the United States Commission on Industrial Relations in its recent session at San Francisco will undoubtedly make a very interesting study. Men in all stations of life were called upon to present their views and knowledge pertaining to their own respective branches of the industrial field.

The first witness called to the stand on "Labor Conditions in Construction Camps," was W. S. Wollner, representing the chief engineer of the Northwestern Pacific Railway Company. This worthy specimen of the average corporation parasite proved his ignorance of modern thought, and exhibited an absolute inability to grasp the progress of civilization, by assuming an attitude directly in variance with enlightened ideas regarding the relations of employer and employe. The reactionary efforts of Mr. Wollner were made painfully apparent by the structure and spirit of certain parts of his evidence. Here is some of it:

What is the use of providing expensive toilets in construction camps for men who never have and never will use them? If they did, the transmission of disease would be such that the health officers would quarantine us.

The State law demanding 500 cubic feet of air for each occupant of a sleeping room is impracticable and unnecessary. An ordinary box-car has 2025 cubic feet, which would make an outfit for 250 men a half mile long. As a matter of fact, the men don't want air. They stop up every crack. The men get all the air they need in the day time while they are at work on the grade.

The minimum wage for construction work is \$2 and the maximum charge for board is 75 cents, making a man's profit \$1.25 per day to spend on clothes and tobacco. During the periods of unemployment the men live on 35 or 40 cents a day, and so for each day's work a man could support himself for three days at leisure were it not for the drink habit.

If the United States Commission on Industrial Relations are in search of the causes leading to industrial unrest they have at least unearthed one of them in the expressed ideas of this railroad representative. This typical attitude of a certain class of employer or boss towards the employe is self-explanatory. However, the expressions of the worthy Mr. Wollner are about as brutally frank an admission as ever emanated from the lips of an exploiter of labor regarding their attitude towards the workers.

There is enough food for reflection in this testimony to keep students of economic conditions, and the institutions and authorities upon the subject, guessing and investigating for considerable time. There is enough deadly venom in it—if assiduously exploited—to breed an army of dynamiters. Space does not permit of even a superficial review of the before mentioned brutal conception of employers of unskilled and unorganized laborers regarding their rights or the lack of interest displayed in the welfare of the most exploited of labor.

There are a number of employers of labor and representatives of corporations who are of the type as exemplified by the President of the United Railroads of San Francisco. These gentlemen are capable of hiding their feelings and actions behind a cloak of philanthropy and respectability. They assume a benign and paternal attitude towards their employes and the general public. They give free life insurance and make loans to their employes, but they sternly set their faces against self-help—i. e., organization.

The other extreme, this uncouth scullion of predatory interests really required muzzling.

He exposed the hand of piratical exploitation face upward.

A few more public eruptions of the Wollner class may in time cause people to believe that all employers are more or less nearly related to this particular type, and then the necessity for the investigations of an Industrial Relations Commission will have ceased. While the greater part of society, composed of workers and producers, remain in a semi-comatose state, believing that the interests of Capital and Labor can be merged, or are to an extent one and the same, they tolerate such indignities and injustice as promulgated by the representative of the Northwestern Pacific, believing that eventually a remedy will be obtained and that justice will ultimately prevail. But once awake to the fact that he is to be considered as in the light of a piece of property or a tool for exploitation and abuse, without any human, industrial or state rights, the worker who carries the heaviest load of the world's progress and civilization on his back may rebel, and the curtain will fall upon the era of the unscrupulous employer.

In nature everything is presumed to have its particular use or office, but notwithstanding the usefulness of the sewer rat as a scavenger, he is mercilessly hunted and obliterated from the face of the earth for his vicious characteristics and ability to spread plague and disease. Persons who believe that the workers get all the fresh air they need when at work, are no doubt here for a specific purpose; but it does seem a hardship on humanity that they must be permitted to pursue the evil tenor of their way—quite unmolested!

The first few issues of the Stockton "Labor News" are at hand. The "Labor News" is a welcome addition to labor journalism in California. The "Labor News" is welcome because it is well edited and of splendid typographical appearance, but is doubly welcome because it succeeds a notorious sheet, known as the "News Advocate," which masqueraded as a labor paper until the beginning of the Stockton lockout. Then, in the hour of need, that delectable specimen of treachery deserted the workers' cause and went over into the camp of the would-be union-crushers. Hail the Stockton "Labor News." May it live and prosper. Curses upon the hypocrite's head who sold his birthright for a mess of pottage!

BOATS FOR SOME.

(From "The Public.")

A steamboat plying on Lake Michigan was discovered to be on fire when a few miles from the Chicago harbor. The wireless would not work. As aid could not be summoned, the captain crowded on all steam, and reached the pier barely in time to save the 250 passengers—mostly women and children. What a pleasant reflection it would have been for those Congressmen who have striven to keep the "boats-for-all-and-men-to-handle-them" provision out of the Seamen's bill, had this fire started a few minutes earlier! Which is it to be, gentlemen, boats for all, with sailors to handle them, or boats for some with green hands to man them? And when is it to be?

For fair products of all kinds consult the JOURNAL'S ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 8, 1914.

Regular weekly meeting came to order at 7 p. m., E. Andersen presiding. Secretary reported shipping slack. Shipwreck Benefit was awarded to seven members of the crew of the steam-schooner "Scotia" and to nine members of the crew of the steamer "Admiral Sampson."

Headquarters, San Francisco, Cal., Sept. 14, 1914.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. E. Ellison, Harry Ohlsen and Paul Scharrenberg were elected delegates to the annual convention of the State Federation of Labor, to be held at Stockton on October 5, 1914.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Sept. 7, 1914.

No meeting. Shipping slack; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., Sept. 7, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 7, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 7, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 7, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 7, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 7, 1914.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 7, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 1, 1914.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 10, 1914.

The regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow for cooks, fair for waiters.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 3, 1914.

Shipping quiet; plenty of men ashore.

JACK MEADE, Agent pro tem.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Sept. 2, 1914.

No meeting. Shipping slow; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Sept. 7, 1914.

No meeting. Shipping slow.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

GERMANY AT KIAU CHAU.

According to the American Economic League, Kiau Chau offers the foremost of the very few examples of imperialistic government under which an earnest and intelligent effort has been made to establish economic justice.

As soon as Germany obtained possession of Kiau Chau in 1897, a proclamation was issued stopping all transfers of land titles without official consent. The German commissioner, Dr. William Schrameier, realized the necessity of taking measures to prevent land speculators from blocking industry and reaping the financial benefits of improvements to be instituted. So the new government at once appraised the value of all land within the colony. Whatever land was required for public purposes was bought at prices prevailing before the German occupation. No sale of land to a private individual is valid unless made at public auction. Then the colonial government assumes the right to purchase at the price reported to be agreed upon. When the government refrains from taking advantage of this right, one-third of the increase in value since the original appraisal or since the last sale under German administration, must be paid into the public treasury. The right reserved by the government to purchase discourages any scheming to evade through misrepresentation the 33 1-3 per cent. increment tax.

At the end of twenty-five years a second appraisal of all land within the colony was to be made and an assessment of one-third of the increase in value was to be levied wherever there had been no sales within that period.

An annual tax of 6 per cent. on the selling value of all land was levied. Thus under Dr. Schrameier's able supervision there was nipped in the bud all prospect of any enormous inflation of land values through speculative manipulation.

The result of this system was prosperity for Kiau Chau. In eleven years it rose from thirty-sixth place among Chinese ports to seventh. From 1900 to 1912 the value of its imports increased 187 fold and of its exports more than 780 fold. During the same period the value of imports of Shanghai, the most important of Chinese ports, fell off 16 per cent. and exports increased only 5 per cent. The port of Chifu, near to Kiau Chau, had in 1900, thirty times the imports of the latter and more than sixty times the exports. In 1912, Kiau Chau imported twice as much as Chifu, and exported about twice as much.

The population of Kiau Chau was estimated in 1899 at 60,000. By 1912 it had increased to 169,000. During the same period the population of Chifu increased from 40,000 to only 54,000, while Shanghai's population, estimated in 1900 at 620,000, had only grown to 651,000 by 1912.

It is doubtful what will happen to Kiau Chau should German authority be permanently removed. It would be a serious loss to civilization should the Japanese government or the despotic Yuan Shi Kai interfere with the Single Tax system.

Portable power plants up to fifty horsepower that use crude oil for fuel are coming into common use in France.

A combined parcel carrier and folding stand, which may be attached to any bicycle, has been patented.

INCREASE IN NAVAL STRENGTH.

Setting aside losses in war, British naval strength in relation to Germany is likely to go on increasing as long as the war lasts. This, at any rate, is the opinion of "Shipping Illustrated," of New York, which bases its forecast upon the following facts:

There are two enormous battleships completing on the Tyne for Chile, armed with ten 14-inch guns apiece, and no doubt the Admiralty has its eye on them. So far as the usual sources of information go, Germany is building only one capital ship for foreign account; besides a few light cruisers and destroyers. In the ordinary course the four "Queen Elizabeths," with their formidable batteries of 15-inch guns, were not due to be ready until next spring, but they will doubtless be completed for service before the end of the year. Strenuous efforts are being made to get ready the large batch of light cruisers now on the slips, particularly the light 29-knot "destroyers of destroyers," which will be particularly useful in the sort of guerilla warfare that the German Navy is most likely to favor. Germany will, no doubt, strain her sinews to the utmost, but Great Britain has a great advantage over her in ships under construction. When the last of the "Koenigs" is finished (which should be at the end of this month) she will have seventeen Dreadnoughts in commission. But she will only have on the stocks the "Ersatz Worth," commenced at Schichau, Danzig, in April, 1913; the "Ersatz Kaiser Friedrich III," laid down at Wilhelmhaven only a few weeks since; and a battle-cruiser, as yet only indicated by the initial "T," laid down at Kiel, in May, 1913. Try, therefore, as she may, Germany cannot add more than two battleships to her navy in the next six months, whereas, including the two Chilean ships, Great Britain can add six.

VAST CALIFORNIA FORESTS.

The twenty-nine million acres of National Forest in California are to be made part of the laboratory equipment of the University of California, for now training for the profession of forestry may at last be obtained in the University of California. Walter Mulford, until now Professor of Forestry at Cornell, has just arrived at Berkeley to head a new Department of Forestry in the College of Agriculture. Among the subjects in which individual courses will be given by Professor Mulford and Professor Merritt B. Pratt are the Elements of Forestry, General Forestry, forest mensuration and surveying, woodsmanship, forest ecology, natural and artificial reproduction of forests, timber trees and forest regions, the protection and the utilization of forests, wood technology, forest engineering, organization, and finance; forestry law, and the national forest practice.

Take from man the right to quit work at his own pleasure, and you take from him that attribute which, next to the right to light itself, marks the difference between the human and the lower animal.

The principle of compulsory arbitration, i. e., enforced labor, may with equal propriety be extended to enforce idleness, to enforce starvation—in other words, to inflict death.

THE DYING EARTH.

A well-known French mathematician, M. Verronet, has recently made a most interesting communication to the French Academy of Sciences, in which he states that the earth has only another 2,000,000 years to live. At about that time life of all description on the globe will have ceased, owing to the intense cold brought about by the reduction of the power of the sun's rays.

The idea, of course, that life on the earth will cease as the result of the gradual cooling of the sun is no new one, but it is the first time that a savant has given the earth such a short period of future life as 2,000,000 years. M. Verronet supposes, according to the theory of Helmholtz, that the sun is contracting and cooling, and is constantly losing its heat energy. The present solar temperature is calculated to be about 11,192 deg. Fahrenheit, and by making certain hypotheses on the condensation of the sun M. Verronet finds, mathematically, that the mean temperature of the earth's surface is about 52 deg. Fahrenheit, with 92 deg. at the equator. And these figures, resulting from calculations based on the sun, correspond very nearly to actuality.

Working backwards from this, M. Verronet calculates that 2,000,000 years ago the range of the sun's rays was one and a half times as powerful as it is now, and the quantity of heat shed on the earth was proportionately greater. In the neighborhood of the poles, at 80 deg. latitude, the temperature of the surface of the earth must have been somewhere about 194 deg. Fahrenheit. Life, then, did not appear on the earth, according to M. Verronet, until after this time, and then began at the Poles, the coolest parts of the globe.

Similarly M. Verronet calculates that in 2,000,000 years from now the quantity of heat shed on the earth will be so diminished that our planet will be completely frozen over, the mean temperature at the surface being about zero. Life will then be impossible on the earth. It will mean the death of everything, preceded, in his opinion, by a term during which man will have returned to barbarism. According to his calculations, then, the total duration of life on the earth is 4,000,000 years, and at the present moment we are at about the middle point of the curve which represents this terrestrial life. As far as Mars is concerned, he says further, calculations show that it has been frozen for a long time, and that there is no longer any life on the surface.

M. Verronet's speculations gave rise to an interesting discussion at the last session of the Astronomical Society of France. M. Camille Flammarion, the eminent astronomer, was ready to accept the hypotheses of M. Verronet only with the greatest reserve. According to him, geology shows that the age of life on the earth is much more than 2,000,000 years, and he does not think that Mars is a frozen world.

The calculations of M. Verronet can neither be affirmed nor denied. But after scientists have so long talked cheerily about the life of the earth being good for another 95,000,000 years or so, it is something of a shock to have to drop down to the modest figure of 2,000,000.

A 23-YEAR LAWSUIT.

The settlement in the New York courts of a lawsuit rivaling the famous case of Jarndyce vs. Jarndyce in Dickens's "Bleak House," gives point to all the efforts now on foot to lessen the law's delay and simplify judicial procedure. We have smiled over the suit which ruined the Jarndyce family, remarks the Brooklyn "Eagle," taking it for granted "that our own courts could not tolerate any parallel." But the case of Donnelly vs. McArdle, which has just been decided by the court of last resort in New York, has been pending for twenty-three years. During that time, according to the New York "Herald," there have been ten trials. Forty-five judges, 95 lawyers, and 249 witnesses have been involved; the case has outlived 17 of these judges, 13 of the lawyers, and 42 of the witnesses. Mr. Donnelly gets final confirmation of a judgment of \$48,000 in his favor, but he has spent \$186,000 in counsel fees. The litigation, he is quoted as saying, "has wrecked his life." But if "The Herald" is to be believed, he is not through yet. As we read in its account of the case:

"Both of the contestants have grown gray in the bitter feud, and spent most of their fortunes in an effort to best each other. The decision finds them virtually poor, but with the bitterness born of their earlier hatred fanned into fresh flame by the added grimness of passing years. Both seem ready to leap again into the legal arena on the slightest provocation.

"An attempted murder in a court-room, pistols drawn in the streets of Albany, the expenditure of vast sums of money, and the array of eminent counsel in the fight are several of the features that have made the case stand out prominently in the history of New York jurisprudence.

"It's my life," Mr. Donnelly once remarked, just after he was arraigned on a charge of attempting to shoot Mr. McArdle in 1894.

"I win, but I lose," was his comment Friday when a telegram came from Albany telling him that he received only what he termed 'a paltry \$48,000.'

"Mr. Donnelly now threatens to sue several persons interested in the case, who, he alleges, have wronged him. He says he has spent the best part of his life in an effort to obtain his rights, and that only death will stop him from taking up legal cudgels against the persons he believes are responsible for the award of the small amount."

As the newspapers tell the story, Messrs. Donnelly and McArdle were brothers-in-law and partners in the iron business. In 1891, after business reverses, trouble arose over the precise nature of a certain bill of sale, which brought the partnership to an end. Donnelly sued. The list of dismissals, orders for new trials, and appeals as enumerated by "The Herald" is confusing enough for the non-legal mind. The shooting episode of 1894, said to be the first occurrence of the kind in a New York courtroom, would have done credit to the wildest days of the West or of the "feud" region.

In this case, which it looks upon as illustrating the possibilities in all damage cases; the Columbus "Dispatch" finds one explanation for much of the opposition to workmen's compensation laws:

"Delay makes business for lawyers and professional jurors. It defeats many a just claim

because of the inability of the injured complainant to carry it through the courts. It detracts from the rule of justice by giving an undue advantage to the wealthy and withholding from the injured, because he is poor, the relief that should be his. Nothing is more sorely needed than prompt justice. Donnelly got his \$48,000 by paying out four dollars for every one received. If he was entitled to the money, he should have got it without expense. The same is true of damage claims of every sort. The justice that must thus be bought or must be fought for until life is wrecked or gone is no justice at all."

And the Brooklyn "Eagle" comments on the settlement of this long-drawn out case:

"Perhaps civilization may some time evolve a system of jurisprudence that will absolutely prevent any such procrastination of justice. A jury left free to act without any appeal could have settled the Donnelly claim in fifteen minutes, and had it over with. It is the appeals that make justice farcical without, on the average, making it any more exact than it would be without them. That is apparent enough to every man who is not a lawyer."

UNUSED LANDS.

Congressional speeches on the immigration bill furnish many shining examples of how men can talk all around a subject without touching on the essential point.

Said Mr. Loneragan of Connecticut, on January 31: "There are 711,980,000 acres of undeveloped public land in the United States. We can accommodate a population of 500,000,000 people."

Said Mr. Johnson of Washington, also speaking of public lands only: "More than 90 per cent. of all of Arizona, 87 per cent. of Nevada, more than 80 per cent. of Idaho, 80 per cent. of Utah, almost 70 per cent. of Wyoming, 65 per cent. of Montana, 62 per cent. of New Mexico, half of Oregon, half of California, half of Colorado, and 40 per cent. of my own State, Washington, all conserved."

Said Mr. Peterson of Indiana: "A few days ago I made a trip through the South. I saw thousands of acres of unimproved land, much of it susceptible to cultivation."

Said Mr. Edmonds of Pennsylvania: "For every 100 acres that are now tilled, about 375 more acres may be tilled."

But none of these Congressmen had any practicable plan to suggest as to how to open this unused land for use. The reason the land is unused is because the price demanded by the owners is too high for would-be users to pay. In order to open the land the owners must be induced to reduce their demands. If this will not be done the land might as well be non-existent. This point was not touched upon by any of these Congressmen. Was it because they do not know how to treat it?

A new Greek law forbids the emigration of boys over fourteen, except on deposit of a sum varying from \$40 to \$400, according to age, the deposit being recoverable if the subject returns and performs his military service.

More than half of the world's population live in the tropics of the Old World. Under British rule alone are over 325,000,000 tropical natives.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Main Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

"Workers Cannot Stop Advancing."

President Gompers was given an ovation by the delegates to the recent New York State Federation of Labor, after a spirited speech in which the A. F. of L. executive recounted the upward march of organized workers. He complimented President Wilson in requesting the American people to maintain a neutral position on present European affairs, and while expressing labor's well known position on the horrors of war, the unionist made this significant declaration:

"We, in this country, are looking for an unparalleled era of prosperity as a result of the war. I am sorry that it has to come at the expense of others. But when this prosperity comes, the workers must profit in their full share. It must not be a one-sided prosperity. No other result will satisfy us. The great labor movement must go on. We couldn't stop if we wanted to."

Other portions of President Gompers' speech follow:

"The history of toil is just emerging through the haze of the ages.

"The people are just beginning to learn the details of the misery and privation suffered by the toiling masses in the great struggle of the past. In history it would appear that war and struggle of the thrones for supremacy and aggrandizement was all there was of these great struggles. The real story is just reaching the surface and it is just becoming known that back of these battles was the constant struggle of the masses to throw off the yoke of oppression. Beginning with the serfs, then the reformation, then came the struggle of 1776 with its declaration of independence, later the Civil War with its battle for the freedom of the slaves, and next the war with Spain and its object the freeing of men from the tyranny of a king. All of these were the struggles of the masses for a brighter and a better day. So it is with labor's battles. Like the wars of the past, it is a rough hard struggle, but when all is done, the roughness is forgotten and the nobility of the cause and its achievement will be inscribed in the memories of man.

"No move in all history compares in immensity in the upward reach for humanity as the organized labor movement. It is not a battle for conquest but one for the unfolding and development of the best there is in the human race for the greater benefit of society. We ask now for an opportunity to make still better conditions and better lives. We labor that we may not only have just the bare necessities of life, but also an opportunity to secure for ourselves and those who come after us the highest development of our mentality that we may better exercise our sovereign rights as citizens of this republic in which all men are equal, theoretically, at least.

"Our laws of protection, those that safeguard us from machinery, the laws compelling sanitation in the workshop and those that save us from fire and what not, apply to every working man whether he be union or non-union. Our work is for the benefit of all the workers. Sometimes we drag the non-union worker out of the mire of his misery or away from the indifference created by the employer. All the work of organized

labor reflects its benefits on every one in the civilized world.

"I recall a few years ago when we attempted to secure the attention and consideration of the President and the Vice-President, the president of the Senate and the speaker of the House of Representatives. They turned their backs upon us until we told them that we would hold them responsible for the failure of our measures and then there was a sudden change in front. When we hold every official in the administrative and legislative branches of our government in the Nation, State, and city so responsible, there is always a change in the attitude toward labor.

"Even the courts have moderated their views to meet the enlightenment which has reached the public mind. The Supreme Court of the United States only a few weeks ago, for the first time in the history of the world, proved that this is true. Its decision in the Harvester case declared that the law in question which differentiated between a big corporation and the nurses of infants was constitutional, thus laying down the principle for which we have been contending and fighting for the last twenty-five years.

"It all takes time. We can't convert the world in a twinkling of an eye. We have to fight the transportation men; those who transport information and those who publish information. They are all prone to antagonize our work, thinking that by so doing they are interrupting our progress, the progress of something which they imagine to be inimical to their interests. We are at least twenty years in advance of the lawmakers of the nation. As an example take the fight for the Australian secret ballot. I well remember how, up until fifteen years ago, it was possible for the employer to take his men in droves to the polls and direct their vote. Then came the secret ballot. It did not do away with the evil, but it helped.

"Next came that period when signs were posted in the work shops and factories telling the workers that they were expected to cast their ballots in a certain direction. I wish to say right here that not one of those signs was permitted to remain up for more than a moment in any shop where labor had been organized. Other moves in the march of progress have been noted in the direct vote for United States Senators, a thing which we advocated for thirty years, and another item is the initiative, referendum and recall, which was originated in the brain of a member of Typographical Union No. 6 thirty years ago. We have not yet reached the point where we can say that it has been done, but the initiative, referendum and recall is coming as surely as this republic is established.

"We of organized labor are bringing the message of peace and good will to the unorganized. Our work is going on uninterrupted. We have already passed the 2,000,000 mark and are still pressing on and on. We will continue our work until every wage earner is reached in the civilized world.

"Interruption has come. It is on the other side of the ocean. It is awful to think of the bloody holocaust which has transpired there. I remember sitting in the International Labor Congress at Paris five years ago and at that time I had the honor to address the representatives of the workers from all countries in the name of the workers of America in the interest of universal peace.

"I tell you that that convention meant

something to the king upon his throne. It showed that the ancient belief in the Divine right of kings was growing dim. The rulers knew that it meant the democratization of the world if the doctrine of peace should triumph. They determined to stop it if they could, so they plunged the world into war.

"I have great respect for the proclamation issued by our President urging everyone to be calm in this time of war. It behooves every American who loves his freedom and justice to hope that out of this war will come the democratization of the civilized world. Imagine if you can the awful picture of war in Europe in which the best blood of the land is being shot down and in which the weak and ill are left at home, not only to suffer the great evils of the war, but to continue the race. I cannot express the great sorrow I feel at this great catastrophe. It has set back the labor movement for a long period. The greatest movement for good in the world, the church not excepted, has been interrupted. And at the end of strife, unless some great ideal has arisen to lead the hosts of toil, the workers who are left will find themselves in the grip of those who believe in the rule of steel and by shot and shell."

At the conclusion of the address a delegate said:

"We heard President Gompers say that he was not a regularly elected delegate to the convention. I move that this convention, by a rising vote, make him a regular delegate, not only to this convention, but to all others in the future."

There were a hundred seconders and the vote was put and carried unanimously.

Can't Draft U. S. Citizens.

There is no way in which a foreign nation can compel a naturalized citizen of this country to leave the United States and enlist in the army of his native country, is the substance of an official statement by Secretary of State Bryan, in answer to numerous queries.

"The United States holds," says the Secretary, "that no naturalized citizen of this country can rightfully be held for account for military liability to his native land subsequent to immigration therefrom, but this principle may be contested by countries with which the United States has not entered into treaties of naturalization. The latter countries may hold that naturalization of their citizens or subjects as citizens of other countries has no effect upon their original military obligations, or may deny the right of their citizens or subjects to become naturalized citizens of other countries in the absence of express consent or without the fulfillment of military obligations.

"It is important to observe that an alien who declares his intention to become a citizen of the United States does not at the time of making such declaration, renounce allegiance to his original sovereign, but merely declares that he intends to do so. Such person does not, by his declaration of intention, acquire the status of a citizen of the United States."

Arbitration is a business, not a moral, proposition. It will grow in favor with the employer in proportion as the employee demonstrates his ability to make the other method the more costly.

Compulsory arbitration: The strangest god in the empyrean of the longed-for.

WHAT HAASE SAID.

Much has been said and written about the attitude of the German Socialists toward the war. A Socialist member of the German Reichstag, named Haase, is said to have made a speech which has been construed to mean a Socialist endorsement of war. The New York Call recently published a translation of Haase's address, and a perusal of same makes it clear that no such construction can be placed upon it.

The speech, delivered on August 5, follows:

"In the name of my party, I have to make the following statement: The hour of Destiny is at hand. The consequences of an Imperialistic policy, by which an era of competing armaments was inaugurated, through which the contrasts between the people became more pronounced, are now flooding Europe. The responsibility for this policy belongs to those who have fostered it. We decline it. The Social-Democracy has fought tooth and nail against this fatal development, and has tried to uphold peace by powerful demonstrations in all countries, with the full accord of our French brethren. These efforts have been without avail. We face now the pitiless reality of war. It is not a question to decide for or against the war, but simply a question whether we shall ratify the means which are needed for the defense of the country. We must not lose sight of the millions of our fellow countrymen, who, by no fault of theirs, have been whirled into this catastrophe. They will feel to the highest degree the horrible consequences of the war. Our wishes are with those who have been called to arms, no matter to what party they belong. We also think of the mothers who give their sons, of the women and children who lose their breadwinners. Before the eyes of our women and children is not only the anxiety for their beloved ones, but also the fear of starvation. We shall soon have thousands of wounded and maimed soldiers. To aid them, to relieve their need, appears to us our most pressing duty. Should the Russian despotism which has stained its hands with the blood of the best of its people achieve a victory, our country and the freedom of its future would lose much, if not everything. It is our duty to obviate that danger and to hold our shield over the civilization and the independence of our country. Therefore we do what we have always promised; in the hour of need we shall not fail our country. In this we feel ourselves in accordance with international Socialism, which always admitted the right of every country to national independence and self-defense. In accordance with its teachings, we shall object to a war of conquest. It is our demand that this war must end as soon as we have the certainty that our country is secure, and must be ended by a peace which will make friendship between us and our neighbors a possibility, and we demand this not only in the interest of international solidarity, which has always been our article of faith, but also in the interest of the German people. We hope that the cruel lesson of this war will instill the love of peace and the ideal of Socialism, together with the horror of war, in many millions. And on the basis of these, our convictions, we agree to the appropriations as demanded by the government."

PASS THE SEAMEN'S BILL.

American registry for foreign built ships is not enough to restore a healthy merchant marine. The Swedish, Norwegian, or other neutral shipping has an advantage in low-priced crews that will deter foreign ship owners from American enrollment. The President has been given power to suspend temporarily our navigation laws, but that is a poor way for a law-abiding nation to proceed. We need a fixed policy along which to work; and that policy must give both the seamen and the ship owner freedom. Ship owners must be free to buy as cheaply as their competitors; and seamen must have the liberties of all other labor, that of quitting their job when the ship is in port.

Give the low-waged foreign crews the right to leave their ships in American ports, and immediately their wages will rise to the American level. American ship owners cannot compete in overseas trade unless they have as cheap ships and crews as their competitors, or a subsidy to equalize this difference. The ship registry bill has removed one handicap; the La Follette Seamen's Bill will remove the other. To give the President power to suspend the navigation laws is merely a temporary relief; and gains made under such conditions would largely be lost when peace returns to Europe. A merchant marine that is worth having can be built up only by basing it on justice to all.—The Public.

TRADE IN SKUNK FURS.

The skunk brings annually to the trappers of the United States about \$3,000,000. It stands second in importance only to the muskrat among our fur-bearing animals. The value of a skunk skin in the raw fur market averaged from 25 cents to \$3.50 in December, 1913, and usually runs higher. Although this fur is not very popular in America, Europeans favor it because it wears well and has a luster which makes it rival the Russian sable in appearance. These facts are emphasized in a new farmers' bulletin (No. 587) now being sent out by the United States Department of Agriculture, which may be had free on application by those who are interested in the economic value of North American skunks.

London is a great market for American skunk skins. In 1858 over 18,000 skins of this animal were exported to London; in 1911, over 2,000,000. Although only a small percentage of our skins are now dressed and made up here, we have received in years past a good number of them back after they have been made up abroad, and many American ladies who would scorn to wear a skunk skin have been proud of their imported black marten or Alaska sable, which was merely the American skunk fur more attractively labeled.

The process of dressing the skunk skin and removing any lingering odor has been improving year by year, and meanwhile the fur has been gaining popularity. The present extreme scarcity of Russian sable, because of a law that forbids the taking of that fur, favors the foreign market for the skunk, and even in this country the use of its skin is increasing.

Leather pads have been patented to protect the knees of persons who kneel at work.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock. P. O. Box 1335.

PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.

SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

ASTORIA, Ore., P. O. Box 138.

Branches:

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).

PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

It is stated that over 3,000 workers in Pacific Coast shipyards have joined the United Brotherhood of Carpenters within the past year.

The State Federation of Labor of Oklahoma has secured an agreement with State officials whereby union labor throughout will be employed on the State capitol job.

Navy yard storemen, located at Somerville, Mass., have notified Secretary Morrison of the A. F. of L. that their local extends thanks to the A. F. of L. for assisting in placing these workers in group 5-B of the navy yard civil service.

Municipal firemen in Portland, Ore., are asking that their twenty-four-hour day be reduced. They insist that in times when eight hours is the rule, they are entitled to a shortening of their day. Unionists are aiding them to create public sentiment.

The plant of Brown & Co. of Pittsburgh, Pa., has resumed operations and signed the scale of the Amalgamated Association of Iron, Steel and Tin Workers, whose officers are hopeful for greater gains in the near future. A new local of the Amalgamated has been formed at Gananoque, Ontario.

Canada's system of dumping immigrants into large cities is opposed by John Keane, of the Ottawa charities department, who insists that the government should put these immigrants on farm lands in western Canada. He says that a large proportion of the new comers are agriculturists and ill fitted for city or industrial life.

President Maurer, of the Pennsylvania State Federation of Labor, was arrested in Allentown, Pa., while attempting to deliver a public address in defiance of the mayor's orders to keep all thoroughfares clear of crowds. It is announced that the mayor's right to make this order, which denies the right of free speech, will be tested in the courts.

American Federation of Labor Federal Union No. 12794 of Roundup, Mont., is forcing the Two Miracle Concrete Corporation to comply with the eight-hour law for smelter work, municipal work and all work under ground. One foreman has been fined \$100 and the corporation's trial is now on. This concern does a general concrete business in Wyoming, Idaho and Montana.

The Court of Appeals of Georgia has held in the case of Jones vs. Belle Isle that the pursuit of one's ordinary calling on Sunday, except for necessity or charity, is illegal, and that a contract made on that day in furtherance of the ordinary calling of one of the contracting parties could not be enforced. The court made this decision in the case of a man who rented automobiles and who sued to recover hire for Sunday pleasure riding.

A new trial has been denied to Blackie Ford and H. D. Suhr, sentenced for life for the murder of District Attorney E. T. Maxwell of Yuba county in the Wheatland hop riots last fall, in a decision handed down by the Appellate Court at Sacramento on September 10. They appealed on the ground that they did not have a fair trial, due to the prejudice in the county against them. Ford is confined in the Placer County jail and Suhr in the Yuba County jail.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

202-4 GRAND TRUNK PACIFIC DOCK

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, P. F.	Maas, R.
Andersen, Ragnvald	Mathisen, Nils
Andersen, A. -1777	Marx, Rhorvald
Aylward, J.	Mickelsen, M. D.
Alfredsen, Andrew	McDonald, Wm.
Albers, Geo.	Manson, Sven
Anderson, Gust W.	Merkle, G.
Anderson, Julius L.	Nass, John
Bekker, Geo.	Nelsen, Bernt
Benter, Henry	Nielsen, N. C. -544
Bruin, B. de	Nilsen, Andrew
Bruce, Robert	Naro, H.
Bode, Fred	Nase, A. Knudsen
Bye, Sigurd	Nielsen, H. J.
Backman, A.	Olsen, E. -597
Campbell, Frank	Olsen, E. -966
D. M.	Olsen, C.
Davis, F. A.	Olsen, A. M.
Doddy, C. W.	Olsen, Martin
Engstrom, Carl	Olsen, O. P. -1141
Eriksen, C. -872	Paulsen, G. L.
Eriksen, Erik	Petersen, S. A.
Eriksen, John	Prauss, F. -234
Eriksen, E.	Paaso, A.
Frøhiksen, Harold	Peltzon, Jacob
Gjelseth, I.	Petterson, Harry
Geiger, Joe	Rasmussen, P. A.
Gundersen, Peter	Roche, John
Graae, P. C.	Rasmussen, Arthur
Hansen, John	Riech, F.
Henderson, W.	Riech, J.
Hellisen, H.	Rose, W. H.
Holmes, K.	Samuelsen, Hugo
Herman, Gus.	Shepard, Peter
Herman, Axel	Sunde, Peter
Hood, W.	Sehankat, Hans
Hager, P. B.	Simminghjem, G.
Hansen, H. O. -315	Saar, I. A.
Hagger, F. W.	Saunders, R.
Jahnke, Otto	Sheppard, Stewart
Jensen, Hans -2062	Skubber, H.
Johnson, Julius	Stover, Harry
Jonson, Alfred	Stuhr, H.
Johansen, Arvid	Sundberg, K. K.
Johansen, Geo. W.	Sund, K. A.
Johnson, Hilmer	Svensen, Ted
Kallio, F.	Svery, Carl
Kennedy, Tom	Tiedeman, Joachim
Krouss, Ernest	Totz, R.
Kristiansen, Trygve	Tahlinen, M.
Knutson, K. F.	Thorsen, Knut
Knutson, Knut	Tahli, Hjalmar
Konger, J.	Tomis, Frank
Larsen, Hans -1595	Toosen, Theo.
Laboulaye, J. P.	Van Loo, E.
Larsen, L. A.	Wehde, F. L.
Lundberg, Jerry	Wilson, P. L.
Lynn, C.	Wenikke, A.
Luwold, Nils	Wold, Statius
	Wettland, Johan

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Headquarters For
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

Bonney-Watson Co.

UNDERTAKERS

3rd and Columbia Sts., Seattle, Wash.
Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to
Phone, Main 13
Independent: Elliott 254

Seattle Navigation School

Candidates thoroughly prepared for License of any grade; Master, Mate or Pilot; Ocean, Coast or Inland,
By
CAPT. W. J. SMITH,
Nautical Expert,
Graduate of Trinity Nautical College, Licensed Master of Ocean steam and sail vessels (unlimited), and Master and Pilot for Inland waters. Author of "Self-Instructor in Navigation," Author of "Practical Compass Adjustment," Author of "Practical Hints for Yachtsmen and Amateur Seamen."
Compass Adjuster.

SEATTLE, WASH.

Res. Phone: Queen Anne 664

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

Tacoma Letter List.

Anderson, John	Line, Wiktor
Almkvist, Emil	Melgall, M.
Corty, Casar	Murphy, Daniel
Dobbin, Harry	Nilsson, Teodor
Doering, E. W.	Nielsen, C. V.
Englund, Gust E.	Olsen, Martin E.
Hansen, Johannes	Patersson, John
Iversen, Iver	Petersson, C. H.
Johansson, Charles	Voss, H.
Johannsen, Christian	Whermann, William
Karthauser, Otto	Wilbrandt, Harry
Linea, W.	

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

HUMBOLDT EXPRESS

I. E. PALMER, Proprietor

A Union Man

Baggage and Express Promptly

Delivered to Any Part

of the City

Stand—Sailors' Hall—553-R

EUREKA

Eureka, Cal., Letter List

Eriksen, Anton	Haldorsen, Adolf
Ellison, Sam	Ingebretsen, Alfred
Englund, Gust	Lawrence, Harry
Hansen, Harald	Lomas, Richard
Hansen, Harry	Thorsen, Fred'k. N.
-1827 (Photo)	

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freltag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Plet
Gynther, John
Gravner, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chrs
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathison, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelsens, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Peterson, Hans
Pettersson, M.
Pettersson, W. H.
Felz, Gottfried
Pohland, Max
Peterson, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wienrecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Andersen, F. C.
Andersson, Geo.
Behn, Alfred
Bowen, J. J.
Burkland, John
Breien, Hans
Butler, J. E.
Christensen, Albert
Christensen, F. R.
Christensen, Hans
Christiansen, -1093
Ernandes, Frisco
Eriksson, -333
Elenius, Axel
Evanger, Nils
Fuller, J. H.
Forde, S. C.
Graf, Otto
Heinig, Johann
Hansen, Ove Max
Hansen, C. F.
Junge, Heinrich
Jacobson, Arthur
Johansen, Hans
Knudsen, R. E.
Kinnunen, A.
Kyrklatt, L.
Kristiansen, Nils
Lohning, Hermand
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
Larsen, Lars

McLean, H.
Martin, James
Mackenzie, Hector
G.
Malm, Gus
Nordgren, Chas.
Oksanen, Juko
Olsen, Oswald, -1059
Peterson, Axel
Pettersen, Karl
Peterson, J.
Pettersen, Olaf
Peter, V.
Peterson, Nels
Rundblad, Oscar
Sim, Gunder
Schmidt, Heinrich
Simonsen, Isak
Sorensen, -1607
Scheftner, Bernhard
Sundberg, John
Schacht, Hein.
Sormato, Matti
Schlachtl, Alf.
Toves, H. C.
Thorne, John
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

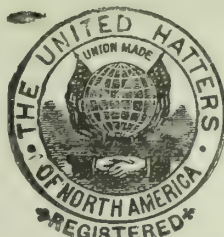
Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691

Stand:

At Sailors' Union Office

ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Old Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Home News.

The twenty-first case of bubonic plague was reported at New Orleans on August 28.

President Wilson has issued a proclamation calling on the people of the United States to pray for peace in Europe.

The limit on individual postal savings deposits was increased to \$1000 by a bill finally passed in Congress. The Government will pay interest on deposits up to \$500.

It is predicted that the value of the rice crop in Butte County, Cal., this year will reach a million dollars. It is expected there will be fully 500,000 sacks harvested.

The first ship to be registered under the American flag and the provisions of the recently enacted ship registry law is said to be the "Moldgaard," built in Norway in 1900 and owned by the Ocean Freight Line of New York.

The Vancouver German Press has been suppressed by the police in consequence of its pro-German tone and the publication of what it terms great German victories. The editor states that the paper will resume publication after the war.

The possibility of flour at \$10 a barrel in the United States next winter will, among other things, serve to recall the fact that flour in the United States brought \$20 a barrel fifty years ago next winter, and that the country met and successfully passed even that crisis.

Steps were taken by the War Department to ascertain the manner in which the \$200,000 Salem, Mass., relief fund, voted by Congress, might be disbursed for the greatest benefit of the greatest number. General Devol of the quartermasters corps has been sent to Salem to study the situation and to learn from the people themselves how best they can be helped.

The Alaska coal land leasing bill, which is to work with the Alaskan railway law for the development of the coal resources of Alaska, has been passed by the House of Representatives. The bill provides a leasing system for Alaskan coal beds under a royalty of two cents a ton. It particularly affects the Bering coal fields, comprising 32,000 acres, and the Mattanuska coal fields, comprising 40,000 acres. The Government railway will furnish the means of transportation for opening up these resources. Royalties are to go into a special fund for developing Alaska, particularly its railways.

In agreeing on a war revenue measure which will tax freight transportation and increase revenue taxes on beer and domestic wines, Democrats of the Ways and Means Committee paved the way for relieving the Government's financial stringency due to the European war. Administration leaders in both houses predicted the bill as framed would be passed without prolonged discussion. The bill contemplates an annual revenue estimated at \$107,000,000. The tax on beer will be increased from \$1 to \$1.50 a barrel; wines will be taxed an additional 20 cents a gallon, and a 3 per cent. tax on freight transportation bills, including railroad, steamship and express freight will be made, transportation companies to collect the tax for the Government and receive as compensation 1 per cent. of the amount of revenue collected from the tax.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

403 East Heron St., Aberdeen, Wash.
next to Burnett's Jewelry Store

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN WASHINGTON

Phone 342

Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen,

Washington

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools
Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name

St. & No.

City

State

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets \$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock P. M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week. Electric Lights,
Call Bells and Hot and Cold Water in
every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping,
Single or Connecting Rooms.

This Place Must Be Seen to Be Appreciated.
Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission Pa.

Capt. Chas. J. Swanson

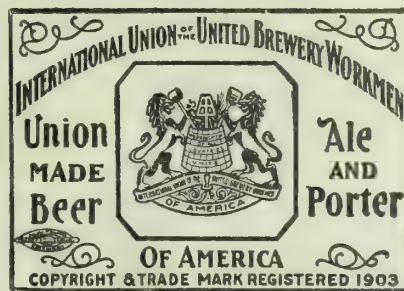
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET

San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

INFORMATION WANTED.

Samuel Dickson, a seaman, aged
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia, Pa.

News from Abroad.

The Japanese House of Representa-
tives on September 7 unanimously
passed a war vote of \$53,000,000 yen
(about \$26,500,000).

A peace treaty with Peru was
ratified by the United States Senate
on August 20, this being the nine-
teenth of the Wilson-Bryan arbitra-
tion treaties passed upon.

A public statement has been issued
by A. Rustem Bey, Turkish ambas-
sador, charging that the intimation
by Great Britain to the United States
that she would welcome the pres-
ence of American war vessels in
Turkish waters to protect Christians
was merely a "vulgar trap" to get
the United States "mixed in the
European fray on the allies' side."

Austria has severed diplomatic re-
lations with Japan. She has also
declared war on Belgium. To meet
the Russian attack Austria weak-
ened her army invading Serbia to
such an extent that the Servian
forces have driven them entirely
from their territory, and have made
a counter move by invading Bosnia
with 150,000 men. Prince William
of Wied, who was nominated by the
Powers to govern Albania, is re-
ported to have fled his country.
Neither Turkey nor Greece has yet
declared war, though such declara-
tion is hourly expected.

Announcement was made by the
British admiralty that the German
armed merchant cruiser, "Kaiser
Wilhelm der Grosse," of 14,000 tons
and armed with ten 4-inch guns, had
been sunk off the west coast of
Africa by the British cruiser "High
Flier." Announcement came at the
same time of the destruction by the
Russian fleet of the German cruiser
"Magdeburg," which had run ashore
on the Isle of Odensburg in the Gulf
of Finland. Several ships have been
blown up by floating mines in the
North Sea. The British steamship
"Holmwood," 4238 tons, was sunk off
the Brazilian coast by the German
cruiser "Dresden."

The Sacred College of Cardinals
on September 3 elected Cardinal
Giacomo Della Chiesa, Archbishop
of Bologna, Supreme Pontiff to suc-
ceed the late Pope Pius X. His
coronation as Benedict XV took
place September 6. Immediately
after his election the Pontiff said
he could not imagine how his frail
being was capable of enduring the
enormous weight of responsibility
thrown upon his shoulders, especially
at a moment when all the countries
of Europe were stained with blood,
when the wounds inflicted upon hu-
manity also were inflicted on the
church, and when countless victims
of the war were being cut down.

Turkey has formally notified the
nations of the world that she had
abrogated the series of conventions,
treaties and privileges originating as
early as the eleventh century where-
by foreigners in the Ottoman empire
have been exempt from local juris-
diction in civil and criminal cases.
Foreign subjects no longer will en-
joy what is known as extraterritorial
rights, through which they have been
tried by their own judges, diplomatic
representatives or consuls. This
practice, abolished by Japan several
years ago through the negotiation of
new treaties, Turkey has removed
by a stroke of the pen. Her pur-
pose, it is declared, is to assert her
independence and free herself from
the domination of the great powers.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Ericksen, Earl	Johnson, John E.
Ericksen, O. E.	Janssen, J. Axel
Ericksen, Ole	Larsson, Alech
Elmi, A.	Lundqvist, Frito
Finley, Joe	Nieman, August
Georgéault, Joseph	Osterlund, Albert
Grano, Gustaf	Olsen, John
Grabrova, Anton	Petersen, Carl
Hallen, Victor	Petersen, H.
Happmer, H.	Paitanen, Alex
Iacona, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
Dahl, Ben.	Peterson, Andrew K.
Flister, Johannes	Phister, Albert
Finnigan, I. H.	Pohorne, Mr.
Hagen, Gunder	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvald	Selback, Chris.
Johnson, Axel	Slinning, Rasmus O.
Nelson, Nels Wil-	Spellman, Tom
helm	Starks, John
Larsen, Fred	Stein, George G.
Magnuson, P. A.	Stixrud, Jack
	Stromsness, Oscar

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

With the Wits.

"Father, what is the Prussian diet?"
 "Rye bread and beer. Be quiet now, will you?"

Wife (pleadingly) — I'm afraid. Jack, you do not love me any more anyway, not so well as you used to.

Husband—Why?

Wife—Because you always let me get up to light the fire now.

Husband — Nonsense, my love! Your getting up to light the fire makes me love you all the more.

A bachelor of considerable wealth was much sought after by many of the most charming young women of the town.

Minnie Rivers, a very pretty maiden, was sure she had brought him almost to the point of proposal.

"What was the happiest moment of your life?" she asked, while they were taking a moonlight stroll one evening.

"The happiest moment of my life," answered the bachelor, with a reminiscent smile, "was when the jeweler took back an engagement ring and gave me some cuff links in exchange."

Mr. Jenkins was talking with a young man whom he hoped might become his son-in-law. Wishing to encourage the young man, who had very little of this world's goods, the old gentleman said:

"I am proud of my girls, sir, and there is nothing I would like better than to see them married to bright, smart young men. I have made considerable money and the girls won't go to their husbands penniless by any means. Now there's Belle, 25 years old, one of the best girls in the world. I shall give her \$10,000 when she marries. Then next comes Caroline, who won't see 35 again, and I shall give her \$20,000. And the man who marries Delia, who is forty, will have \$30,000."

The young man reflected for a moment or so and then inquired:

"You haven't got a daughter about 50, have you?"

Joint Accounts

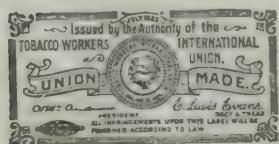
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
 SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
 MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
 12 MARKET STREET

Corner of Sacramento and Market Streets
 San Francisco, Cal.
 Dealer in

Watches Chronometers Clocks
 Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
 NAUTICAL INSTRUMENTS
 EXPERT REPAIRING

Watches, Chronometers and Jewelry
 Rates Determined by Transit Observations
 Chronometers and Sextants Rented

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, S. F., Next to SAILORS' UNION HALL

MADE TO ORDER SUIT CLUB

Union Label in Coat, Vest and Pants

OUR CUSTOMERS ARE UNION MEN. WE SELL UNION MADE GOODS ONLY.

Phone Douglas 1737

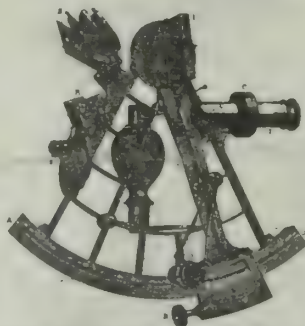
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James A. Sorensen
 Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
 NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
 ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
 EYE GLASSES, 50c UP

YOU Can Start a Bank Account With Only 51c.



You don't need one dollar to start a bank account when you have one of HALE'S Savings Banks. It takes but 50c to purchase one of our compact little \$1.00 Banks, and one cent starts the account.

Your savings will be just as safe from the temptation to open it on a moment's impulse as in a Savings Bank, because each Bank is fitted with a patented lock, the key to which we keep. That is the BIG FEATURE of these Banks. We will open it at any time upon presentation at Transfer Desk—Main Floor—you do what you please with the money.

These Banks are made of tempered steel, with neat oxidized copper finish. Inquire at Transfer Desk—Main Floor.

Hale's
 GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 6 Stores:

1126-28 MARKET STREET
 72 MARKET STREET
 2640 MISSION STREET
 605 KEARNY STREET
 26 THIRD STREET

OAKLAND:

1113 BROADWAY

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
 FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
 Boots, Shoes, Rubber Boots and
 Oil Clothing of All Kinds,
 Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

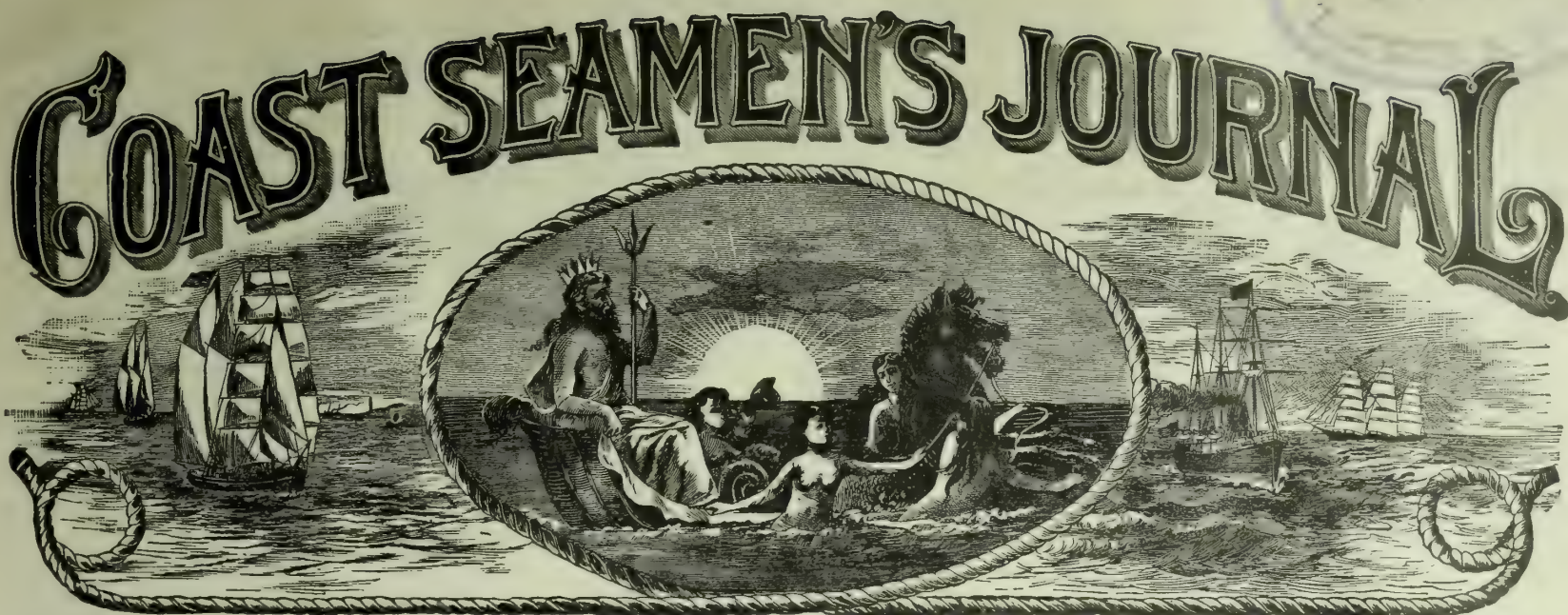
Justice to All. Please Give Us a Trial and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 2.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 23, 1914.

Whole No. 2296.

THE DEPARTMENT OF LABOR.

Secretary of Labor Wilson's Definition of "Labor" and "Capital."

The question of relation between employer and employe is an acute one. It has become more acute with our industrial and commercial development. Under the old regime, before the inventive genius of man had given us our modern machinery, the relationship between employer and employe was personal. The employer came in contact, personal contact, with his employes, usually had but few of them, and never so many but that he knew the individuality of the men who were working for him and could deal with them accordingly. Inventive genius and the machines growing out of that inventive genius have made it absolutely necessary that there should be an organization of capital in order that there might be the most efficient production.

Some of the machines we now have in use and some of the systems necessary for the proper utilization of those machines would not be possible under the old forms. New forms had to be devised. Out of those new forms has grown our immense corporations, facilitating the use of the machines, economizing here and economizing there by virtue of centralized production and giving us more efficiency in labor than we could have otherwise. But it has eliminated that personal relationship between the employer and employe that formerly existed, and, because of the elimination of that personal relationship, complications arise in dealing with the problems that grow out of our industrial development. There is not the same confidence between the employer and employe, when neither knows the other, as there is when they know each other.

Extremes of Thought and Action.

The situation, then, has entirely changed, and, growing out of that change in situation, something is necessary in order to find a substitute for the old personal relationship that formerly existed. When you come to deal with the problem, however, and seek for that something which will take the place of the old personal relationship, you are met at the threshold with extremes of thought and extremes of action that hamper you in your efforts to find a solution, and you find amongst the workmen, amongst the wage workers, those who make the contention that because capital is inanimate, having no life, no intelligence, no energy, therefore, it performs no function in production, and, performing no function in production, is not entitled to consideration.

Upon the other hand, you find the sentiment amongst employers that fails to recognize that their employes are different from ordinary machines, a sentiment that looks upon employes as being but a part of the machinery in production, instead of living, moving, sensuous human beings like themselves, and who undertake to deal with the wage-worker, with the laborer, from the same standpoint and with the same kind of sentiment as they would deal with a machine. You have those two extremes, and yet what are the facts?

What is capital? Capital is the unconsumed product of previous labor, mental and physical, as I have defined it before. It differs from wealth in this: that you may take a vacant lot

out here on one of your streets, and that vacant lot is wealth, but the moment you erect a building upon that lot, then the building is capital. All the machines that are used in your shops, all the machines that are used in your transportation, and all the buildings that you occupy, and that your workers occupy, are the unconsumed product of previous labor. They are capital, and the function that capital performs in production, and particularly in modern production, is that it furnishes the machine which makes labor more productive than it otherwise could be. It furnishes the shelter, the homes, in which the workers live. It furnishes the workers, in the form of wages, with the means of living, until those complex things upon which they are working are finished and ready for use.

And aside from the mental work which must be classed as labor, the mental work on the part of the owner of the capital, he conceives the idea of assembling at a common point, that is, the creation at a common point, of an industry, and he carries his organization out from that point. Aside from the intelligence, which is also labor, which directs the plant after it has been created; aside from the genius of the inventor, which is also labor, which improves the machinery from time to time; and aside from any of these functions on the part of the owners or controllers of capital, capital performs the important functions of furnishing the machines, being the unconsumed product of previous labor, of furnishing the shelter for the worker, and of furnishing the means of livelihood until that which the worker is laboring upon is ready for use. For performing these important functions in production it is entitled to the very highest consideration.

Upon the other hand, labor is the vitalizing force. Labor, mental and physical, is the force that makes your capital available, that makes your machinery move, that makes your production possible. No matter how much capital you may have, unless in addition to your capital you have mental and physical labor available for use upon your capital you cannot produce another article for common use. So labor and capital have mutual interest in production; a mutual interest, not an identical interest. Mark the distinction. Notwithstanding the various schools of thought that have existed amongst those who have been connected with the labor movement, and with others, it is nevertheless a fact that they have a common interest, a mutual interest, in securing the largest possible production with a given amount of labor.

Anyone who examines the history of this or any other country is bound to come to the conclusion that the workers to-day are very much better off than the workers of two or three or four generations ago. We have our extremes of wealth, and we have our extremes of poverty to-day as we had then, but the great mass of the people between those two extremes of wealth and poverty are very much better off in their material surroundings than our forefathers were. The principal reason why they are much better off than their forefathers were is that by the introduction of machinery there

has been a greater amount of production, and because there has been a greater amount of production there is a larger share that can go to the wage-earners than went before that greater production took place.

So you are mutually interested in securing the largest possible production with a given amount of labor. Your interests only diverge when it comes to a point of division of that which has been jointly produced, when it comes to the division of that which has been produced as a result of stored energy in the form of capital, and the unstored energy in the form of labor. When it comes to a division of their joint product, there is a diversity of interest. Each is desirous of securing the largest possible share, and out of that desire to secure the largest possible share that can be secured come our industrial conflicts:

Not having the personal relationship that we had before to mellow those contentions, they have become extremely acute, and they not only affect those who are engaged in them but they affect all other portions of the community who may not be directly engaged in the contest. When a dispute of that nature arises which results, or is likely to result in a suspension of operation in any given industry, the temper, the spirit, of both sides has been aroused. They are not so likely to listen to reason presented by each other as they would be if they were considering the proposition in calmer moments.

Bringing Contending Parties Together.

One of the purposes for which the Department of Labor has been created is to step in when that condition of affairs exists and offer its good offices in an effort to bring the contending parties together, in order to adjust their difficulties, because, if it has come to the point where a stoppage of work takes place, then it means an economic loss, a loss not only to the employers and employes engaged in the contest, but a loss to the entire community of forces that ought to be valuable in producing valuable economic results.

When the Department of Labor steps in when a condition of that kind exists, the first step that should be taken is to endeavor to get those who are immediately interested in the contest to work out their problem themselves. A great deal depends on getting them to realize the mutual interests they have, and if they can sit down around a council table and work out their problems on as nearly correct a mathematical basis as it can be arrived at, and the trouble is adjusted in that way, the spirit of co-operation which grows out of a condition of that kind is bound to be beneficial in the carrying on of the work in that particular plant.

Failing to secure a mutual consent to consider their own problems and to deal with them and settle them, if they can, then it becomes the duty of the new department to act as a mediator, as a go-between, and to pass between the employer and the employe, not for the purpose of imposing upon the particular views of the department, or the department

in it, but for the purpose of trying to find some neutral basis, some basis upon which two parties can agree and thereby eliminate the possible contest.

Failing in that, then, to suggest to both parties the advisability for their own interests and for the interest of the community of submitting the question at issue to arbitration, to some disinterested party. It is very much better to settle it themselves, but, failing to settle it themselves, then, in the interest of industrial peace, in the interest of the community at large, it is necessary to submit the question at issue to disinterested parties and allow them to determine such questions.

Compulsory Arbitration Not Wanted.

In proposing that as a means of adjusting industrial disputes, I do not want to be misunderstood. I do not want to be understood as proposing compulsory arbitration, because I do not believe in compulsory arbitration as applied to industrial disputes. In the first place it may do an injustice to the employer, if you have compulsory arbitration, by giving an award which if he is compelled to operate under would in time absorb all of his capital, it means that the whole subject matter of trade relations between employer and employee may be thrown open at the suggestion of one of the sides to the controversy, and when you submit the whole question of relation to a board of arbitration, there is a possibility—I do not say that it is a probability—but there is a possibility that the award may be of such a nature that if it is lived up to, and the employer continues to operate—and if he is not compelled to operate then it is not compulsory arbitration—it would ultimately take all of his capital. Upon the other hand, an award might be offered under which if the employees continued to work they would be in little better condition than that of serfs.

There is one other very strong reason why compulsory arbitration should not be entered into, and I am free to state that that is purely from the standpoint of the wageworker, in that it would be unfair to the wageworker to have compulsory arbitration. There is a clean-cut dividing line between profit and loss which the employer can show from his records to any board of arbitration that sits upon any question in dispute. He can demonstrate from his records, through that clean-cut dividing line between profit and loss, the conditions, and circumstances, and the terms under which it would be a loss to him to operate. That would act as a protection against any unfair decision being rendered as it applied to the employer. But the standard of living is not a clean-cut stationary line. The line of living is flexible. It may be either raised or lowered, and the workman still live.

So the workmen can have no clean-cut dividing line to protect them against any unfair decision on the part of arbitrators, and the only way in which either of them can be protected in arbitration is by having the terms of the arbitration, the conditions of the arbitration, laid down in advance, and when a trade dispute has reached that stage where it is impossible to get the employer and the employee to come together and adjust their difficulties, then they ought to be induced to submit the dispute to arbitration, laying down the basis in advance which will protect both of them against any unfair or unjust decision on the part of the arbitrators. That is one of the functions of the Department of Labor, and that is one of the ways in which the Department of Labor can be of value to industry and commerce.—Address delivered by Wm. B. Wilson, Secretary of Labor, to the National Chamber of Commerce.

Vice Admiral Wa Matsumoto, of the Japanese navy, has been sentenced by a court martial to three years' imprisonment on charges of accepting bribes in connection with naval contracts. Captain Sawasaki was condemned to one year's imprisonment, but Commander Suzuki was acquitted. The existence of corruption in the Japanese navy was brought to light through an action in Berlin in January, this year, and eventually led to the fall of the Japanese Cabinet. A confidential clerk, employed in the Tokyo office of a German armament firm, was prosecuted for selling documents, and during the trial a letter was read showing that several high Japanese naval officers were receiving a percentage on the contracts allotted to the firm.

To protect roosting poultry from attack by vermin, there has been invented a trap which, when fastened to a perch, catches and poisons insects.

Demand the union label upon all purchases!

CHARACTER ASSASSINS.

There are different kinds of assassins.

Not the least deadly of these is he who goes about trying to kill character, using as his weapon a mass of cleverly clothed but vicious lies.

Character assassination is the latest work of the Colorado coal operators.

Unable to buy or bluff the leaders of the strike or the men themselves, they are now seeking by insidious lies to attack the integrity of certain leaders hoping to discredit the organization.

The most vicious and yet most absurd of these personal attacks appears in a bulletin dealing with "Why the Strike Was Forced on Colorado Miners."

To give the mass of lies a touch of realism, the writer of the operators' bulletin says that the report of the Secretary-Treasurer issued November 30, 1913, shows that Frank J. Hayes receives a salary of \$90 per day, John McLennan \$66 per day, Mother Jones \$42 per day, and John R. Lawson \$1773.40 for nine weeks' salary.

Just how the writer's perverted mind conceived this myth is impossible to imagine, unless he had been "hitting the pipe," which we understand he does, occasionally. The operators must have foolishly pressed him for copy before he could come out of his dream. In trying to fill his contract with them, this was the only good lie he could think of on short notice.

It is well to understand that Hayes, Lawson, McLennan and Mother Jones had nothing to do with money disbursements in this strike. All finances were handled by William Green, International Secretary-Treasurer, and E. L. Doyle, District Secretary-Treasurer, who are under bond, and who have faithfully and honestly performed their duties.

The work of the parties attacked is confined entirely to the executive end of conducting the strike and had nothing whatsoever to do with the finances.

During the more than six months Mother Jones spent in the bull pens of West Virginia and Colorado, she did not receive one cent of salary or expenses from the United Mine Workers of America.

The salary of every officer and organizer of the United Mine Workers of America is a matter of common knowledge and is plainly specified in the constitution of the United Mine Workers of America.

For instance, if the International Secretary-Treasurer paid more salary to any officer or organizer than that which is allowed by the constitution he would be immediately subject to removal from office and would be punished by law. His report must show an itemized account of every cent paid out by him to any officer or organizer, and this report must be approved by a Board of Auditors who semi-annually examine his books and accounts.

The fact of the matter is that at the time this report was issued the salary of the Vice-President was \$2500 per year, and the salary of Mother Jones and other organizers \$4 per day.

The reports on file in the International office and open to inspection will verify these figures.

If the coal operators would lie about these things, it is not reasonable to believe they would deceive you about other incidents connected with the strike?

PUBLIC SAFETY HEARINGS.

The Safety Department of the Industrial Accident Commission of California has held public hearings in Los Angeles and San Diego. Further hearings will be held in Bakersfield on September 28, and in Fresno on September 30. Early in October these hearings will be continued in the cities around San Francisco Bay, as well as in Stockton and Sacramento.

The Workmen's Compensation, Insurance and Safety Act requires that public hearings be held before proposed safety orders may be made permanent. This is the Wisconsin idea, and has worked admirably in that State. Its essence is that those directly concerned may participate in legislation for themselves, and in this way due consideration is given a subject and there is an avoidance of hasty legislation.

Committees of employers and employees will meet to consider Tentative General Safety Orders and make their recommendations.

The public hearings on the dates named will take the form of "Safety First" conferences. The law on the subject will be outlined, the work and plans of the Safety Department discussed, pictures will be thrown on a screen to show the "before" and "after" effects of industrial safety in the factories and workshops of California, and short speeches will be delivered by representative employers, employees and other citizens. Commissioner Will J. French will preside, and John R. Brownell, Superintendent of Safety, will have charge of the pictures and the plans for discussing the technical part of the orders.

These public hearings are open to all interested. The Industrial Accident Commission reports that the co-operation extended by employers and employees in the State of California to the Safety Department has been all that could be desired, and indicative of a strong, public sentiment for a reduction in the number of deaths and injuries in our industries.

Wireless lighthouses are being established by the French Government along the North Coast, the first two being located on islands near the approach to the port of Brest. Two more are planned for the port of Havre. The lighthouses will operate by a system almost exactly like that of ordinary lighthouses, except that, instead of waves of light, wireless waves will give the information to approaching ships. The great advantage of such lighthouses is that fog will not hinder their efficiency. When a ship approaches Brest, and is within 30 miles of the islands, wireless signals will be picked up. If the ship is fitted with a "direction finder" it will be easy to apply the information, but even without that instrument the receipt of any signals at all will be of assistance, for the exact positions of the lighthouses are known. Each station will send out its wireless message every few seconds, together with special signals to indicate which station is sending. The sending apparatus (Marconi system) is automatic, and is constructed so that it will run for 30 hours without any attention.

For fair products of all kinds consult the JOURNAL's ad columns.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Convention Call.

The A. F. of L. has issued the call for its thirty-fourth annual convention, to be held in Horticultural Hall, Philadelphia, beginning 10 o'clock, Monday morning, November 9.

To be entitled to representation, organizations must have obtained a charter at least one month prior to the convention, and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Reference is made as follows to the importance of this convention:

"It is, of course, entirely unnecessary here to enumerate the important subjects with which our forthcoming convention will concern itself, but the reminder is not at all amiss that every effort must be made to broaden the field and means for the organization of the yet unorganized workers, to strive to bring about more effectually than ever a better day in the lives and homes of the toilers, to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement, for the exercise of our normal and constitutional activities, to protect and promote the rights and interests of the workers; and to assert at any risk the freedom of speech and of the press and the equal rights before the law of every worker with every other citizen; the tremendous conflict now being waged in Europe and its possible consequences and results, not only upon the people of European countries but upon the people of America, as well as on the whole civilized world, must of necessity receive the deepest solicitous consideration of the working people of America. These and other great questions of equal importance will, of necessity, occupy the attention of the Philadelphia convention."

Foresees World's Peace.

Universal peace will follow the European war—a war of aggrandizement and conquest, to divert people from their constructive work of humanizing and democratizing tendencies—were the views of President Gompers, in a Labor Day speech at Plattsburg, N. Y., in referring to the present continental upheaval.

"The end of this war," he said, "will mean the vanquishment of autocracy, the emergence of a society in which the people shall be supreme, and in which men's thought shall be given to the things of peace."

"Civilization had been pressing home the sacredness of human life upon the consciences of men. Knowledge had concerned itself with the problems of life that men might know themselves and the world in which they live in order to gain better mastery over the elements and conditions. Science had sought to wrest from nature understanding of life that men might have life more abundantly."

"It had studied the nature and causes of disease in order to conserve and safeguard human life. Trained minds were delving deep into the secrets of physical forces to

bring them under the control of the will of mankind. They had harnessed the waters and the winds to the wheels of civilization. Minds rich in culture and love of humanity were studying the ills of society that every child might have the right to be well-born, to develop its full physical stature and to cultivate its mental and moral possibilities. In all things the purpose of civilization had been to glorify and enrich the lives of the people—all of the people.

"There were minds that were just upon the verge of giving the world the rich harvest of years of thought and study. There were hearts disciplined by life and understanding that were ready to interpret the beauty and the truth of life in the world's poetry. There were souls that were ready to voice the heart of things in music."

"There were fingers whose skill could interpret life in immortal canvases. There were the yeomanry in the fields, the factories and the workshops giving all that was of value in muscle and in mind to the production of things necessary for the maintenance of life and civilization."

"These—all these—have been sacrificed to the service of the war lords. In a mad moment the countries of Europe are savagely condemning to terrible suffering and hardships and almost certain death these lives and talents that have been saved, cultivated and enriched at the expense of so much thought and effort. Bodies that have been protected by sanitary regulations secured after long, hard struggles; muscles and minds conserved by short workdays; young men that represent so much in sacrifices, in aspirations and possibilities, are now part of the marvelous machinery of war and devastation."

"Can this be our boasted civilization? Can this be the Europe of which Tennyson sang: 'Better a hundred years of Europe than a cycle of Cathay?'"

Fur Workers Raise Wages.

Fur Workers' International Union has closed a notable agreement with the Fur Manufacturers' Association, composed of the largest and most influential employers in the business, and a general strike in this industry is avoided. A so-called independent association of fur manufacturers refused to sign the agreement, and after a strike was called against these small concerns, 202 firms signed up, and eighty-six of the independents joined the big association, thereby becoming part of the agreement made with that organization.

The new rates are:

Cutters who formerly received \$23 a week will now receive a minimum of \$30.

Operators and nailers are increased \$5 per week.

Finishers are increased \$6 per week.

Complete union recognition is granted, and shop chairmen will be allowed to collect dues, which must be paid.

No overtime will be permitted except during the first five working days of the week during the months of October, November, and December, and at no other

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Say Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

On any day in the week at the London docks 10,000 unemployed can be found.

From all over Australia comes the news of the unemployed increasing in numbers.

Many shop girls in England are paid 14d. an hour for working, and a penny a minute for being late.

A suggestion for the employment of women as police is meeting with strong support in Melbourne.

Last year 428,000 emigrants got out of Italy as fast as they could, and spread themselves through Argentina, America and Brazil.

"Cotton's Weekly" puts it this way: "Early to bed and early to rise will make your boss healthy, wealthy, and wise."

There is said to be serious distress amongst the lightermen of Rotterdam owing to the shortage of trade, and 50,000 families are destitute.

The last half-yearly report of the Australian Typographical Association discloses excellent progress, and that organization is still forging ahead.

For the past year the South Australian branch of the Federated Clerks' Union shows a 50 per cent. increase in membership. That's progress!

The Employers' Federation in Melbourne is agitating for the State Government to introduce legislation for the prevention of strikes and lockouts.

The members of the Queensland Society of Progressive Carpenters and Joiners are considering the best means to adopt to obtain an increase in wages.

The Fremantle (W. A.) Council of the Australian Labor Federation has approved of a scheme, drawn up by a committee, to make voting by unionists compulsory.

The Sydney (N. S. W.) Labor Council is insisting that three trawlers required by the government shall be built in Sydney as an encouragement to Australian industry.

An American automatic machine will shortly be introduced in Australia. This means the displacement of a large number of men who earn a livelihood as glassblowers.

Maitland miners, to the number of 519, who pleaded guilty, in the Newcastle (N. S. W.) Industrial Court recently, to striking, were fined £4 each. The fines totaled over £2000.

The British railwaymen are vigorously opposing increased application of the speeding-up system in the railway service. This means a great endangerment to the safe working of the railways.

The Westralian Labor Federation at Perth has requested the Federal Government to provide for the wives and families of Imperial reservists called out in West Australia, as the men's Imperial pay is only 1s. 3d. a day.

Says The Worker of Brisbane, Queensland: Complaints are being made in New Zealand against the Hindu invasion of the backblocks lands in the King Country. The men's relations with Maori women are arousing protests. Exception is also taken to the fact that the visitors from India are undercutting the rates of pay received by white labor. They do not take hard work on a wages basis, but take contracts at low rates, and do the work in batches of twenty men.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER

EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

CLOTHES SATISFACTION

IS THE RESULT WHEN YOU CONSULT

S. G. SWANSON

For the BEST there is in TAILORING

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenfeldt, Berkeley, Cal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anyone knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, A. -1645	Kremer, Sigurd
Andersen, Rasmus	Kalnamu, Andvay
Andersen, Martin	Kolodzie, George
Andersen, Axel	Kristiansen, Nils
Andersen, E. -1762	Karstin, Hugo
Andersen, H. -1883	Leideker, E.
A., Mr. -1504	Lang, Chas.
Andersen, Edward	Lindner, J. -1750
Andersen, Gust	Lundberg, T.
Alin, Emil	Lyngard, Jorgen
Andersen, David C.	Mesak, E.
Bensen, Severin	Mikalsen, Andreas
Bernat, Hugo	Martinelli, Walter
Bringsrud, Marald	Mennicke, Fritz
Berg, S.	Miller, Wm.
Brogard, N.	Mayers, P. M.
Bergqvist, Wm.	Michaelsen, A. -1105
Boy, A.	Morris, M. H.
Clrul, M.	Matison, J. -1320
Christensen, A.	Maknan, K.
-1095	Nilson, Edon. C.
Cotter, J.	Olsen, A. O. -759
Carlson, Kalle	Olsen, Hans
Cackin, John	Olsen, Ole Wilhelm
Clausen, J.	Osterberg, S. H.
Chilton, Harry	-1284
Cadiel, Adolf	Olsen, O. Marthin
Carlson, Carl	Paader, Hugo
Drogen, Jack	Paulson, Gustaf
Essen, Carl	Perez, Antonio
Ellingson, Ivar	Plant, Billie
Fasholz, Dan	Peterson, C. E. -906
Folvik, Lewis	Rutel, Ernest
Grigoleit, E.	Robbins, Jack
Gumther, Dick	Sandstrom, Ivar
Gustafson, Alf	Svensen, Nick
Gusek, B.	Svensen, S. -1717
Gronlund, Oskar	Steen, J. C.
Holmborg, Frank	Sandy, Oskar
Hansen, Marius	Samuelsen, Victor
Holm, Arthur	Schultz, Albert
Hansen, H. T. -1446	Schultz, Axel
Hansen, Johannes	Sanseter, Paul
Hakonsen, P. O.	Schmidt, George
Haro, Aarp	Schager, E.
Harrold, Henry	Svenningsen, S. N
Hermanson, Fritz	Schultz, Robert
Johnsen, Ed. -2240	Tell, Olaf
Johnsen, Emil	Tvedt, Olaf
Johnsson, N. A.	Thomas, Joseph W.
-280	Vohs, Heinrich
Jensen, Oscar M.	Wagner, Billy
Johnson, John A.	Zimmer, Walter
Jorgensen, H. P.	Packages.
Johnsen, George	Johansen, Nils A.
Karlson, Richard	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Sallin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our French Dry Cleaning Process which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer in

CIGARS, TOBACCO, STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE

GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)

KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru. Thorin, Hegagata 7, Goteborg, Sweden. 9-23-14

Pacific Coast Marine.

The Swedish motor-ship "Kron Prinz Gustaf Adolf," said to be the largest in the world of its type, arrived at San Pedro September 18 from Hull, and discharged 3000 tons of coke and pig iron for W. R. Grace & Co.

The Globe Navigation Company, Seattle, which owns three vessels, has been placed in the hands of a receiver on the application of Ben Stanley Revett, who in October of 1912 recovered a judgment for \$8,032.14, with interest.

The four-master German bark "Kurt" arrived at Astoria on September 11 from Santa Rosalia and is under charter to M. H. Houser to load grain at Portland. She had an uneventful trip up the coast and her master knew nothing of war having been declared until yesterday, when he spoke a whaler off the lightship.

Recommendations that emergency life-saving apparatus be provided for those beaches where most of San Francisco's drowning accidents occur, and that the United States life-saving stations be equipped with proper facilities for resuscitation of the partially drowned, were contained in the report of a coroner's jury at San Francisco which investigated the death of Edwin Johnson.

Captain Matheson of the codfishing schooner "Galilee," arrived from Bering Sea during the past week and reported that two fishermen, Antone and Ernest Costa, brothers, were lost on the fishing grounds and that four other members of the crew deserted. The Costas were out in a dory when a squall came on, and they were undoubtedly blown offshore and capsized, as nothing more was seen of them. The "Galilee" brought 166,000 codfish to the Union Fish Company.

The San Francisco Chamber of Commerce has issued a protest against the President's proclamation providing for a charge of \$1.20 per net registered ton and in addition a charge of \$1.20 per ton of 100 cubic feet on deck loads. "Inasmuch as open deck space is not taken into account in either gross or net tonnage in measuring a vessel this is a direct violation of the law and an assumption of authority by the President directly in conflict with the powers conferred by Congress," asserts the chamber's protest. "Lumber should not pay any less tolls than any other commodity, but it should not be penalized and forced to pay more."

The British Admiralty has not only commandeered all the Canadian Pacific liners on the Pacific ocean, but has also taken the Union Steamship Company's new Australian liner "Willochra" and the liner "Tahiti" from the San Francisco-Australian run. The steamship "Marama" has been transferred from the Vancouver-Australia run to the San Francisco-Australia service, in which the "Maia" and "Moana" are also plying. By making shorter stops in port the "Niagara" and "Makura" will maintain a twenty-eight days' service between Vancouver and Australia, beginning with the sailing of the "Makura" from Vancouver on September 30. The Japanese Government has taken over some passenger boats for transports, but is careful not to cripple the service to United States ports, the business of which is heavy.

It has been announced that the Pacific Navigation Company will add to the service supplied by the fast turbiners "Yale" and "Harvard" by the addition of the steamer "Old Colony" to the fleet operating between San Francisco, Los Angeles and San Diego. It is reported that the negotiations for the charter of the "Old Colony," now operating out of Boston, have been completed and that the steamer will be brought to the Golden Gate before the first of the new year by way of the Panama Canal. The "Old Colony," "Harvard" and "Yale" are rated as the fastest and most handsomely and adequately equipped coastwise passenger liners in the United States. The former is a triple-screw vessel of 2428 tons register and was turned out in 1903 at Chelsea, Mass. She is 184.2 feet long, 32.5 feet beam and 11.3 feet in depth, with double decks, and owned by the Nantasket Beach Steamboat Company of Boston.

At the time of going to press it seemed certain that between seventy and eighty lives were lost and only two rescued when the steam schooner "Francis H. Leggett" of San Francisco sank at 3:15 p. m. on September 18, sixty miles south of the Columbia River. The steamer "Beaver" has arrived in port with one survivor, who told a harrowing tale of how the vessel turned turtle and plunged from sight. The steamer "Francis H. Leggett," was owned by the Hicks-Hauptman Lumber Company of San Francisco and was bound from Gray's Harbor to San Francisco with about 1,400,000 feet of fir railroad ties. The "Leggett" was built at Newport News in 1903 for the Hammond Lumber Company. For a year past she has been operated by the Charles R. McCormick Company of San Francisco. She is of 1606 tons gross register, 259 feet long, 41.2 feet beam and 19 feet depth of hold. She is a steel three-masted vessel and is equipped with wireless. Her cargo capacity is 1,500,000 feet of lumber.

Captain I. N. Hibberd, for many years superintendent of the Pacific Coast Steamship Company, has resigned to assume the general management of the shipping firm of Sudden & Christenson. The announcement of the change created a stir in shipping circles, where Captain Hibberd is a leading light. The coast-to-coast service which has been inaugurated by Sudden & Christenson will have the attention of Captain Hibberd, who is considered an expert on the trade problems which have developed as a result of the opening of the great waterway. Sudden & Christenson have the distinction of being the first San Francisco firm, heretofore engaged exclusively in the coastwise trade, to enter the traffic by way of the big ditch. Their service at this time will be handled by five steamers of from 5000 to 6000 tons carrying capacity—the "Peter H. Crowell," "J. A. Hooper," "Louis K. Thurlow," "Montroso" and "Neches," all practically new vessels. The "J. A. Hooper" left San Francisco on September 15 for the east coast laden with 800,000 feet of lumber and 2900 tons of California barley. The "Montroso" has already left the other side and will be followed by the "Neches" and the "Thurlow." The "Peter H. Crowell" is now loading at Gray's Harbor and will come here to finish, steaming for New York and Boston on the 25th. With the fleet actively in service the company will dispatch a vessel from departure points every three weeks.

Beginning the most difficult feat of the kind ever undertaken, with the exception of that of the famous drydock Dewey, the Redstack tug "Hercules" left San Francisco on September 16, having in tow the largest caisson built in the United States, which is to be used on the Panama Canal. The great structure attracted much attention as it moved down the bay to sea at the end of a steel hawser attached to the automatic device on the stern of the tug. It is estimated that the "Hercules," which is in command of Captain Titchworth, will average about four and a half knots and that the trip to Balboa, the Pacific terminal of the big ditch, will consume thirty-two days. The tug will burn approximately 3000 barrels of oil on the voyage, and as the "Hercules" tanks cannot contain all the fuel, some of it is stowed on the caisson and will be taken off at sea when needed. At this season of the year favorable weather usually prevails along the lower coast, and no trouble is anticipated with the unwieldy tow. H. H. Harris, a marine engineer, representing the Union Iron Works, builders of the caisson, is on the "Hercules." Captain Hanson and three seamen are making their home on the caisson, which tows about 500 feet astern of the tugboat. It cost the Government \$335,000 and was a year in building. It is of 2450 tons, 113 feet long, 69 feet deep and 35 feet beam, and draws about 35 feet of water on the trip. It is to be used in pumping the water from the canal locks when repairs are necessary.

The revenue cutter "Bear," which arrived at Nome, Alaska, on September 14, with eleven survivors of the crew of the Stefansson exploring ship "Karluk," brought details of the death of three members of the party. George Stewart Maloch, geologist, of Hamilton, Ontario, and George Bretty, a fireman, died of scurvy on the island, and were buried there. Bjarne Mamen, assistant topographer and geologist of Christiania, Norway, accidentally shot and killed himself with his own gun. He was buried on the island. Eight of the expedition are missing, and are given up for dead. They are: Alexander Anderson, first mate; Charles Barter, second mate; John Brody, seaman; H. King, seaman. These four men left the wreck of the "Karluk," eighty miles from Wrangell Island, and were never seen again. Alister Forbes Mackay, surgeon, of Edinburgh, Scotland; James Murray, oceanographer, of Foxfield, Hants, England; Henri Beauchate, anthropologist, of Paris; Thomas Morris, seaman, also left the wreck of the "Karluk," but never reached Wrangell Island and must have perished. The eleven were rescued from Wrangell Island by the gasoline schooner "King and Winge" and transferred to the "Bear." The survivors are: William Laird McKinley, magnetician, of Clydebank, Scotland; John Munroe, chief engineer; Bert Williamson, second engineer; Robert Templeman, steward; Ernest Chase, assistant steward; Fred W. Maurer, fireman; Seaman Hadley; Esquimaux, wife and two children. Counting the eight men who perished on the ice while trying to reach land after the "Karluk" was crushed, the three who died on Wrangell Island and Andrew Norman of the Anderson party, who committed suicide by shooting while insane from exposure while lost, twelve members of the Stefansson expedition have died.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION
OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS
OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKE DISTRICT.
LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF
THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF
THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One Year, by mail - \$4.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

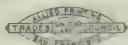
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 23, 1914.

MOVING TO POSTPONE ACTION.

The Senate Committee on Commerce, on September 10, listened to a delegation of shipowners from the Lakes who had journeyed to Washington to protest against legislation for greater safety of life at sea. The spokesman of the Lakes shipowners, after presenting the usual time-worn objections, "respectfully requested" that the Great Lakes be omitted from any bill dealing with safety at sea. The same gentleman, who objected to any kind of safety legislation, was perfectly willing, however, to entrust his case to a commission to consist of:

One United States naval constructor; one naval constructor from the Revenue Cutter Service; two civilian naval architects, one of whom has had some experience in designing passenger steamers for the Great Lakes; one professor in naval architecture, to be selected from one of our leading universities; and one operating man or general manager of one of the larger passenger steamship lines of the Great Lakes.

This kind of commission could doubtless be depended upon to protect the interests of the stockholders. But in order to give the shipowners an absolute and safe majority and to make it absolutely certain that there will be no interference with dividends, one or two other "reliable" persons ought to be added to the commission. What is the matter with our old friends, General Uhler of the Steamboat-Inspection Service and Commissioner Chamberlain of the Bureau of Navigation? If these names are added to the list of experts we shall surely have greeter safety on the Lakes. Of course, it will not be the kind of safety provided in the Seamen's bill. It will not be safety of life, but safety of investments, safety of dividends and all that goes with it.

That delegation of Lakes shipowners is very modest. They either want to be left entirely alone or they want a commission of their own choice to determine what kind of safety measures are good for the traveling public.

The difference between child labor and convict labor is mainly a matter of age.

ABOUT AGITATORS.

There are labor agitators—and others. That there are others is not generally conceded, because the agitators who are hired or subsidized by Big Business usually carry a different title upon their visiting cards.

In California, however, the silk-stocking agitators have exposed their hands, and as a natural sequence there has been some newspaper comment that is as refreshing as it is rare.

The Stockton open-shop brigade learned, some weeks ago, that their campaign for labor union extermination was slowly but surely degenerating into farce. So their emissaries (not agitators) were sent to other California cities to try and stir up industrial strife, in the hope that Stockton would thus get rid of some of the unpleasant notoriety which is now associated with the name of that city.

Plans were carefully laid to ensnare the employers at Marysville in a State-wide union-busting campaign. But the Marysville employers noted the bait in the trap—they had before them the awful object lesson of Stockton, and they politely yet firmly advised the trouble-breeders to move on.

Fresno was then selected as the next point of attack. The fomenters of industrial war arranged for a grand pow-wow of the employers, and with suave and honeyed words presented their plans to "free" Fresno from labor agitators. Again they failed, and their failure was made the topic for some very plain editorial comment by the leading daily of that city. It should be borne in mind, too, that the Fresno "Republican," which took this fling at the would-be union-busters, is not a labor paper:

If the purpose of those who inspired the employers' association dinner in Fresno last night was to repeat in Fresno the experience of Stockton, that example should be enough to hoodoo the whole movement from the start. Fresno is in industrial peace and prosperity. Stockton is in a state of demoralizing and expensive industrial turmoil. Certainly there can be no excuse for seeking to exchange our condition for Stockton's. And the assumption that this is the purpose is not a rash one. Certainly, the leaders of a certain sort of industrial organization do not come to Fresno from Portland, San Francisco, Oakland and Stockton merely to eat dinner and to listen to each other make fiery speeches. They are practical men, and their purpose is not to talk, but to act. And the act they propose here may be fairly assumed to be the same as that which they have done elsewhere.

No such attempt can succeed, and it is to be hoped that none will be made. Logically the scheme is indefensibly absurd. And practically it is inexcusably unworkable. The organization of labor has come to stay, and nothing can stop it. And this means not merely that individual workmen shall be free to join labor organizations without being individually discriminated against in their individual employment by individual employers. It means that when they join unions they shall be dealt with collectively, through those unions. Organizations of employers, to do this dealing collectively on their side also, are legitimate and useful. Organizations of employers to prevent, by collective action on one side, collective dealing with the organizations on the other side—and this is the only sort now agitated—are not only a denial of the most fundamental principle of fair play, but are institutions which do nothing but harm, to their members and to the community.

Then the people of Bakersfield, California's prosperous oil center, heard that the advance guard of the Stockton emissaries was coming their way, and this is the reception they got from the Bakersfield "Daily News," which, by the way, is not a labor paper:

Those walking delegates of the M. M. & E., an organization which has stirred up an industrial strife in Stockton that the city will not recover from for years, are on their way south to foment further trouble. A few evenings ago they launched a campaign in Fresno, a banquet being held in that place at which a number of hostile mouths were fired off serving as the

opening guns in the destructive campaign contemplated. The walking delegates may be expected in Bakersfield at no distant date.

Notice may as well be served at once, that Bakersfield will not stand for anything of the nature of the Stockton conflict. The M. M. & E. is not wanted. This town is not inviting and will not welcome the M. M. & E. or pestilence in any other form.

If the walking delegates who have struck so deadly a blow at Stockton and are now moving upon Fresno, banquet here for the purpose of organizing a warfare upon the business of Bakersfield, the "News" will guarantee an open mass meeting in the open street with thousands present, instead of a select and power-sotted few, to protest against the proposition and to provide ways and means of preserving the present peace.

Nothing like the M. M. & E. is coming to Bakersfield to disrupt the present relations between employers and workers, and raise a hell of trouble, without meeting energetic opposition.

After this philippic from Bakersfield, it becomes rather difficult to guess in which direction the Stockton braves will betake themselves.

Let us hope they will head for Europe and join the advance guard of some army. California can well afford to be rid of such rubbish.

ADVENTURES OF A "COLLEGE BYE."

Some very remarkable and freakish characters are found among "College Byes." It appears that college education does not necessarily inject common sense into the student's cranium. In fact, in many instances it seems to have a tendency to do the very opposite by transforming normal young men into conceited asses.

One of these "wonders" in the making recently escaped from the university at Eugene and betook himself to the frozen wilds of Alaska. Upon his return he told a tale so bold and brave that old Baron Munchausen himself could scarcely approach in the days of his prime. Here is the tale of the audacious young hero as related by himself in the Albany (Oregon) "Argus":

Telling of hairbreadth escapes, the perils faced by men who use toothbrushes in the wilds and the running of steamboats with drunken crews, Clark Burgard, a son of John Burgard, ex-Councilman of Portland, visited in Albany a short time yesterday while on his way back to the university at Eugene, where he is a senior.

Immediately after leaving college early in the summer, Clark, accompanied by his younger brother, William Burgard, left for Alaska where their father is interested in several salmon steamships that plied along the coast of Alaska. The first morning in the fore-castle of the ship, Clark Burgard produced a toothbrush and commenced his morning ablutions. From the entire crew there came a roar of derision, and thereafter Burgard waited until coming ashore before he cleaned his teeth.

William Burgard, well known in Albany, went as deckhand on a second boat. At a little point above Juneau the captain and mates went ashore, enjoyed themselves and became hilariously drunk. Five hours after the scheduled sailing of the boat, young Burgard went ashore and dragged the exuberant officers aboard.

Though a green hand, the young man had learned to box the compass, and that night, with a drunken crew, he left the port above Juneau and by 7 o'clock the next morning had successfully steered the boat through the darkness into Juneau. Officers of the company came down, heard the tale and made him captain of the boat for the remainder of the summer.

There you have it—"the truth and nothing but the truth," certified to by the world-beater from Eugene, Oregon. While wise men are talking about the necessity of three years' training for an able-seaman, this product of an Oregon university demonstrated to the world that a competent and qualified skipper can be evolved over night.

Farewell, Seamen's bill. What need is there for training American boys at sea when this Oregon wonder has made it perfectly clear that the college is the place to make the best master mariner?

It is pleasing to note that the gallant lad

who saved the ship from its drunken crew was so fittingly rewarded. But we feel that something should be done also for the brother with the toothbrush. That yarn surely entitles him to some recognition. What is the matter with the Carnegie Hero Commission?

AUSTRALIA AND THE JAPS.

Elsewhere in this issue the JOURNAL reprints editorial comment upon the European war from the Australian labor press. When our fellow scribes in Australia wrote their first impressions upon that unfortunate war of nations Japan had not entered the arena. Now that the Mikado has stepped into the breach and agreed to drive the Kaiser's ships and soldiers from the Orient, it will be interesting to know how this sinister alliance will be regarded by the workers of Australia.

We have already been told what prize Japan expects to gain. It is not only the territory leased by the Kaiser from China, but is something that the "white" British colonies can least afford to give.

Still, a writer in "The Japan Magazine" (Tokyo) is quite certain that Japanese and Australians are capable of arriving at some understanding that will give the British colonists in Japan equal privileges with Japanese in the English colonies. Thus we read from a translation made for the "Literary Digest":

There is nothing that would do so much to bind East and West firmly together as the opening of the British colonies to Japanese immigration. Then, indeed, Britain would be a lion endowed with wings. Large numbers of Japanese in the British colonies would mean that Britain would have the assistance of Japan in the protection of her colonies. But if an anti-Japanese agitation is permitted, both countries will be making the worst instead of the best of the Anglo-Japanese Alliance. Thus it would be allowed to make Japan an enemy instead of a friend. The policy suggested would also tend to make the colonies permanent parts of the British Empire, whereas now they may some time be tempted to independence. If such a situation can arise in a small place like Ulster, it is just as likely to arise in any of Britain's outlying possessions. It seems to the Mainichi that the British people both at home and in the colonies are not yet alive to the importance of the policy suggested, and it is, therefore, pointed out and emphasized before it is too late.

If we know anything of the temper and determination of the workers in Australia and New Zealand, they will never sacrifice their "white Australia" policy to please any ally of their motherland.

When the war is over one of the countries involved in this affair is going to be badly fooled, and unless we are greatly mistaken it will not be Australia, New Zealand or British Columbia.

The last issue of "Die Schifffahrt," organ of the German Seamen's Union, dated August 15, 1914, announces that after seventeen years of continuous existence it is now compelled to suspend publication. The editor in his valedictory makes it clear that suspension of publication is made necessary because German shipping is at a standstill and practically all members of the union have been called to the colors "to defend the fatherland." The French and Austrian seamen's papers have also evidently been suspended, as no copies have arrived here since the war of nations got in full swing. The official organ of the Sailors' and Firemen's Union of Great Britain and Ireland is still published and received with old-time regularity.

Overtime and piece-work are the twin devices by which individual greed is used to degrade the mass.

MINERS ACCEPT CONCILIATION.

On September 15, one year after the miners decided to strike for an enforcement of Colorado mining laws, 125 officers and members of the United Mine Workers of America met at Trinidad, Colorado, to decide whether or not they would consider a plan of conciliation suggested by President Woodrow Wilson.

Following is the text of the proposed agreement:

Whereas, the industrial conflict in the coal mining fields of Colorado has disrupted the peace of those sections of the State to the extent that a state of war has practically existed for some time; and

Whereas, a temporary peace is maintained by the presence of the Federal troops;

Therefore, there should be established a three-year truce, subject to:

1. The enforcement of mining and labor laws of the State.

2. That all striking miners who have not been found guilty of violation of the law shall be given employment by the employer they formerly worked for, and where the place of the employe has been filled, he shall be given employment as a miner at the same or other mines of the company.

3. Intimidation of union or non-union men strictly prohibited.

4. Current scale of wages, rules and regulations for each mine to be printed and posted.

5. Each mine to have a grievance committee to be selected by majority ballot at a meeting called for the purpose, in which all employes (except officials of the company) have the right to participate.

Members of said committee must be employed at least six months at the individual mine before being eligible.

Married men to be in the majority on each committee.

Grievances to be first taken up individually with the proper officer of the company. Failing adjustment, they can refer to their local grievance committee for further consideration with the mine officials. Still failing agreement, the matter shall be submitted to a committee composed of three men to be appointed by the President of the United States and which shall be representative of each side, with the third member to act as umpire, whenever necessary. This commission shall, during the three years of truce, serve as adjusters or referees in all disputes (whether individual or collective) affecting wages, working and social conditions.

Said commission shall devote primarily all the necessary time to the consideration and adjustment of such disputes.

6. It is understood as a condition of the creation of said commission that during the life of the truce—

(A) The claim for contractual relations is to be waived, but this shall not prevent the voluntary agreement between any employer and their employes during the life of this truce.

(B) No mine guards to be employed, but this does not preclude the employment of necessary watchmen.

(C) In the establishment of the truce the presence of the Federal or State troops should become unnecessary.

(D) There shall be no picketing, parading, colonizing or mass campaigning by representatives of any labor organization of miners that are parties to this truce, which will interfere with the working operations of any mine during the said period of three years.

(E) During said truce the decisions of the commission in cases submitted shall be final and binding on employers and employes.

(F) There shall be no suspension of work pending the investigation and reaching a decision on any dispute.

(G) The suspension of a mine over six consecutive days by the company may be authorized for cause satisfactory to the commission, but not pending any dispute.

(H) Wilful violations on any of these conditions will be subject to such penalties as may be imposed by the commission.

On account of the mutual benefits derived from the truce, the employers and employes should each pay one-half of the expenses of the commission.

According to newspaper dispatches, the miners voted to accept the President's plan of conciliation. It yet remains to be seen whether or not John D. Rockefeller, Jr., and his allied interests in Colorado will do likewise.

The employer of child labor who reads his Bible probably regards with regret the assurance of the Savior that the Kingdom of Heaven is composed mainly of children, since he can not hope to start a factory or in any other way "invest capital" there.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 21, 1914.

Regular weekly meeting came to order at 7 p. m. E. Ellison presiding. Secretary reported shipping slack. Shipwreck Benefit was awarded to three members of the crew of the schooner "W. H. Dimond." Thomas E. Zant, a representative of the San Francisco Labor Council, addressed the meeting upon the Stockton lock-out and the progress of the boycott against the Sperry Flour Company.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Sept. 14, 1914.

No meeting. Shipping medium; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., Sept. 14, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 14, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 14, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 14, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 14, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 14, 1914.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 14, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 9, 1914.

No meeting. Shipping and prospects poor.

JACK EDWARDS, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 17, 1914.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters, slack for cooks. The full Shipwreck Benefit was ordered paid to one member wrecked on the steam-schooner "Scotia."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 10, 1914.

Shipping slack; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Sept. 9, 1914.

No meeting; shipping very poor.

HARRY POTHOFF, Agent.

P. O. Box 54.

Demand the union label upon all purchases!

AUSTRALIA ON THE WAR.

The labor press of Australia and New Zealand has been heard from regarding the European war. There is a marked absence of enthusiasm and there are no patriotic effusions.

To quote from the Australian "Worker":

War Has Been Declared.

It is horrible to think of.

That two civilized peoples like the British and the Germans should confront each other with murder in their hearts and lethal weapons in their hands is something to make us despair of progress.

It is 2000 years since Christ gave up his life, and said of those who slew him, "They know not what they do." Since then the world has been enriched with a wonderful efflorescence of genius. Many great men and noble women have blessed it with inestimable gifts of science and art, of literature, and of spiritual teaching. Is this the best use we can make of the splendid fruitage of their lives?

Why should the nation of Shakespeare, Milton, and Newton, and the nation of Goethe, Beethoven, and Humboldt,—why should these two mighty nations wish to fight like wild beasts, and destroy each other as though Britons and Germans were more valuable dead than living?

This is not a war for which a single extenuating reason can be given on either side. There is no great principle at the back of it, no vital issue on which two high-spirited and intelligent people might earnestly differ, and deem it not unworthy to shed their blood.

Yet there it is, and we have got to deal, not with theoretical conditions, but with things as they are.

The trial will be a severe one. It is false to say that war strengthens and uplifts a nation. That is one of those monstrous fallacies invented to excuse men in the evil that they do.

Australia will suffer much in the struggle that seems ahead, when two such nations bring all the vast resources of their civilization to bear upon each other in doing the devil's work.

Thousands of unemployed will be created; unscrupulous greed will seize the opportunity to raise the necessities of life to famine prices.

May the suffering not engender still deeper furies. May Australia succeed in subduing the frightful passions which war stirs up in the human heart.

The Maoriland "Worker" is equally frank in stating its views, as follows:

The Jingo Spirit.

We frankly confess to feelings of grave disappointment at the peculiar capers of Labor men and Labor bodies in connection with the present international orgy. We admit at once that the position is serious, that the effects of the conflict are far-reaching, but we do not believe that because this is so it justifies the frantic jingoism displayed in some quarters.

To our mind, men like Keir Hardie and Ramsay MacDonald are adopting an attitude that should commend itself to all sane-thinking workers throughout the world. These men say distinctly that there is no reason or justification for the mad militarism now indulged in. In a nation of military maniacs they are eminently sane. Closely in touch with international affairs, probably two of the best-informed men in Britain on a question such as this is, they can see interests recalcitrantly skulking in the shadows, responsible for the whole damnable business, and refuse to remain dumb tools or to quietly acquiesce in the hideous conspiracy.

Both men have bravely dared, in the very heart of the whole disturbance, to raise their voices against the murder being done. We can raise our hats to them; for men of their caliber, at a time like this, are all too scarce. Would that some of our good comrades here would emulate them.

The Brisbane (Queensland) "Worker" does not mince words in stating its views which read, in part, as follows:

War and the People.

The friend of to-day is the enemy of tomorrow. At Waterloo just a hundred years ago Britons and Germans fought side by side against Napoleon in his last effort to retrieve his waning fortunes. And through the succeeding century, there existed a bitter national animosity between not only the Governments of Great Britain and France, but the people themselves, extending to the very children.

Contemporaneously there persisted a more or less friendly feeling between the British and the Germans. Of late years, owing to the workings of various influences, particularly that of Capitalism, the position has gradually reversed itself, until to-day the world is trembling at the spectacle being unfolded before its horrified eyes of what may be another great slaughter on the same field of Waterloo.

And what interest have the people in this, the most astounding crime the world has ever seen? What benefit have they indeed ever had from any of the devastating wars that so-called

statesmen and rulers have foisted on to them and made them fight and pay for?

Men are yet much too near the savage stage to be able to withstand the strong current that carries them right into the war vortex when their passions are stirred by excited appeals to defend themselves. It is this proximity to primitive savagery that makes them an easy prey and pliant tools at times like these.

The whole position is full of perplexing paradoxes that vex the spirit of everyone who desires to see the world a great Commonwealth crowned with universal peace. Should a man who has done what lay in his power to promote fraternity and abolish the settlement of disputes by war, refuse at a time like this to assist his country, he is faced with a problem as to whether he may not be assisting an enemy who will be more a foe to progress than his own people.

There was a man who said that patriotism is a crime. Such a statement is not likely to be particularly popular just now, but it is a philosophic truth with sufficient justification to warrant combined action on the part of the allegedly civilized nations to weld sectional patriotism into a world-wide Federation.

Five hundred millions of pounds is a conservative estimate of the amount that is wasted every year by the leading Nations in providing warlike material. To what good uses such a sum spent every year could be put by a world executive operating in the interests of peace and humanity!

Here is another paradox. These Powers that expend huge revenues year after year in advancing their civilizations in all the Arts that peace fosters so well—education, scientific research, architecture, improved methods of manufacture—at the same time expend almost as large sums to destroy those advantages!

Truly the extremes of mankind meet in the modern man. When the war fever attacks him he is in most cases just as savage as his progenitors of a thousand, five thousand, or twenty-five thousand years ago. Without the provocation of international jealousies he would be but a little lower than the angels.

It may fervently be hoped that the present war is but an evil out of which good may come; and that it will speed the time when those who have most to lose by war and most to gain by peace will cast aside all smaller issues at the first opportunity and demand such representation in parliament as will have for its chief and lasting objective the happiness of all mankind by declaring for no war at any price.

TAFT CONGRATULATES GOMPERS.

"I congratulate you on the hard fight that you have made, and up to this time the successful fight you have made against the spread of socialism among the wage-earners. Under present conditions of human nature the socialistic state is an impossible one without a tyranny, in contrast with which every hardship or injustice of the present industrial system will seem trivial."

The above is a quotation from the contribution to the September issue of the American Federationist by Mr. Wm. H. Taft. It is well to remember that Mr. Taft is a large, round man, in fact, he is the largest and fattest ex-President in captivity.

So it should be easy to see just why Mr. Taft is interested in the welfare of the American Federation of Labor and why he is the best judge of its needs. Surely Mr. Gompers will appreciate the source of his praise.

Mr. Taft perhaps has in mind the fact that the two million workers in the A. F. of L. will be perfectly docile and properly divided just so long as the "Gompers" are allowed to make a "successful fight against the spread of socialism among the wage-earners," while the friends and equals of Taft hire murderers and militias to butcher workingmen in West Virginia, Michigan, Colorado and elsewhere. Yes Bill, "God only knows what will become of you and your class" when the American labor movement gets rid of Sammy. By their friends shall ye know them. When the president of the American Federation of Labor deserves the thanks of Injunction

Bill it is time for the rank and file of the American labor movement to wipe their glasses.

CHAS. M. ALBRECHT.

BLOOD AND IRON.

Who is responsible? Now, when the red deluge has so suddenly and unexpectedly surprised the whole of Europe, we hear on every hand the same question: Who is responsible?

Evidently, each country has its own particular answer to the query. The rulers of every land throw the blame on their rivals, and the Press, whose special concern it is to manufacture "public opinion," makes the necessary observations and comments. The Kaiser declares that it was the enemies of Germany who compelled him to wage war, and that he was the sole person in Europe who continually strove to maintain peace among the European nations. In England and France, on the other hand, the Kaiser is the "mad dog" of Europe, the only one who continually hindered and disturbed the peaceful relations of its peoples. And the Tsar, the red-handed executioner of Russian freedom, who converted Russia into a huge cemetery, and endeavored to stifle the last hope of his oppressed subjects in a sea of blood—he talks of a holy war, a just war, in order to ensure the happiness and well-being of Europe!

And in all lands the sounding church-bells are calling the pious Christians to come and unite their prayers that the Lord should destroy the enemy, and bless "their banners." The same God! the same Christians! the same Gospel, whose founder said, "Love thy neighbor as thyself!"

What scandalous comedy! And how deep the ignorance and deception of the people who neither will nor can see this colossal fraud, and the unscrupulous intrigues of their oppressors.

Who is responsible? you ask. Do not look for the responsibility in others. Look for it in yourselves. Seek it in the cursed system whose victims we all are; in the State capitalistic civilization which is based on organized violence, on the shameful exploitation of all the nations!

You do not know, it seems, that we have been living in a state of war for many, many years past; you have ignored the war that is being waged daily in our beautiful society, therefore you now have a real war. You were silent when men, women and children fell in great numbers upon the industrial field, therefore you now see your sons falling on the battlefield. For the same powers that deprived you of the fruits of your labor, and compelled you by hunger and starvation to create riches for a minority of privileged thieves and idlers—the same powers will now take away the lives of your sons and brothers, and force you with their guns to die for their interests.—Freedom, London, England.

Tests of various kinds of concretes and cement mortars now under way in Germany will extend over a period of thirty years.

In a South Dakota town water that flows from an artesian well at a temperature of 100 is used for heating purposes.

Demand the union label upon all purchases!

BIRD REFUGES.

In order to prevent the threatened extermination of numbers of sea-birds, active protection societies have been formed in many of the ports and watering places on the North Sea and the Baltic. Each society controls its own district, but acts in conjunction with the others, the object being to form a ring round the coast and provide the birds with sanctuaries. The North Sea especially offers facilities on the new sand-banks which rise between the chain of islands and the coast. Memmert, a dune island between Borkum and Juist, which a few decades ago was only a low sand-bank, is now so raised that even high tides do not invade it.

When, in 1907, it was rented by one of these societies, there were about 80 couples of the beautiful silver seagull on the island, and in five years their number had risen to 2000 couples. This has been the result of placing an attendant on the island to refuse admission to strangers during the nesting season. Similar spots have been found for the birds on the outlying points of Langeoog, Norderney, and in the estuaries of the Jade and the Elbe. The famous eider ducks have taken a fancy to the peninsula of Ellenbogen on the Sylt, which has also been purchased, and are so tame that it is easy to approach them, and even sometimes to touch them.

On the Baltic only Mecklenburg and Pomerania have so far provided sanctuaries, but the Werderinsel, near the peninsula of Zingst, is a perfect paradise for birds. It is inhabited by nearly every variety of sea-bird—avosetta, wild duck, sea swallows, and thousands of laughing seagulls. The Baltic islands are well wooded and are admirably suited for bird life, but on the North Sea the islands are very barren and afford little cover for them.

MILLIONAIRES' MITES IN 1913.

Twenty-eight persons last year gave \$1,000,000 or more for benevolent purposes, notes The Watchman-Examiner (New York), and "if a full list of these were printed few would be able to tell on what objects the majority of these gifts were bestowed, so common have great gifts to benevolent purposes become." The aggregate amount of recorded benefactions in 1913, according to the figures quoted in the Baptist weekly, was \$302,000,000. "Of this \$170,000,000 was for education, and \$95,000,000 for religious and charitable purposes, including missions." Certain other interesting facts are thus set forth:

"The largest beneficiary was the Metropolitan Museum of Art in New York City, which received \$23,000,000, including an art collection valued at \$15,000,000 from the Benjamin Altman estate, a collection of arms valued at \$5,000,000 from W. M. Riggs, and the whole estate of J. B. Hammond, the typewriter manufacturer, estimated at \$3,000,000. This does not include what the Museum may receive from the \$50,000,000 collection of J. Pierpont Morgan, part of which is now on loan exhibition in the Museum. Probably the next largest beneficiary of the year is the foundation for charitable purposes established by Mr. John D. Rockefeller, chartered in the State of New York. The amount is not named, and ultimately may

exceed the gifts to the Museum. The \$10,000,000 given by Andrew Carnegie for a charitable foundation in his native town, Dunfermline, Scotland, comes next. The gifts of Oliver H. Payne, of \$4,250,000 to Cornell University, and Robert P. Doremus, estimated at under \$5,000,000, to Washington and Lee University of Virginia, are in the same class. But the most unique and heart-stirring gift of the whole year was that of Reed B. Freeman, of Binghamton, New York, who gave his whole fortune, estimated at \$3,000,000, to the families of the thirty girls who perished in the burning of his factory, and at sixty-five years of age began business again as a clerk in New York City, a poor man."

SAILORS' SNUG HARBOR.

A unique case has just been decided by the courts of New York, inasmuch as the basis of the case was to get permission to spend part of an income which has been accumulating so rapidly as to become a source of embarrassment to its possessors. Under the decision of the court the trustees of the famous Sailors' Snug Harbor will now have authority to employ the personal property in their possession in making needed general improvements. Sailors' Snug Harbor was founded by the will of Robert Richard Randall, who died on June 5, 1901. In his will he directed that all his real estate, consisting of the Minto Farm of about sixteen acres in the Fifteenth Ward and four lots in the First Ward, with \$723 in 3 per cent. and \$6430 in 6 per cent. stocks, should be devoted to the foundation of an asylum and hospital for aged mariners. So modest did he consider this bequest that he directed his trustees to permit the fund to accumulate until it could provide for the maintenance of 50 inmates before the institution was started. The Minto Farm was cut up into blocks between Fourth and Fifth avenues. This farm was bought by Mr. Randall in 1790 for \$12,500, and is now estimated to be worth nearly \$20,000,000, it being almost in the center of New York's retail dry goods district. But there has been a difficulty about its management. Charitable trustees have been prohibited from entering upon the same vigorous management as private owners, and the district has stagnated in consequence of these limitations. The decision of the court has now modified the rules under which the trustees can act so that they may apply the personal property in their possession to the general improvement of the real estate. Sailors' Snug Harbor is located on Staten Island, and during its existence it has sheltered thousands of old sailors. It has been said that it is one of the most wealthy institutions in the world, due largely to the increase in the value of real estate on Manhattan Island. During recent years there has been a gradual falling off of inmates in the Harbor, owing to the passing of the old-time sailor.

When a hydroaeroplane fell into Swedish waters recently a submarine boat dived under it and brought it to shore uninjured.

In an aviation school in Berlin the machines are suspended from a circular track until the students learn enough to be trusted to operate them free from control.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdenburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Sunterlor, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

time. Overtime work shall be paid for at the rate of time and one-half.

No work shall be sent to the homes of workers, and no contracting or sub-contracting shall be permitted inside of the factory.

No piece-work shall be permitted, and all fire and labor laws shall be considered part of the agreement.

The employers further agree that if the union will obtain "from any group of employers conditions and standards of employment more favorable than those herein stipulated," that the maintaining of such higher standards and conditions shall become obligatory upon the firms signing the contract.

About 9,000 workers are affected by this agreement. A. F. of L. Organizer Frayne assisted in the negotiations.

Alien Births in 1910 Census.

There were 13,515,886 persons of foreign birth in the United States in April, 1910, according to an interesting report on population issued by Director William J. Harris, of the Bureau of the Census, Department of Commerce. These 13,515,886 foreigners constituted 14.7 per cent. of the total population of the United States in 1910; 13,345,545 of them were whites, the remainder, which was only 170,641, representing chiefly Japanese and Chinese. The foreign born in the United States in 1900 numbered 10,341,276 and constituted 13.6 per cent of the total population.

The country of birth of the 13,345,545 white foreigners in 1910 was as follows: England, 876,455; Scotland, 261,034; Wales, 82,479; Ireland, 1,352,155; Germany, 2,501,181; Norway, 403,858; Sweden, 685,189; Denmark, 181,621; Netherlands, 120,053; Belgium, 449,397; Luxemburg, 3,068; France, 117,236; Switzerland, 124,834; Portugal, 57,623; Spain, 21,977; Italy, 1,343,070; Russia, 1,602,752; Finland, 129,669; Austria, 1,174,924; Hungary, 495,600; Roumania, 65,920; Bulgaria, Servia, and Montenegro, 21,541; Greece, 101,264; Turkey in Europe, 32,221; Turkey in Asia, 59,702; Canada (French), 385,083; Canada (other than Newfoundland), 816,063; Mexico, 219,802; Cuba and other West Indies (except Porto Rico), 23,169; all other countries, 56,701.

A Truth Embedded in Law.

To Senator Cummins, of Iowa, belongs the honor of originating this sentence which, by the action of the Senate, now introduces section 7 of the new Anti-Trust bill:

THE LABOR OF A HUMAN BEING IS NOT A COMMODITY OR AN ARTICLE OF COMMERCE.

The purpose of Congress is to protect labor unions and farmers' organizations from summary condemnation under the anti-trust laws. In their case, as in that of corporations, there must be proof of crime before there can be conviction, and no injunction shall be issued forbidding individual members from lawfully carrying out the legitimate objects of their organizations.

When section 7, often referred to as "labor's bill of rights," passed the House it was highly objectionable, for the reason

that it made no distinction between unions acting lawfully and unions acting unlawfully. The Senate amendments have safeguarded that point perfectly, but of even greater importance they have introduced into Federal law an idea that fittingly supplements the Emancipation Proclamation and the thirteenth amendment.

Labor was a commodity and an article of commerce when it was bought and sold under cover of the common law, as in the case of indentured servants; when it was trafficked in by wholesale between nations, States and individuals, as in African slavery; when shiploads of coolies were brought to this country in practical bondage; when peonage was established in various parts of the United States; when the children of the Republic were exploited in the mills, and when great employers imported thousands of working men to take the place of higher-priced labor.

These infamies have all been stopped by law, but it remained for the present Democratic Senate, under the leadership of a Republican, to put into a few simple words the rule which has guided us. It is more than a rule, more than a sentiment, and even more than a principle. It is an invincible truth as deadly to the mummies of so-called political economy in the books as to inhumanity and greed in action.—New York World.

Colorado's Military Debt.

Under the caption "Colorado's Military Debt," the United Mine Workers in their last bulletin, issued to counteract the mine owners' publicity campaign, discusses the financial toll citizens of this State will be called upon to meet. The workers say:

"At the request of the coal operators, the Colorado militia spent six months in the coal strike zone. Although there was no trouble in the district, except a few skirmishes, where strikers were forced to defend themselves against mine guards, State officials claimed it was necessary to saddle a million-dollar debt on the taxpayers of the whole State that the property of the operators might be 'protected.'"

"Colorado appropriated \$1,000,000 of the taxpayers' money to 'protect' property on which the State receives a total yearly tax of \$12,378.67.

"Practically all of this million-dollar military debt was contracted to 'protect' property in Las Animas and Huerfano counties, on which Colorado receives \$3,560.22 a year in State taxes.

"Industrial history does not reveal a mine where it has been possible to get out coal without at least a tipple. Yet the coal operators lease 5,220 acres of your land in Las Animas county valued at \$1,207,400, on which there are no improvements, according to their tax schedules.

"It must be remembered that, in addition to incurring a million-dollar debt, Colorado protected property rights at the expense of personal and constitutional rights."

Uncle Sam to Loan Money.

United States Senator Jones of Washington has introduced a bill in the Senate to amend the Federal Reserve Board act to organize and put in operation a loaning system through which loans not exceeding \$5,000 may be made to any one person

at not to exceed 4 per cent. interest, and for a period of time not to exceed twenty years. These loans shall be made only for the purpose of acquiring farm lands or city property, and improving the same for residence purposes, or for improving residence property.

The bill provides that the loans shall be made "to such honest, industrious, temperate, economical persons, as in the judgment of said board, with the property so purchased or improved as security, will reasonably insure the repayment of such loan with interest within the time fixed."

In introducing the bill, Senator Jones made this comment:

"Mr. President, the strong and the powerful are able to present their claims to Congress for consideration in cases of emergency and to secure relief, and that is very proper; we are issuing money to banks or artificial persons on satisfactory security and permit them to loan to the people on short time and high rates of interest if satisfactory security is offered, but there are a great many of our people who are really in need of help, really in need of assistance, who are not in a position to get their claims presented to Congress. This bill is intended to furnish relief to deserving people who cannot avail themselves of the provisions of the banking laws where security is required and short time given and a high rate of interest exacted, but who will be able to secure the Government from loss. This bill is not intended to take the place entirely of the rural credit bills which have been introduced, but it is intended to supplement those measures."

Cheapest Non-Union Workers.

"Detroit has the cheapest non-union cigar factories in the United States—a down-trodden class of cigar workers, powerless, underpaid, overworked, who have nothing to say as to what they should receive in wages, hours, or shop conditions," declares Cigarmakers' and Packers Union, No. 22, in a circular issued for the purpose of creating public opinion against the practices of cigar manufacturers.

A Detroit paper is quoted as saying that the "baby death rate in Detroit is 132 in 1,000, which is 40 per cent higher than that of New York city, with its miles of tenement houses."

The cigarmakers continue:

"The half-grown girl laborer and child bearer, the hand that rocks the cradle, will be found working in these non-union cigar traps. Those money-mad owners have made their pile of gold from cheap labor. They are all against the union shop and union conditions. They will not allow cigar girls to work in their cigar factories and belong to the labor union. But in spite of them, there will come an uprising of cigar girls for their American rights to belong to the labor union."

Battles in human blood between white corpuscles and disease germs have been photographed with the motion picture camera by two French scientists.

An American automatic telephone system has been established in Simla, the summer capital of India.

Demand the union label upon all purchases!

ONE MAN'S VIEWS.

Those early reports about "bumper crops" seem to have been like the one time report of Mark Twain's death, "greatly exaggerated." It is now known that this year's crops are, if anything, below the average. The food monopolists, it appears, had inside information of the coming of the European war months ahead of actual hostilities. Profits from food exports on a scale never before dreamed of dazzled their outlook. But they also foresaw that their plans for looting the country of foodstuffs would meet with decided opposition from the looted. Wherefore, brainy businessmen that they are, they caused the crop reports to be doctored so as to foreshadow "bumper crops." "Bumper crops" imply a surplus. The proper thing to do with surpluses of food is, of course, to sell them to foreign countries, and charge for them all the traffic will bear. If there is no surplus—well, there is an old saw, "If you have no virtues, assume one," which shows the way out. Which is just what the food speculators have done. They have "assumed" a surplus where none exists. Also, they are already quite profitably engaged in exporting this non-existent surplus of foodstuffs to Europe. What the result to this country will be is not hard to figure out. If you are a poor man you are almost certain to be made unpleasantly aware of it before the winter is over if the war in Europe drags that long. If it should open your eyes to the asinine stupidity of the system by means of which we distribute the wealth which the workers of this nation produce, all will be well, however. For then, if you have any ideals at all, you will enlist in the war against war and for the co-operative commonwealth.

You remember the wail of the newspapers some weeks ago over "the threatened shortage of unskilled labor" which the war in Europe was to bring about? Some of them were almost in despair lest there should not be enough available labor to harvest the "bumper crops," thus making certain a "threatened shortage" of profits for the food speculators.

Well, only a couple of weeks ago, at a season of the year when work should be plentiful if ever, the Associated Charities of New York reported 45 per cent. or about 540,000, of the workers of that city out of employment. The conditions among the poor were said to be the worst experienced since '73. Long breadlines were forming daily in several parts of the city. Similar conditions prevailed in other large cities in the East. The approach of winter was dreaded as never before.

You hadn't heard of these things, had you? The newspapers are silent on the subject. There's a reason.

"Seek ye the truth, for the truth shall set ye free," sayeth the Good Book.

But the truth about industrial conditions is the very last thing those who control the daily press would have you know. For if the truth were generally known to the workers, the graft of their exploiters would forthwith be at an end forever. "The truth shall set ye free."

"The passing of the sailing ship" is going on apace. Hereafter Lloyd's will omit the

customary abbreviation S. S. (steam ship) in conjunction with the names of steamers. The boot will now be on the other leg. Sailing vessels will in the future be indicated by the letters S. V. (sailing vessel) preceding their names. Nothing could more eloquently emphasize the great change in seafaring life brought about by the introduction of steam as propelling power for ships. And to think that only thirty or forty years ago sailing ships carried the bulk of the world's sea-borne cargoes! Truly, the old order changeth.

In the dispatches from Europe the Czar is quoted as saying, "I'll enter Berlin if it takes my last moujik."

A moujik, as perhaps you know, is a Russian peasant. If you have read Tolstoy's works you will also know that the average moujik is a simple-minded son of the soil who looks up to the Czar as "the little white father." To him the Czar typifies both omniscience and omnipotence to a degree bordering on the supernatural.

So you see, it is not so strange after all that the Czar should thus casually speak of "my moujiks." But what is really strange is the fact that, so far, no comment whatever has been made anywhere on the propriety of the Czar's utterance. It is apparently taken for granted that the Czar has a perfectly natural right to do as he darn well pleases with "my moujiks," even to having every last man of them slaughtered for his own personal glorification.

Which shows that neither in social conditions or the state of the public mind does the world of to-day differ much from the world of two thousand years ago. The privileged few are still the acknowledged lords of the earth to whom pretty much all the rest of us are just "my moujiks."

Armour and Swift have contracted to supply the French Government with one million pounds of beef a day for one year. A news dispatch also states that a few days ago the Chicago packers made a shipment of 3,500 tons of beef to Great Britain. Of course, it is a moral certainty that neither the French nor British will pay anything near the price for beef that we here at home are held up for. You may also note while you are about it that these same Chicago packers have all along been explaining to us that beef is so high in America because there is a decided shortage of it—the home demand greatly exceeds the supply, etc., etc. Honest now, what do you think of that sort of business—and of the sort of government which not only tolerates it but even assiduously encourages it?

Millions to promote commerce with foreign nations; not one cent to promote employment for the idle at home. But why kick? That is what you send your representatives to Congress for; to look after the interests of the profit mongers.

After nineteen hundred years of propaganda, Christianity is now compelled to apologize for Christendom.—Prof. Roswell D. Hitchcock.

War lesson No. One—Set a fool to kill a fool.

F. H. BURYSON.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Laborers in the sardine factories of Eastport, Me., are on strike for higher wages. They are asking for 25 cents an hour, instead of 20 cents.

Suspender Makers' Union No. 9560 of New York has renewed contracts with its employers without any difficulty. The agreement expires in August of next year.

Ranchers, farmers, lumbermen and fruit growers in California are organizing to oppose the proposed eight-hour law which will be voted on at the November election. The arguments used—"will destroy business"—are of the stereotyped kind.

Metal polishers at Detroit are winning their strike against the Caille Bros.' concern, which attempted to reduce wages and establish the non-union—or "open"—shop. The firm manufactures coin devices, weighing machines, portable engines, etc.

According to reports of delegates to the conference of the Eastern Pennsylvania Typographical Union, held in York, Pa., more than \$150,000 was added to the payroll of organized printers in this section during the past year. An open meeting of union and non-unionists was held, and many of the latter were enrolled.

Garment Workers No. 204 of Cleveland has signed an agreement with the Cleveland Custom Garment Company. The union is recognized, all demands are conceded, including a fifty-four-hour week, no discrimination, and the prevailing wage rate. The company further agrees not to do any work for any strike-bound houses.

Journeyman Barbers' Union and barber shop proprietors have joined hands in an effort to stop Sunday work in Detroit. They are using the public press to notify violators of the law that they will be prosecuted. The willingness of the journeymen to act with their employers in bettering working conditions has strengthened the union.

A friendly suit has been started in the Franklin (Ky.) Circuit Court by the State Journal Printing Company to test the constitutionality of the Workmen's Compensation Act, recently passed by the State Legislature. A number of employers have refused to comply with the act, claiming it is illegal, and to decide this question is the purpose of the suit.

Skilled and unskilled workmen in the plant of the Columbia Tile Company at Grafton, W. Va., struck because of a new rule which changed their weekly pay day to once every two weeks. The new scheme provides that the men are to work the first three weeks without pay and in the future be paid every two weeks for the two weeks back. Thus the men would be behind two weeks' wages on each pay day. The company claims that the holding of this money "is not unusual."

Reports received by the U. S. Bureau of Mines from State mine inspectors show that 180 men were killed in and about the coal mines in the United States during June, 1914, as compared with 192 during June, 1913. Deducting five fatalities for which there are no comparable figures for June, 1914, the figures become 180 for June, 1914, and 187 for June, 1913, or a decrease of seven, or about four per cent. in 1914, as compared with the previous year.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

202-4 GRAND TRUNK PACIFIC DOCK SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, P. F.	Maas, R.
Andersen, Ragnvald	Mathisen, Nils
Andersen, A.	-1777 Marx, Rhorvald
Aylward, J.	Mickelsen, M. D.
Alfredsen, Andrew	McDonald, Wm.
Albers, Geo.	Manson, Sven
Anderson, Gust W.	Merkle, G.
Anderson, Julius L.	Nass, John
Bekker, Geo.	Nelsen, Bernt
Benter, Henry	Nielsen, N. C.
Bruin, B. de	-544 Nilsen, Andrew
Bruce, Robert	Naro, H.
Bode, Fred	Nase, A. Knudsen
Bye, Sigurd	Nielsen, H. J.
Backman, A.	Olsen, R.
Campbell, Frank	-597 Olsen, E.
D. M.	Olson, C.
Davis, F. A.	Olsen, A. M.
Doddy, C. W.	Olsen, Martin
Engstrom, Carl	Olsen, O. P.
-872 Eriksen, C.	-1141 Paulsen, G. L.
Erikson, Erik	Petersen, S. A.
Erikson, John	Preuss, F.
Erikson, E.	-234 Paaso, A.
Fredriksen, Harold	Peltzon, Jacob
Gjelseth, I.	Petterson, Harry
Geiger, Joe	Rasmussen, P. A.
Gundersen, Peter	Roche, John
Graae, P. C.	Rasmussen, Arthur
Hansen, John	Riech, F.
Hardcastle, W.	Riech, J.
Hellisen, H.	Rose, W. H.
Hernes, K.	Samuelsen, Hugo
Herman, Gus.	Shepard, Peter
Herman, Axel	Sunde, Peter
Hood, W.	Sunkat, Hans
Hager, P. B.	Simminghjem, G.
Hansen, H. O.	-315 Saar, L. A.
Hagger, F. W.	Saunders, R.
Jahnke, Otto	Sheppard, Stewart
Jensen, Hans	-2062 Skubber, H.
Johnson, Julius	Stover, Harry
Jonson, Alfred	Stuhr, H.
Johansen, Arvid	Sundberg, K. K.
Johansen, Geo. W.	Sund, K. A.
Johnson, Hilmer	Svensen, Ted
Kallo, F.	Svery, Carl
Kennedy, Tom	Tiedeman, Joachim
Krouss, Ernest	Totz, R.
Kristiansen, Trygve	Tahlinen, M.
Kristiansen, K. F.	Thorsen, Knut
Knutsen, Knut	Tahti, Hjalmar
Kruger, J.	Tomis, Frank
Larsen, Hans	-1595 Toosen, Theo.
Laboupe, J. P.	Van Loo, E.
Larsen, L. A.	Wehde, F.
Ljungstrom, Steen	Wilson, P. L.
Lundberg, Jerry	Wenikke, A.
Lynn, C.	Weld, Statius
Luwold, Nils	Wettland, Johan

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Headquarters For

Union Made Clothing
FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

Bonney-Watson Co.

UNDERTAKERS

3rd and Columbia Sts., Seattle, Wash.
Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to.
Phone, Main 13
Independent: Elliott 254

Seattle Navigation School



Candidates thoroughly prepared for License of any grade; Master, Mate or Pilot; Ocean, Coast or Inland.

By
CAPT. W. J. SMITH,
Nautical Expert,

Graduate of Trinity Nautical College, Licensed Master of Ocean steam and sail vessels (unlimited), and Master and Pilot for Inland waters. Author of "Self-Instructor in Navigation," Author of "Practical Compass Adjustment," Author of "Practical Hints for Yachtsmen and Amateur Seamen."

Compass Adjuster.

SEATTLE, WASH.

Res. Phone: Queen Anne 664

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING

Next door to Master Mates and Pilots

Conducted by CAPT. H. S. SMITH,

Who for four years was Assist. Ins. of
Steamboats in Seattle

Tacoma Letter List.

Anderson, John	Line, Wiktor
Almkvist, Emil	Melgail, M.
Corty, Casar	Murphy, Daniel
Dobbin, Harry	Nilsson, Teodor
Doering, E. W.	Nielsen, C. V.
Englund, Gust E.	Olsen, Martin E.
Hansen, Johannes	Paterson, John
Iversen, Iver	Pettersson, C. H.
Johansson, Charles	Voss, H.
Johannsen, Christian	Whermann, William
Karthauser, Otto	Wilbrandt, Harry
Linea, W.	

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

— For —
A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Haldorsen, Adolf
Ellison, Sam	Ingebrethsen, Alfred
Englund, Gust	Lawrence, Harry
Hansen, Harald	Lomas, Richard
Hansen, Harry	Thorssen, Fred'k. N.
-1827 (Photo)	

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderharm, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravler, Eugene
Grell, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Hunelg, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiasen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nilsson, C. J.
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olsen, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Peterson, Hans
Pettersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wleprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Behn, Alfred
Bowen, J. J.
Butler, J. E.
Bergman, L. J.
Christensen, Albert
Carlstrom, John
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gral, Otto
Gronros, Oswald
Hansen, Ove Max
rusche, H'y
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Joutaft, Sigurd
Kallas, Alek
Kristiansen, -1093
Koski, Chas.
Kustel, V. J.
Loining, Hermand
Lengtsen, Gottfried
Lorsin, G. L.
Hansen, Hans
McLean, H.
Martin, James
Mackenzie, Hector
G.

Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Oksanen, Juko
Olsen, Oswald -1059
Olsen, Andrew
Olason, Chas.
Peterson, Axel
Pettersen, Karl
Pettersen, J.
Pettersen, Olaf
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Strom, C.
Schultz
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Vilen, T.
Walden, Olsen N.
Zebe, G. V.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Stuart St., San Francisco, Cal. 7-22-14



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.**Chris Peterson Express**

Prompt, Careful Service

Phone 691 Stand:
At Sailors' Union Office
ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings**Gloss Steam Laundry**

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron" CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Home News.

President Wilson has signed the bill appropriating \$1,000,000 for the extra expenses of the American diplomatic and consular service during the European war.

The U. S. Senate has passed the million-dollar appropriation for extra expenses of diplomatic and consular service occasioned by the European war. It has already passed the House and now goes to the President.

An announcement by Secretary Lane said that 6830 acres of land in California arid districts have been included in public water reserves. These lands surround springs in the deserts of Eastern and Southeastern California, and their chief value is to travelers and prospectors, who, by reason of the withdrawal, will be assured free access to water.

The policy committee of the United Mine Workers of America has called a convention of miners to be held at Trinidad to consider and act on the truce terms submitted by President Wilson for ending the Colorado coal miners' strike. Representatives of the mine operators are expected to call a conference some time next week to prepare their reply to the President.

Representative Hobson has introduced a resolution proposing that President Wilson call a special assembly of delegates to the third international peace conference, which was to have met at The Hague, in Washington, "as soon as practicable" to attempt to end the European war. It is proposed that afterward a session be held in San Francisco in 1915. An appropriation of \$150,000 for expenses was proposed.

President Wilson sent his second veto message to Congress on September 11. He disapproved the bill authorizing increase of the maximum limit of postal savings deposits from \$500 to \$1000. He did not disapprove of raising the deposit limit, but of another section permitting deposits of such funds in State banks. His first veto was for reinstatement of an army officer, two weeks prior.

Beef packers of the United States are now in absolute control of the Argentine output of beef, thus destroying the value of Argentine beef as a competitive check on the price of native beef, according to testimony given before Chief Magistrate McAdoo in New York at the inquiry into the advance in food prices. Jacob Bloch, member of a firm owning several meat markets, asserted that every bit of beef from Argentina must now be bought from the American packers.

While secrecy is being maintained by the United States Army concerning unusual activities in the fortifications about New York city and at the proving grounds at Sandy Hook, most of them, the army officers have let it become known, have to do with the armament and complete equipment of the great fortifications of the Panama Canal. Numerous inquiries are made of the newspaper offices for information concerning "terrific cannonading" heard in the vicinity of the entrance to New York harbor. While some of this heavy firing has been the day and night target drills by the big guns of Ft. Hancock on Sandy Hook, most of the firing has been by new guns that are being tested at the proving grounds for the Panama Canal fortifications.

Headquarters for UNION MADE GOODSClothing, Furnishing Goods
Boots, Shoes, Hats, Etc.**ALEXANDER'S WHITE HOUSE**403 East Heron St., Aberdeen, Wash.
next to Burnett's Jewelry Store**Palace Restaurant**

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - WASHINGTON

Phone 342 Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up
208-12 HERRON STREET

Aberdeen, Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Schome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

During the 45 days that the British steamer "Singapore" was in transit between Boston and Buenos Aires, her cargo of Argentine corn increased \$7,200 in value. She brought 40,000 bushels of corn.

The present war will cause a very large amount of marine insurance business to change hands. Open covers and slips opened with agencies of German companies have had to be replaced, in many cases at considerably higher rates than those previously paid. British companies have been able to secure the services of the agents of some of the German companies, and have taken over the business entirely. One effect of the cessation of German companies accepting business has been to limit the market for general business, and underwriters have not hesitated to put up rates accordingly.

Cargoes adjudicated lawful prizes by the British prize court are being quietly disposed of. It is sixty years since a prize court sat in Great Britain. As the last prize court sat during the Crimean War, the procedure when the present war broke out was antiquated. But a revision of the old rules was recently made by committees under the late Lord Gorell and Mr. Aspinall, K. C., and new rules came into operation August 4. As to the prize law itself, the Code contained in the Naval Prize Bill of 1911 was rejected by the House of Lords. Owing to the same rejection, the Privy Council remains still the final court of appeal from the British Prize Court, as the International Court proposed at the same time was never set up.

Assistant Secretary Sweet of the Department of Commerce said that difficulty had been met in effecting transfer of ship registry in only one case, that of the British steamer "Robert Dollar" at Rio de Janeiro. Delay in this case, he said, was only temporary, and had been caused by a customhouse error. E. L. Charmont, counselor of the Brazilian Embassy, inquired of Solicitor Johnston at the State Department if the American Government had on record any precedent since the outbreak of the present war for the change in registry of merchant ships. The Brazilian Government is investigating the status of the "Robert Dollar." Mr. Johnston cited the cases of the "Niagara" and "Buffalo," which changed their flags at San Francisco.

The Black Diamond Collier "Lingan" rammed and sank the Government steamer "Montmagny" on September 18 during a fog a mile below Crane Island, in the St. Lawrence River. Fourteen persons, members of the "Montmagny's" crew and of families of two lighthouse keepers aboard the "Montmagny" lost their lives. Second Officer Las Chance, of the "Montmagny," was among those who perished. He died with two children in his arms, in a heroic, but unsuccessful, attempt to rescue them. Survivors were picked up by the steamer collier "Potana" and taken to Grosse Isle. The "Montmagny" was on her way from Quebec to the Gulf of St. Lawrence, and the Strait of Belleisle, N. F. She had aboard a cargo of coal and provisions for wireless stations and signal service stations along the coast. Although the "Montmagny" was not a passenger vessel, she was utilized to transport the families of the lighthouse keepers at Belleisle and Flower Island to their stations.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!
NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Anton
Ahl, Theo.
Albertson, Chris
Albions, Arney
Alexander, James
Andersen, A.
Andersen, Andrew
Andersen, Arnfeldt
Andersen, Edvard
Andersen, Nela
Andersen, K. P.
Andersen, Hildurg

Baars, Hans
Backman, Paul
Bakkenson, P. J.
Bang, Mauritz
Bauer, Andrew
Behr, H.
Beimeir, Peter
Bendfeld, Charley
Benson, Dick
Benson, Gus
Berg, John
Berghalm, Edward
Bjorkstrom, E. -1395
Bjorkstrom, A.
Bjorkstrom, Knut

Callon, Josh.
Campbell, D. C.
Campbell, Geo.
Carlson, Pete
Carlson, A. A.
Carlson, R.
Carlson, C. Erland
Carlson, Jack
Carlson, John
Carlson, Joseph
Carlson, Walter

Dalen, Wm. K.
Dallman, H.
Daubbs, Paul
Davis, Frank A.
Davis, Gala
Davey, C.
Debus, Fredrick
De Landstier, John

Eaton, William H.
Eby, Ivar, D.
Edolf, K.
Eggers, John
Ehler, Ernest
Ellsworth, James
Elofson, John
Elone, Emanuel

Farnen, M. S.
Faulkner, J.
Fiedler, Emil
Finner, Edward
Finn, Chas.
Fischer, W. -707
Fitzpatrick, P.
Folvik, Lewis

Gardner, Edling
Gaby, J.
Gaseh, William
Glass, W.
Granstrom, Nestor
Grigoleit, Ed.

Haaave, Norvald
Haggard, Fred
Halderson, Gustaf
Hallen, Carl
Halloway, Louis N.
Hall, Svere
Halvorsen, H.
Halvorsen, Isack
Halvorsen, Olaf
Hank, A. E.
Hannus, Alex.
Hansen, Bernhard
Hansen, Carl
Hansen, C. T.
Hansen, H. C.
Hansen, H. P.
Hansen, Jerry
Hansen, J. -2156
Hansen, Oscar
Hansen, Thomas
Hansson, Harold
Harmening, Fred
Hartog, John

Hawkins, Fred
Haws, Arthur
Heckel, Max
Hedbl, Tivie
Hedin, Aarna
Hedsten, Gus.
Hedpap, August
Henry, H. A.
Herman, Jack
Hewitt, Peter
Hicks, Gustav
Hilke, Karl
Hoffman, J.
Hogelund, Andrew
Hollman, Martin
Holmlund, Arthur
Holm, Carl
Holm, S.
Hoving, H. J.
Hove, Hookon
Hubner, C. F. W.
Huse, Ed.
Hyde, Carl

Ikiwalko
Illeg, Gus

Jacklin, Carl
Jacobsen, John
Jakobsen, Ole
Jamisch, Ed W.
Jansson, Chas.
Jensen, C.
Jensen, Fredrick
Jensen, Hans
Jensen, Harry
Jensen, H. G.
Jensen, Just
Jensen, William
Jespersen, Martin
Johannessen, Einar
Johannessen, A. F.
Johansen, Alf.
Johannessen, Anton
Johansen, Carl -804
Johansen, Carl -1593
Johannsen, Carl -2094
Johansen, Eduard

Kalburg, Nela
Kalkin, Fred
Kallasman, E.
Kallio, Frans
Kallberg, Arvid
Kallos, Alex.
Kalinin, E.
Kargen, Fred
Karlsen, Jakob
Karlsen, Martin
Karsten, Hugo B.
Kasen, Frudu
Kelly, Edward
Kenny, J.
Lacy, Thos. E.
Lala, August
Lapouche, Jean P.
Lapshies, Edward
Larsen, A. L.
Larsen, Alf.
Larsen, Georg L.
Larsen, Gus
Larsen, T.
Larsen, C.
Larsen, H. P.
Laurer, Robert
Laws, Harry
Lawton, R. S.
Leckcher, Henry
-1684

Keshner, Karl
Kiesow, Paul
Kilbund, Otto
Klebingat, Fred
Klette, Ernest
Knapp, Adolph
Knudsen, Lauritz
Kohne, Ernst
Konopacki, Martin
Kristiansen, L. P.
Kristjan, A. W.
Kroeger, Henry
Krutman, K.
Kuhlmann, Louis
Lee, Ernest
Leidecker, Elite
Lepp, August
Lewis, Roy B.
Lindgren, Richard
Line, W.
Linhquist, G.
Lohne, E.
Loining, Herman
Lorense, W.
Love, S. C.
Luberg, Willem
Ludwig, Edmund
Lundberg, Torsten
Lundblad, Ernst

Maatson, Olaf -2046
Makelot, Gustave
Maksnes, Kristian
Maland, Ole J.
Malmstrom, C. A.
Maltti, J.
Manss, Fred
Markley, Paul
Markman, Harry
Markmann, Heinrich
Markus, Gotfred
Martenz, Paul -2262
Martens, Paul
Masters, C.
Martensen, J. C. -2191
Mathisen, Charley
Mathisen, Christian
Mathiesen, Ludvig
Mathsen, Olaf
Matson, Henning

Nar, P. Niels
Narup, Carl
Nauman, Alfred
Nelson, Ernest C.
Nelson, Nels
Nelson, Victor
Nerby, Kristian
Nerlin, Thos.
Neubert, H.
Nielsen, Ingolf
Nielsen, L.
Oberg, C. W.
O'Connor, W. F.
Olafsson, Melchoir
Olmann, P.
Olsen, Alfred
Olsen, Charles
Olsen, Ferdinand
Olsen, Geo.
Olsen, Geo. W.
Olsen, Harry
Olsen, Jens
Olsen, John A.
Olsen, M. E.
Olsen, Ole -1047
Olsen, Olaf
Olsen, O. -1283

Palm, A.
Palmer, P.
Parrell, William
Partaner, Johan
Paulsen, Alex.
Paulsen, James
Paultin, Martin
Pearson, John L.
Pearson, Victor
Pedersen, Carl

Pedersen, Emil
Pedersen, Hans
Pedersen, Halfan
Pedersen, Sofus R.
Persen, Oskar
Petersen, -1564
Petersen, H. -1560
Petersen, John A.
Petersen, Mauritz
Petersen, Olaf, -1595

Petersen, Oscar E.
Petersen, Otto
Petersen, S. A.
Petersen, Soren
Petterson, F. -1526
Petterson, Oscar
-1551
Petz, Fritz

Raalsen, Fred
Ramberg, B. A.
Rasmussen, Andrew
Raymond, Frank L.
Regan, John
Reine, G.
Repson, Ed.
Richardson, E. O.
Richter, Niels

Saarlina, Werner
Sager, Ed.
Salger, Julius
Salmela, Julius
Salvesen, S.
Sander, Vincent
Sandseter, Paul
Sanlos, Ben
Saunders, James
Schaaner, N. C.
Scheffler, Samuel
Schmidt, Bernhard
Schroder, Friedrich
Schultz, Albert
Schulze, Paul
Scott, Emil
Seagreen, C.
Seidell, Willi
Shaffer, H.
Shattgreen, John
Shankat, Hans
Shem, A.
Sherry, J. H.
Shields, J. J.
Simmonds, J.
Simonsen, Sigvard
Sjoblom, Karl A.

Tammann, Krispin
Tammola, Valno
Tillman, Charley
Therain, John E.
Tho, Johan
Thomas, Edward

Uhlman, Axel
Ulla, Ole O.
Vanderberg, Geo.
Van Katwijk, J. W.

Wagner, W.
Wahl, J.
Waldhouse, John
Wald, S.
Walgreen, I. M.
Walsh, B.
Wanderlid, J.
Wedeking, William
Weiss, V.
Welson, Julius
Welson, R.
Weltz, Ornuil

Zankert, Karl
Zechel, Walter
Zimmerling, Fred

Thompson, E.
Thompson, Theodore
Thompson, Thomas
Torngulst, M.
Thoren, Gus
Thorsen, Otto
Ulmar, John

Velson, Frank
Verfard, Frank
Werner, Paul
Westgaard, John
Westman, A.
Wiback, Walter
Wickstrom, Antone
Willert, Charles
Wilson, Billy
Wilson, C. J.
Wimmer, Geo.
Wind, Jacob
Winther, H. H.
Wortman, Wm.

Zoerh, Walter
Zornig, Harry

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Anderson, Axel
Athanasole, Demetre
Belling, Oscar
Bode, W. V.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erickson, F.
Finnely, Wm.
Gjorth, Petrus
Hansen, Karl
Hansen, Marius
Hendricksen, Hagbart
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluf
Klette, E. F.
Laas, J.

Laydon, D.
Lundberg, Oskar
Mehrtens, H. K.
Miles, I. P.
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Relursen, A. L.
Roslin, Robert
Sander, R.
Schroder, Aug.
Skellerey, A.
Sorensen, Pete
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —
Maritime Hall Building

— on —
49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

INFORMATION WANTED.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 per day. \$1.25 per Week and up. Special rates for Housekeeping, Single or Connecting Rooms.

This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission Pa.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

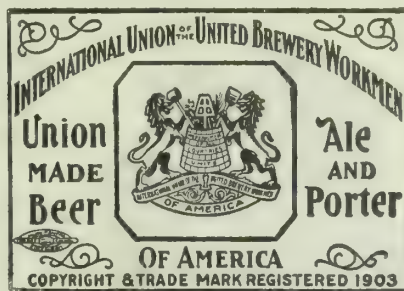
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

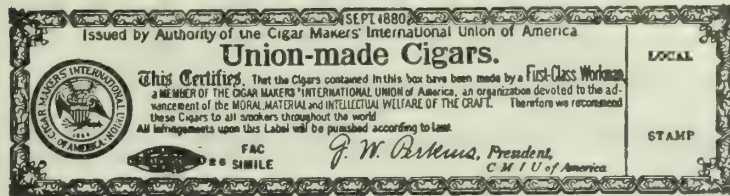
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

News from Abroad.

A regiment of 3000 sailors has been organized in Paris to police the city during the war. Retired and active naval officers have been appointed as regimental officers. The colonel is a naval post-captain.

The Japanese Government has prohibited the publication of the Japan Daily Herald and the Deutsche Japan Post, newspapers in Yokohama. Martin Otswald, editor of the Post, has been expelled from Japan.

A woman suffrage bill was rejected by the Swedish Parliament on August 23. It was supported by the Liberal and Socialist parties and had passed the second chamber, but was rejected in the first.

An eclipse of the sun took place on August 22 and was observed by English, Dutch, German and Swedish expeditions in the north of Sweden, where it was total. There was a clear sky and observations were reported successful.

The Wilson passenger liner "Rune," with 600 passengers on board, struck a mine in the North sea and was sunk on September 5. All of the crew and passengers, with the exception of about twenty Russian refugees, were saved.

Japan's activities against Kiau-Chau have not yet led to open warfare. Japanese troops are reported to have landed at several points on the coast near the German colony. Kiau-Chau is said by military experts to be very strongly fortified, and to be provisioned for three months.

The Chilean Government has given pecuniary aid to 106 nitrate firms in order to prevent a stoppage of work, rendering several thousand men idle. The Government and Parliament are considering measures for the assistance of other industries, which are suffering in consequence of the restriction of their exports to Europe owing to the war.

The most important sea fight that has taken place occurred off the Island of Heligoland between German and English fleets of cruisers, destroyers and submarines. According to the crews of the British destroyers returning to England, eleven German ships of various sizes were sunk. The German loss in killed and wounded is given as 870, the English, at 67.

A large increase in the emigration from Poland to the United States and Canada is noted by the British consul at Warsaw in his annual report just issued. In 1900-4 the average yearly number of emigrants was 29,992, and in 1905-9 it was 48,433; in 1910 the total reached 63,635, but in the year ended June 30, 1913, it was 174,365, chiefly farm laborers. A peasant owning 19½ acres of land in Poland, he states, is "hardly able to make both ends meet."

Danger from Indian domination in Northern Mexico has been reported to the State Department at Washington. It was asserted by consuls in Sonora state that Governor Jose Maria Maytorena, who recently rebelled against the Carranza central government, was under the power of Urbalejo, a Yaqui leader, who had been dictating every policy of the Sonora governor. These threatening reports followed assurances that all had been arranged in Sonora at the recent conference at Nogales attended by Generals Villa and Obregon.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Hans	Jacona, Carmelo
Christian	Janssan, Axel
Andersen, E. W.	Johnson, Martin
Andersen, Gus	Johnson, John E.
Boers, J. G.	Kathy, Albert
Bloom, A. A.	Lundquist, Fritz
Bernhard, Osear	Magnussen, Magnus
Colbert, M. J.	Nieman, August
Cohn, W. R.	Olson, John
Eriksen, Earl	Orabrovae
Eriksen, O. E.	Peterson, Chas. F.
Findlay, J.	Roelfs, J.
Hans, Nick	Roelfs, J.
Herno, Fred	Rinta, Carl
Hallen, Victor	Schultz, F. J.
Happmer, H.	Wallen, E.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
Dahl, Ben.	Peterson, Andrew K.
Flister, Johannes	Phister, Albert
Finnigan, L. H.	Polhome, Mr.
Hagen, Gunder	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvald	Selback, Chris.
Nelson, Axel	Slinning, Rasmus O.
Nelson, Nels Wil-	Spellman, Tom
helm	Starks, John
Larsen, Fred	Stein, George G.
Magnuson, P. A.	Stixrud, Jack
	Stromsness, Oscar

With the Wits.

The school-girl with the large feet was sitting with them stretched far out into the aisle, and was busily chewing gum, when the teacher espied her.

"Mary!" called the teacher, sharply.

"Yes, ma'am?" questioned the pupil.

"Take that gum out of your mouth and put your feet in."

An English clergyman turned to a Scotsman and asked him:

"What would you be were you not a Scot?"

The Scotchman said, "Why, an Englishman, of course."

Then the clergyman turned to the gentleman from Ireland and asked him: "What would you be were you not an Irishman?"

The man thought for a moment and said: "I'd be ashamed of myself."

It was a beautiful evening, and Ole, who had screwed up courage to take Mary for a ride, was carried away by the magic of the night.

"Mary," he asked, "will you marry me?"

"Yes, Ole," she answered softly.

Ole lapsed into a silence that at last became painful to his fiancée.

"Ole," she said desperately, "why don't you say something?"

"Ay tank," Ole replied, "they bane too much said already."

The teacher wanted some plums in order to give an object-lesson during school hours, and, calling one of the small boys, she gave him ten cents and despatched him to the fruit stand down on the corner.

"Before you buy the plums, Willie," she cautioned, "you had better pinch one or two to make sure they are ripe."

Little Willie flitted away. Soon he came back and smilingly put the bag on the teacher's desk.

"Oh, thank you, Willie," said the teacher, taking up the bag. "Did you pinch one or two as I told you to do?"

"Did I?" was the gleeful response. "I pinched the whole bagful, and here's your ten cents."

Secure and Profitable

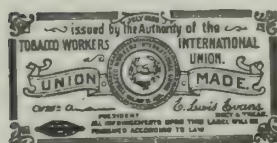
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? .. Savings and Commercial Depts.,...

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, S. F., Next to SAILORS' UNION HALL

MADE TO ORDER SUIT CLUB

Union Label in Coat, Vest and Pants

OUR CUSTOMERS ARE UNION MEN. WE SELL UNION MADE GOODS ONLY.

Phone Douglas 1737

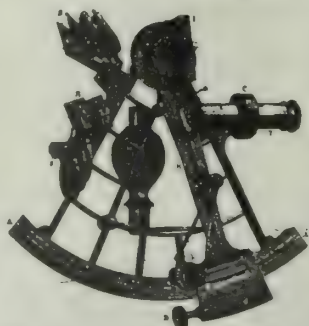
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James R. Sorensen
Free and Free.

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP
WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

YOU Can Start a Bank Account With Only 51c.



You don't need one dollar to start a bank account when you have one of HALE'S Savings Banks. It takes but 50c to purchase one of our compact little \$1.00 Banks, and one cent starts the account.

Your savings will be just as safe from the temptation to open it on a moment's impulse as in a Savings Bank, because each Bank is fitted with a patented lock, the key to which we keep. That is the BIG FEATURE of these Banks. We will open it at any time upon presentation at Transfer Desk—Main Floor—you do what you please with the money.

These Banks are made of tempered steel, with neat oxidized copper finish. Inquire at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

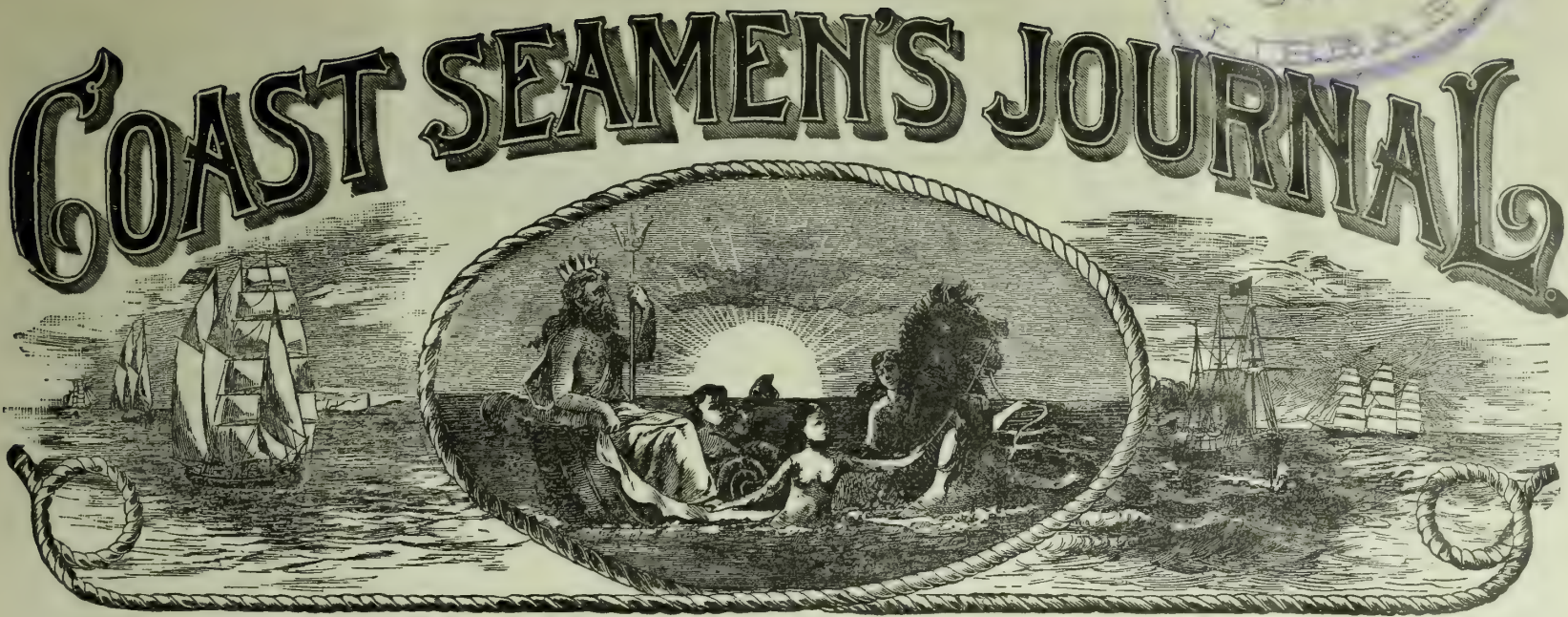
Justice to All. Please Give Us a Trial and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 3.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 30, 1914.

Whole No. 2297.

WAR AND THE INTERESTS OF LABOR.

An Irrefutable Argument Why Workers Should Frown Upon Bloody Conflicts.

War, to the modern industrial laborer, is stark calamity and nothing more. It is a trade in which the price he pays may include pain of body and anguish of spirit, wounds, disease, and death, distress to his family and perhaps its dispersal and utter ruin. And the things thus dearly bought, national victory and national aggrandizement, are of no profit to the industrial worker. His private possessions are not increased; his toil is not lightened, his life is not made brighter. War may increase his country's dominions, but the extension of boundaries offers no wider prospect to the worker or to his children. Grant that they participate in the feeling of enlarged personal significance which accompanies national greatness: it is a feeling that does not often kindle a consciousness dulled by toil. The luxury of the large map—what a thing for a wage-worker to die for!

To the exposition of such a doctrine of war in its relation to labor thousands and tens of thousands of socialistic writers and lecturers are devoting much of their energies. The doctrine may sound strange to many of us, but among the eight or ten millions of Socialists there can hardly be one to whom it sounds strange, and very few who would consider it false. Although the Socialists are most active in its promulgation, we should be greatly in error if we supposed that it is taught by Socialists alone. Organized labor everywhere hears it repeated, not by revolutionists, but by the most conservative labor leaders. Others may win or lose through war; the laborer can only lose. It is a theory; but it is a theory more widely held and more unreservedly accepted than many other theories which have played an important part in the history of the world.

Victory of Defeat—Labor Loses.

Much turns upon the question whether this theory is true or false. For if it is true that, whether his country is victorious or suffers defeat, the laborer necessarily incurs heavy loss and gains nothing at all, we are justified in looking upon the gathering force of the labor parties as a powerful factor making for universal peace. In former times disastrous wars were sometimes fought over trifles; both parties to the conflict in the end laid down their arms exhausted by losses from which they recovered only after generations. Such wars, it would seem, have been possible only in default of an active political party opposed to war. If modern warfare is inevitably disastrous to the workingman, the labor parties of the several powers will furnish such a continuous organized criticism of policies likely to lead to hostilities that no group of international trouble-makers, however active, can seduce a nation into undertaking a serious war.

In earlier times there have been, it is true, wars of sentiment and of principle, holy wars, race wars, wars of independence, conflicts of competing civilizations. Such wars we may have in the future also. In the case of wars of this character, calculations of cost and gain are beside the point. Racial existence, political freedom, immunity from religious oppression,

are values to be won at any cost. There can be no question of distribution of these values among the several classes in society. Most wars, however, in all ages, have been fought over questions of material interests. Goods and lands, concessions and markets, have been the prizes of victory. These are measurable values, comparable with the costs of winning them. They are capable of distribution among the different social classes. It is the contention of the labor theorists that these values are not as a fact impartially distributed; that the working class gets none of them. Our present task is to determine the validity of this contention.

No extended study of history is required to prove that the doctrine of the profitlessness of war to the working class is not valid for all times. From a successful campaign the warrior of antiquity returned well provided with slaves or loaded with booty. The inhabitants of a conquered state and all they possessed, chattels and land, were free prizes, and there is no reason for doubting that the common soldier—the working-class representative—shared in the distribution of such gains. War, to men born in poverty, was a trade, like husbandry or the handicrafts. It was fraught with greater risks than these, but its prizes were far more attractive. In the Middle Ages the looting of captured cities appears frequently to have enriched common soldiers as well as officers. The better share of the winnings fell naturally to the men of higher rank, but no military leader could have retained his popularity without granting even the lowest class of his followers a share in the plunder.

In comparatively recent times, also, the material gains from war have been shared by the common soldier and his class. In our own colonial period, for example, the backwoodsman fought the French and Indians partly for patriotic reasons, but partly also for the sake of the hunting grounds and rich valleys to the westward which should provide him and his children with homes and means of livelihood. The Texan heroes fought, no doubt, for Anglo-Saxondom and liberty; prospective "headrights" were, however, something also well worth fighting for. A square league of rich land, to be selected in the vast territory cleared of Mexicans—such was the prize that even a private soldier might win.

New Concept of Private Property.

Almost unnoticed, however, a profound change has taken place in the institutions regulating the conduct of wars. In the last two hundred years the concept of private property has undergone a notable extension and intensification. The lands of the world which are fit for homes of men of the expanding races are almost all private property—the private property of civilized men. And gradually the idea has become fixed in the modern consciousness that such property is to be held inviolable, even through conquest. The clearing of a conquered province of its inhabitants, and the distribution of the land among the soldiers of the victorious army, is now unthinkable. Movable goods are still liable to seizure, under the laws of war;

but on land they are not, in fact, seized without compensation, except in so far as they may be regarded as instrumentalities of war. When Germany wrested Alsace-Lorraine from France, the German soldier gained neither land nor loot. On the sea, since 1854, the enemy's goods under a neutral flag have been exempt from seizure; and the public opinion of the world is almost ripe for the establishment of the general principle that private property at sea must be held inviolate.

There is only one way for a citizen of the conquering nation to secure land or chattels within the borders of a conquered province: to buy it. And this he could have done as well without the costs of conquest. For the same social process which established the inviolability of private property has erected into almost universal law the freedom of migration and freedom in the buying and selling of goods. Before the Franco-Prussian war German citizens were privileged to migrate to Alsace-Lorraine and acquire property there; they have no greater privileges now. Capitalism, or the social order dominated by the property concept, has practically removed struggles for land and goods from the field of international conflict. Under our existing economic system there is nothing to prevent a race from steadily extending its actual borders. The Irish are free to win back the whole soil of Ireland, if they can develop a superiority to English landholders in industry, thrift, and perhaps craft. The Slavs may advance upon the Teutons unchecked by military force, provided that they are economically the better race. In the United States we accept as a matter of course the supplanting of the original Anglo-Saxon population by Germans, Slavs, Hungarians or Italians. All the prejudices created by wide differences in race and in culture are required to arouse us to action against the conquest of land by the process of infiltration of population.

Indemnities Do Not Profit Workers.

Public property is still subject to seizure by a conquering nation; but such property is seldom of a character to yield profit even to the state; it never yields rewards to the common soldier. Indemnities may be levied; and these, theoretically, may benefit the common soldier and his class through relief of taxation. The benefits from indemnities, however, are intangible, and it would be difficult to produce instances of men enlisting in the army for the purpose of securing them.

There is no material interest of the working class that can be furthered by the conquest of a state in the same stage of civilization, but are there not profits to be gained through the subjugation of states in a different cultural stage? The partition of Africa and the scramble for position in China indicate that statesmen believe that their respective nations have, as a whole, much to gain from the control of such states. Has the working class, as such, anything to gain?

The land in the greater part of Asia, and in a considerable part of Africa, is already private property; native titles would hardly be dis-

turbed upon the assumption of control by a colonizing power. The land not now occupied is desert or swamp or jungle, and is inaccessible to members of the working class. The building of railways, the exploiting of forests and mines, offer valuable opportunities to some of the citizens of the ruling nation, but these are not members of the working class. The flotation of a company to construct a railway in a Chinese province may yield large profits to its promoters. The enterprise may offer attractive investments to capitalists. The business class will be drawn upon to provide managers, the professional class to provide engineers. The road will be constructed, however, with native labor, and native labor, chiefly, will be employed in its operation. The services of the working class of the colonizing nation may perhaps be drawn upon for steel and other supplies. But it stands to lose through the draining away of capital which would otherwise have financed a local venture.

Such enterprises, if successful, establish in the imperial nation a class of persons who draw their incomes from the toil of half-enslaved colonials. It is such class that most accentuates the differences between the men who toil and the men who possess. The magnate with fortune securely invested in colonial railways or rubber or sugar is likely to be a convinced adherent of the doctrine that the employing class is also the ruling class, whose determinations it is treason to oppose. Colonial exploitation, however much it may enrich certain members of the property-holding class, can hardly fail to be a disadvantage, both material and moral, to the working class.

The Control of Colonial Markets.

Colonial dominion, it may be urged, carries with it the control of markets; and the workingman, as well as the capitalist, profits from an expanding market. The colonial market may even be an exceptionally profitable one; it is almost certain to be such if an exclusive commercial policy is pursued by the colonizing nation. The true measure of the value of a branch of trade to the working class is not, however, its lucrativeness. A better measure is its volume. It is of more importance to labor to export a hundred millions' worth of products at an advance of ten per cent. than to export fifty millions at an advance of fifty per cent. The best measure of all is the amount of wages represented by the goods exported; and this amount is likely to be in inverse ratio to the lucrativeness of a branch of trade. Our export of wheat to England is very lucrative; for every dollar we receive from it, about seventy-five cents has been paid out in wages to the laborers employed in producing and transporting the wheat. Our export of cigarettes to a Chinese province—if we possessed one—would probably be very lucrative; of every dollar received seventy-five cents would represent rent, good-will, business profits and other property income. But our workmen are interested in exporting, not good-will, but labor "embodied" in goods and paid for. It is therefore not the closed colonial market, where monopoly profits are to be secured, that is most advantageous to the workingman, but the great, open markets of the world where business is conducted on small margins of profit. A working-class commercial policy would concentrate its action upon the latter field, and would look askance at any tendency in the direction of diverting the national capital and enterprise to the former field.

It is not to be denied that some gain may accrue to the laborer from the colonial market, provided that it can be secured without injury to the larger and more advantageous open trade. If even twenty-five per cent. of the price of cigarettes for China represents the wages of labor, this is in itself a gain to the working class. But the nation that sets about to develop a closed market is almost certain to neglect the open markets, if not to place barriers in the way of those who wish to resort to them. All through the eighteenth century the interchange of goods between France and England was practically prohibited, largely as a result of jealousies originating in the colonial trade. We have no reason to question the justice of Adam Smith's observation that freedom of trade would have been of inestimable advantage to both nations. It certainly would have been worth more to the workingmen of both countries than the colonial trade to which it was sacrificed.

Pre-occupation with a closed colonial market is at best a source of inefficiency in a nation's commercial policy. Almost inevitably the exclusion of other nations from a given country's colonial possessions leads to retaliation, and the retaliatory policy never confines itself to colonial affairs. We may exclude Japan from the Philippines by heavy tariffs; Japan may exclude us from Korea and Southern Manchuria by similar means. The matter does not end here; ultimately the direct trade between the United States and Japan, which is far more important to labor than the Philippine or the Korean trade, is impeded by restrictive legislation. On the whole it is doubtful whether a closed colonial trade is ever worth so much to labor as it costs, in terms of open trade alone. If it is necessary to subjugate the colony by arms, the necessity is excessively paid for twice over. And if finally the colony must be defended in a war against a great power, the

price labor pays for the share in the venture becomes colossal in its extravagance.

Modern warfare offers no increase of wealth to the members of the working class; the acquisition of markets through war is of no value to the workingman. This fact does not, however, preclude the possibility that war may offer a powerful appeal to the working class, and thus command its political support. In past wars there have been brilliant prizes for the brave and fortunate. After the Civil War almost every community, North or South, had its instances of men who had fought their way up from the ranks to titles of great popular esteem. The war had bestowed upon them distinction through life, such as they could never have gained in times of peace. A brigadier-generalship won by a man of the people was a stimulus to thousands. It is beside the point to say that the prize was not worth the cost incurred by all those who sought it. Actuarial computations of gains and costs have never governed the actions of masses of men, and probably never will. So long as war remained a lottery, offering splendid prizes to some, the mere fact that its blanks were disproportionately numerous was not sufficient to check the spread of war sentiment.

War, however, becomes less and less of a lottery with every advance in its technique. The training needed by a general today is highly specialized. That it may be acquired by a man from the ranks in the brief and sanguinary campaigns that characterize twentieth-century warfare is possible, indeed, but only in rare instances. The European nations which prepare seriously for war provide themselves with trained and competent officers for every emergency. It is these officers, men from the upper and middle classes, who will gain whatever distinction a war may offer. The man who enters the army as a private, at the beginning of a war, will remain a private to the end of the war. The working-class soldier who rises to a position of high command is destined eventually to take his place alongside of the mythical wandering youth, elevated by freak of fortune to a kingship.

The Lure of Promotion.

Promotion, however, is only a part of the romance of war which lures men of the working class to the colors. Adventure, new scenes, new experiences, how much these have meant to the young men of restless disposition to whom the environment in which they have been bred seems tame and tedious! Such were the youths who used to run away to sea, or to swear additional years upon themselves in order to be accepted as soldiers. They were once numerous enough to form large armies, and the bellicose statesman could always count upon them as eager to fight in any cause. They seem not so much in evidence now; at any rate, we have difficulty in recruiting men enough even for our small army, and our navy is never too fully manned. There is a consensus of opinion among those who urge political measures for the rehabilitation of our merchant shipping that special inducements will be needed to tempt men to enter the sailor's life. And the British mercantile marine is remarkably dependent upon Lascars and other foreign sailors.

What has become of the adventurous youth of earlier generations? They are largely on the railroad, which sends its spurs into every valley, offering a ready means of escape to the young man who finds the rural quiet intolerable. Or they are in some one of the wandering occupations which have developed to such extraordinary proportions in these days of expanding trade relations. It is no longer necessary to go to war in order to see the world or to experience life.

And as civil life becomes richer in variety and in romance, war becomes poorer. The military campaign of to-day does not consist, as formerly, of long marches over a strange territory, leisurely sieges, interminable garrisoning of captured cities. The modern campaign is short and sharp; the armies are hurried on fast trains, to battle, like cattle to the abattoir. The private soldier's game of life and death is played quickly to its end, and he returns half-dazed to his home, or returns no more. Warfare is becoming mechanical, like a large-scale industry. Its chief distinction is its appalling accident rate. Accident? How? Does death on the battlefield, nowadays, differ from death in a mine explosion or a railway collision? Bulgars and Turks may still strive with bayonets and sabres; but Germans and French would meet death unromantically, at long range.

Like material gain, glory and adventure are rapidly withdrawing themselves from the reach of the common soldier, if they are not already unattainable. Their tradition remains, however, not without potency. In reality men who enlist may be destined to be mowed down ingloriously by machine guns; but among the motives which appeal to the imagination of the recruit are atavistic yearnings for the excitement of the hand-to-hand conflict. The Scottish fighting tradition is still alive, although two centuries have passed since Scot and Saxon were reconciled, and since the Lowland kine that were once the spoil of the Scottish clansmen came to be vested with the sanctity of "capitalistic" private property. The war-like tradition, however, cannot forever survive the reality of the personal prize. The statesman of to-day wisely bases his hopes of military predominance

upon universal service. The conscript must serve the purposes of national aggrandizement, since volunteering cannot be relied upon to provide sufficient men for a great war. And with conscription official recognition is given to the fact that war is no longer worth while, from the point of view of the class that furnishes the private soldiers—the working class.

While the gains from war to members of the working class are dwindling to the vanishing point, the costs of war to be borne by labor grow steadily heavier; so at least it is often asserted. If by the costs of war merely the losses and suffering in the field are meant, the assertion is probably not true. The campaigns of the future, to judge from the results of the Russo-Japanese and the Balkan wars, will be more sanguinary than the campaigns of the past, but war will be less protracted. We shall have no future Seven Years' War, much less a Hundred Years' War. Furthermore, if a greater number of soldiers die in battle than formerly, fewer die from disease. It is also to be borne in mind that losses in battle are distributed more impartially than formerly among all classes; mortality among officers in the Boer and Russo-Japanese wars was at least as heavy as mortality among the common soldiers.

Workers Must Pay Costs of War.

But the costs of war do not rest exclusively upon the soldiers at the front. The working population at home has to bear the burden of war-taxes, the hardships attendant upon commercial and industrial disturbances, and the loss of the services of many of its most productive members. These costs, it would appear, are growing heavier. That this is true of the financial burden of war is matter of common knowledge. That it is true of the other incidents of war also follows naturally from the fact that the modern state is coming to be prevailingly urban. An urban state is less fitted than a rural state to bear the strain of war.

One hundred years ago only 45 per cent. of the population of England, already a highly developed industrial country, was found in cities and towns. To-day the urban population forms a higher percentage than this in Germany (54), and in the United States (46.3). In France the percentage is only slightly less (41). In England to-day 77 per cent. of the population is city-dwelling.

As a consequence of the concentration of population in the cities the economic life of a nation has come to be very delicately balanced. Food, fuel, and materials must be supplied to the cities with the utmost regularity; the products of the city must find an unobstructed outlet; otherwise a crisis is inevitable, with its attendant unemployment and distress. Even were a nation practically self-sufficient, it could hardly engage in a great war without a serious disturbance of its economic balance.

Few modern states, however, are self-sufficient. The United States is perhaps less dependent upon foreign supplies and foreign markets than any other great power. Yet half a million men in the United States earn their living in the production of goods for Great Britain alone. A war with Great Britain would force all these men to seek new fields of employment. A considerable period of time would elapse before the readjustment of industry could be completed. During the process, our whole economic organism would be seriously disturbed in its functioning.

The city-dwellers, as we have seen, already represent a very large percentage of the population of the modern state, and this percentage is everywhere increasing. If we confine our attention to men of military age, we can see at once that the percentage of this class found in the cities must be even greater. Young men, and men in the prime of life, flow steadily to the city; the aged and the very young remain in the country. Accordingly, the great war of the future, if such a war ever occurs, will be fought largely by city industrial workers, drawn to the standards under some form of universal military service law. Not merely those who are without dependents, but those who have wives and children, parents and sisters, relying upon them for support, will be required for national defense.

It has been just as true in the past that a great war has required the enrollment of those who had families dependent upon them. When the head of a rural household, however, enlists in the army, he leaves his family with a roof of their own for shelter and with cleared fields which will afford means of subsistence, although the labor of tillage may fall heavily upon them. The industrial worker possesses, as a rule, neither roof nor means of production. When he is drafted into military service his wife and children must fall back upon employment in the factory or the sweatshop. And such employment is not to be secured with certainty, especially if war is attended, as is almost inevitably the case, by commercial disturbances.

It is doubtful whether, in the whole history of the world, the secondary hardships of war ever rested so heavily upon any class as they would rest upon the industrial working class of the present day. The industrial workers live from hand to mouth; war strikes off the hand. Yet, there are persons who would have us believe that working-class anti-militarism is merely a surface phenomenon, which would disappear with the first call to arms.

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Will Bar Strike-Breakers.

President Wilson has dealt the Colorado mine operators a hard blow by an order that provides:

First—Miners must not be gathered and brought in by operators.

Second—Miners must seek work at the mines, and must not be solicited or impressed into service.

Third—Miners must be residents of Colorado.

Fourth—Miners must comply with the laws of Colorado regarding the mining of coal.

This order ends the practice of importing strike-breakers to the struck mines in small groups, as they must henceforth apply at the mines, must be residents of the State and must not violate any of the State's mining laws. The order hits employment agencies, and these institutions have been notified by the Colorado State Labor Department that any violation of the rule that "miners must seek work" at the coal mines in the strike district will be prosecuted.

Commenting on this order, the United Labor Bulletin of Denver says:

"An awful lamentation is going up from the Colorado coal operators over a recent order from Washington against employment of strike-breakers in the struck coal fields of the State. Government control and operation of the mines is indicated in the latest step taken by President Wilson unless the mine owners agree to some method of adjusting the industrial trouble which began on September 23, 1913. The administration at Washington is growing weary of furnishing 2000 Federal troops to do police duty for the State, made necessary by arbitrary tactics of the Rockefeller mine managers.

"Frantic appeals have been made this week by the struck operators to President Wilson and Secretary of War Garrison to rescind or at least modify the order, but in vain. Officials at Washington are standing pat and declare their intention of forcing the operators to grant living, humane conditions for the miners and compliance with the mining laws of the State."

Officers of the mine workers are quoted as "well pleased with the new turn of affairs, and see in its enforcement by the Federal troops a way to bring about a speedy settlement of the strike." With the State's output of coal practically reduced to nothing, they claim, the operators will be forced to allow an arbitration board to decide the merits of the strikers' grievances.

Refusals of the operators to arbitrate the strike issue and complaints that the Federal troops had been allowing strike-breakers to go to work in the mines were the reasons assigned by mine workers' officials for the order.

Secretary of War Garrison has telegraphed E. M. Snyder, international representative of the mine workers, at Aguilar, that: "I have communicated with all of the commanders advising them that hereafter orders shall be carried out as follows, with respect to those mines which are run-

ning." The Federal official then enumerates the conditions, which are printed above.

Immigration Figures.

Statistics issued by the United States Department of Labor show that 71,723 immigrant aliens and 13,366 non-immigrant aliens were admitted to this country during the month of June, this year. These figures have been the lowest since February, when immigrant aliens to the number of 46,873 were admitted. The grand total of aliens admitted during the eight months from November to June is 683,669, or an average of 85,458 per month. The number of non-alien immigrants admitted during this period is 112,400, or an average of 14,050 per month.

The June report maintains the high average of unskilled labor that crowds American cities and industrial centers. Of the total number admitted—71,728—the number of women, children, and those giving no occupation, totaled 22,595. Of the remaining 36,695, 11,882 were classified as farm laborers, 10,500 as laborers, and 10,887 as servants, with only 700 as farmers and 108 as gardeners.

Can't Stay the Inevitable.

"The world is recognizing organized labor, and there is no use to attempt to fight the judgment of civilization," was the unqualified declaration by United States Senator Chilton of West Virginia while discussing the labor sections of the Clayton bill.

The Senator said, in part: "Hide it as may be done, it is nevertheless true that there is a feeling among laborers and the people generally that their Government is not near enough to them. They want to participate more in everything that concerns their Government. This demand will soon be granted in every State. The Federal injunction is looked upon with a great deal of disfavor. Right or wrong, this fact must be kept in mind. No injunction can settle a labor dispute when it assumes proportions such as those conflicts which have recently threatened industry. There is no way to change man's nature by laws, injunctions, or arrests. The world is recognizing organized labor, and there is no use to attempt to fight the judgment of civilization. We must deal with this subject as it is, and there is no power that can take from its consideration the fact that millions of men are organized, and that the question of women and children and the demands of every prompting of humanity will enter into its solution. I want to see these industrial wars come to an end. I am not afraid to say that I want labor to have a fair share of the income of industry.

"This country must look for relief for him from that desolation which finds him in his old age without means and without strength to work. The first thing to do is to treat labor as a human agency and not as a commodity. Whether the laborer

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelshof 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurationers Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katendijkweg 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Owing to the war and other things there are said to be close on 6000 miners unemployed in the Newcastle and Maitland districts in New South Wales.

The Brisbane Worker thinks that a striking exercise of patriotic self-denial is shown in the general consensus of "public" refusal to touch, taste, or handle German lager in bulk, bottle or pewter.

The trade union membership in Great Britain for 1913 constituted a record. The total number of members reached 3,993,769, an increase of 21½ per cent. The membership in practically all unions increased, but principally in the transport workers and laborers' unions.

The Australian Commonwealth Statistician has just issued a special bulletin dealing with cost of living. Referring to similar investigation carried out in 1910-11, the statistician shows that the wage-earner with an income of £3 16s. 8d. per week was in November last spending £3 13s. 6d. as against £3 19s. 5d. expenditure on an income of £4 13s. 1d. in the earlier year, the percentage of expenditure on food having increased from 29.30 in 1910-11 to 41.16 in 1913.

During the year past the French Department of Labor gathered statistics relating to the strikes waged in the various countries during the years 1911 and 1912. It is shown that Denmark heads the list in successes with 49 per cent. and 28.5 compromised. Great Britain is lowest in the list, the completely successful strikes being only 6.6 per cent. However, the figures also reveal the fact that in Denmark only about 33,000 workers went on strike in the two years, while the number in Great Britain was over 2,100,000.

Opinions are to-day very divided as to the advantages or disadvantages to be derived from a minimum wage, the one predicting perennial happiness upon its introduction, the other, calamity. In spite of all that political economists might say to the contrary, the legal minimum established in the chain industry under the English Trades Boards Act, 1909, has proved itself to be an unqualified success. The chain trade is divided into two sections. One is called the factory and the other the outwork. In the outwork section the inevitable middleman plays his part, and many people are of the opinion that it is attributable to him that wages are so terribly low. Before the operation of the Trades Boards Act, hundreds of men worked as many as 60 and 70 hours per week for 12s. to 18s., whilst women and girls could not possibly earn more than 5s. or 6s. for the same number of hours. And this in a trade where the physical energy—to be exerted before a blazing furnace—was so enormous. The Chain Trade Board meets as often as occasion requires to fix rates of wages or discuss any regulation or complaint which is considered to be of vital importance to the industry. A minimum time-rate of 2½d. an hour or 11s. 3d. for a 54 hour week has been fixed, and minimum piece rates based on the time rate to yield at least 11s. 3d. in the case of female workers. In the case of male workers a minimum rate of £1 for a 48 hour week (5d. an hour) on the smaller sizes of chain, rising up to a minimum rate of 30s. on the larger sizes.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

CLOTHES SATISFACTION

IS THE RESULT WHEN YOU CONSULT

S. G. SWANSON

For the BEST there is in TAILORING
641 SOUTH BEACON STREET, next door to Postoffice
Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

San Pedro Letter List.

Andersen, A. -1645	Kremer, Sigurd
Andersen, Rasmus	Kalnam, Andvey
Andersen, Martin	Kolodzie, George
Andersen, Axel	Kristiansen, Nils
Andersson, E. -1762	Karstin, Hugo
Andersson, H. -1883	Leideker, E.
A. Mr. -1504	Lang, Chas.
Andersen, Edward	Lindner, J. -1750
Anderson, Gust	Lundberg, T.
Allin, Emil	Lyngard, Jorgen
Anderson, David C.	Mesak, E.
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Martinelli, Walter
Bringsrud, Marald	Mennicke, Fritz
Berg, S.	Miller, Wm.
Brogard, N.	Mayers, P. M.
Bergqvist, Wm.	Michaelsen, A. -1105
Boy, A.	Morris, M. H.
Clrul, M.	Matison, J. -1320
Christensen, A.	Maklan, K.
-1095	Nilson, Edon. C.
Cotter, J.	Olsen, A. O. -759
Carlson, Kalle	Olsen, Hans
Ceelan, John	Olsen, Ole Wilhelm
Clausen, J.	Osterberg, S. H.
Chilton, Harry	-1284
Caddel, Adolf	Olsen, O. Marthin
Carlson, Carl	Paader, Hugo
Dreger, Jack	Paulson, Gustaf
Essen, Carl	Perez, Antonio
Ellingson, Ivar	Plant, Billie
Fasholz, Dan	Peterson, C. E. -903
Folvik, Lewis	Rutel, Ernest
Grigolett, E.	Robbins, Jack
Gunther, Dick	Sandstrom, Ivar
Gustafson, Alf	Svensen, Nick
Gusek, B.	Svensen, S. -1717
Gronlund, Oskar	Steen, J. C.
Holmborg, Frank	Sandy, Oskar
Hansen, Marius	Samuelsen, Victor
Holm, Arthur	Schultz, Albert
Hansen, H. T. -1446	Schultz, Axel
Hansen, Johannes	Sanseter, Paul
Hakonsen, P. O.	Schmidt, George
Haro, Aarp	Schager, E.
Harrold, Henry	Svenningsen, S. N.
Hermanson, Fritz	Schultz, Robert
Johansen, Ed. -2240	Tell, Olaf
Johansen, Emil	Tvedt, Olaf
Johansson, N. A.	Thomas, Joseph W.
-280	Vohs, Heinrich
Jensen, Oscar M.	Wagner, Billy
Johnson, John A.	Zimmer, Walter
Jorgensen, H. P.	Packages.
Johnsen, George	Johansen, Nils A.
Karlson, Richard	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salln E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our **French Dry Cleaning Process** which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer in

CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Goteborg, Sweden. 9-23-14

A SAILOR'S BANK

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

— in the —

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The steamer "Isthmian" recently loaded at Seattle part cargo of 500 tons of spruce wood pulp from British Columbia for New York. This is the first pulp shipment from British Columbia to the Atlantic coast and is expected to be the forerunner of many more.

The Standard Oil Company has taken the initial steps toward constructing a large ship-repairing plant at Richmond, Cal. A plant for making minor repairs is already in operation. This, it is said, will be increased so that all the major repairs will be made there.

It is reported that the Japanese Government has taken over many passenger and freight steamers for the transport service. The Toyo Kisen Kaisha alone has given up five big steamers for Government service. All the vessels taken over were hurried to Sasebo and Kure for orders and supplies.

Federal Judge Neterer in a decision rendered at Seattle established the judicial rule respecting admiralty cases that ninety days shall be the limit of priority for claims filed in libel actions. The decision was given in connection with a ruling in the libel of the Heffernan Drydock Company against the steamship "Edith."

Bids will be opened early in October for the construction of another lighthouse tender for the Portland district, which will be christened the "Rose." The new craft is to be about the same size as the "Fern" and of the type of a steam schooner. She will be something like 125 ft. long, 25 ft. beam and 7 or 8 ft. draft.

When the Exposition traffic develops it is understood that the Pacific Navigation Company's liners will connect here with the magnificent Hill liners "Great Northern" and "North Pacific," which will ply between San Francisco and Astoria. As these vessels are twenty-two-knot boats, they will be able to compete with the railroads for time.

Two offshore lumber fixtures are announced in the weekly freight circular of the Shipowners' Association of the Pacific Coast. They are the schooner "Ethel Zane," from Puget Sound to Guayaquil, and the schooner "H. D. Benedixsen," Puget Sound to New Plymouth, both on private terms. Coastwise lumber rates are fluctuating, according to the circular.

Officials of the Great Northern Steamship Company at Seattle announced the next sailing of its giant liner "Minnesota" has been "indefinitely postponed." This is taken to mean she will be withdrawn from transpacific trade. Rumors have been current here for some time that the "Minnesota" is to be sold. It is believed she will be transferred to the Atlantic to ply out of New York. The "Minnesota" is owned by the Great Northern Railway, and a special dispensation from Congress will be necessary for her to use the Panama Canal.

It was reported that the new Northern and Southern Steamship Company paid the Kosmos Steamship Company the sum of \$135,000 for the German freighter "Alexandria," which has been laid up in San Francisco Bay since the outbreak of the European war. Despite the fact that British Consul A. Carnegie Ross is emphatic in his statement that the vessel's change to American register will not prevent her from being seized as a war prize, the owners state that she will shortly steam for Valparaiso with a general cargo of merchandise, coal and lumber. The vessel has been rechristened "Sacramento," and will carry American officers and an American crew. The complications which might result should she be seized on the high seas were the subject of no little discussion in local shipping circles.

No additional information has been received to indicate the exact number of those who lost their lives when the steam schooner "Francis H. Leggett" went down in a gale off the Oregon coast. Although the ship's list left on shore shows that the passengers and crew numbered sixty-one, it is known that there were additional passengers on board, making the total seventy or more, of which only two were rescued. Several bodies have been recovered so far and vessels are on the lookout for bodies in the vicinity of the wreck. Captain Moriyama of the Japanese cruiser "Idzumo," which picked up the "Leggett's" S. O. S. call and informed other vessels in the vicinity, sent the following wireless to the Portland office of Charles R. McCormick & Company, agents of the "Leggett": "Very sympathetic condolences for the sad disaster which resulted in the loss of the 'Leggett' and its many victims. Very sorry we could not reach scene of disaster in time on account of great distance. Captain Moriyama, 'Idzumo.'"

Seventy members of the Chinese crews of the German refugee steamers "Loongmoon," "Staatssekretar," "Kraetke" and "Gouverneur Jaeschke," of the Hamburg-American line, were imprisoned at Honolulu on mutiny charges made by the captains of the vessels. Jail accommodations already are taxed by the number of Orientals under arrest, but the captains of the German steamers say they fear further trouble

from the 150 Chinese still aboard their ships. The crews' version of the trouble, as related by the Chinese Consul, is that the alleged mutineers were taken from Chinese waters on a promise that they would be returned in a week, but that they were taken to the Marshall Islands instead, and forced to work day and night, coaling three German cruisers. They were then brought to Honolulu, they told the Consul, and given to understand that their stay aboard ship in this port would be indefinite. The three Hamburg-American liners on which the trouble occurred are comparatively small vessels, which ran in here to avoid the probability of capture.

The Swedish motor ship "Kron Prinz Gustaf Adolph," the second of her kind to make the passage across the Atlantic and through the Straits of Magellan to this port, passed in through the Golden Gate on September 24. The first Diesel-propelled vessel to arrive here was the Danish ship Siam, and the performance of the Kron Prinz Gustaf Adolph was even more satisfactory than that of the former vessel, demonstrating the practicability of this type of vessel. The vessel, which stopped en route at San Diego and San Pedro, left Gothenberg ninety-eight days ago, and Captain Lewenhagen reports a pleasant and uneventful voyage, despite the fact that exceedingly rough weather was encountered on entering Magellan. The cargo of the "Kron Prinz Gustaf Adolph" consists of coke, pig iron and miscellaneous merchandise, and amounted to approximately 6,000 tons when she left Europe. Of this, 2,000 tons were discharged in each of the Southern California ports, the balance to be discharged here. W. R. Grace & Company, local agents for the Swedish owners of the vessel, will turn her over to George W. McNear & Company immediately upon the completion of unloading, and she will proceed to Port Costa to load grain for Great Britain.

Steam schooner owners are taking advantage of the opening of the Panama Canal, as shown by the fact that several of the firms operating this class of vessel have already dispatched cargoes of lumber and merchandise direct from the Pacific Coast to the East, and others are preparing to follow their example within a short time. The latest firm to announce the steaming of one of its vessels for the East Coast via the new waterway is the E. J. Dodge Company of this city, which will send its steamer "St. Helens" to New York with a cargo of lumber and miscellaneous merchandise. The date for the steaming of the "St. Helens" has not been formally announced, but it is expected that she will get away from this port during the week. Following the "St. Helens," it has been announced that the steam schooner "Cricket," belonging to Fred Lindermann, will load lumber in the north and then proceed to this port to take on the balance of her cargo for New York, which will be similar to that of the former vessel. The "Cricket" is a new vessel, having been completed last spring by the United Engineering Works, and is of the finest type of construction, having a lumber carrying capacity of 1,400,000 feet. Arrangements for the booking of the vessel's merchandise cargo are now being made.

In a circular to the shipping world, the Pacific Mail Steamship Company announces that it has suspended its service between San Francisco and New York, via Panama, which has been in vogue for over half a century. The last steamers on which freight was accepted were the "Aztec," from this port September 17, and the "Ancon," which steamed from New York on September 10. While the Pacific Mail has withdrawn from the coast-to-coast field, the service between the Golden Gate and the west coast ports of Mexico, Central America and South America will be continued and sustain the following routes: Between Pacific ports of Mexico and Central America and Caribbean sea and West India ports; between Pacific ports of Mexico and Central America and Gulf and Atlantic ports of Mexico and the United States; between Pacific ports of Mexico and Central America and all European ports; between Mexican and Central American ports and all ports on the west coast of South America, also Panama. A dash of sentiment is included in the circular, which is signed by Freight Traffic Manager Fred F. Connor, and approved by R. P. Schwerin, vice-president and general manager. "We regret," it mournfully reads, "to advise you that after sixty odd years, during which this company has handled traffic between San Francisco and New York, via Panama, the mandatory provision of the Panama Canal act does not permit us to continue our service or move freight between the Pacific and Atlantic ports of the United States."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSEBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSEBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSEBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

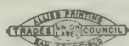
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 30, 1914.

INSIDIOUS (?) METHODS.

A New York shipping journal is greatly alarmed because the crews of foreign vessels recently transferred to American register have demanded and in most cases secured increases in wages.

Says our worried contemporary:

Having failed in their attempt to compel vessels naturalized under the terms of the Act of Congress of August 18, 1914, to carry officers and engineers possessing American licenses, the various labor organizations have gone about seeking to accomplish their purpose through more insidious tactics, which have resulted in nullifying to a great extent the liberal spirit of the statute. As soon as the American flag was hoisted over some of the foreign steamers registered during the past week, demands for increases of pay were made by the men, officers and engineers at the instigation of the various unions.

It is evident that the wise men who planned to build up an American Merchant Marine by suspending our Navigation laws have failed to take into consideration the fact that foreign seamen are not likely to be satisfied with foreign wages when their vessel becomes Americanized. Foreign officers and sailors and firemen and cooks have their unions, and most of them need no coaxing when they see an opportunity to improve their generally miserable conditions and gain an increase over starvation wages. No "instigation" is required in cases of this kind, and it is positively ridiculous for the ship-owners' organ to talk about the "insidious" methods of labor organizations. If there is anything more insidious than the tactics of the clique which induced President Wilson to suspend certain sections of the Navigation laws, we should like to know about it.

Perhaps it is expecting too much to have an official advocate of the shipping interests dwell upon any other point of view than the one that has placed a halo of \$ signs around the American flag. But the average mind will have no difficulty in grasping men's motives who expect and insist upon improved conditions when the Stars and Stripes are hoisted in place of the British Union Jack, the German black, white and red, or any

other foreign flag. There are still among us men and women and children who believe that the American flag stands for some things that cannot be measured or expressed in Dollars and Cents. Our public schools still teach the rising generation to honor and respect Old Glory, not because it is pretty to look at, but because it stands for something. And that something is the very opposite of low wages and exploitation.

But of what use is sentiment in connection with a commercialized flag? Business is business. American shipowners forced through the new ship registry because they thought it was good business. They are perfectly willing to hoist the flag and rave about its beauty just as long as it is good business. But when those blasted foreigners begin to imagine that the American flag stands for American wages and conditions—why, then it is time to wax frothy at the mouth and accuse American workers of using insidious tactics!

Again we ask: Can you beat it?

THE SURVIVAL OF THE FIT.

Slowly but surely, the old reactionaries, aristocrats and exploiters of labor are being drawn out from behind their barriers of evasion, subterfuge and palliation. As their several excuses for the cause of unemployment and poverty are discredited by facts giving the lie to all their contentions, they are compelled more and more to face the issues squarely; and finding the latter course in conflict with all their desires, some admit their inability to solve the problem, under the now existing system of "property before human rights."

At the last annual dinner of the Institute of Sanitary Engineers in London, Sir William Ramsey raised the question of whether the unfit should be left to die, surprising his audience by asking whether it was right that people should be coddled as they are at present. Said Sir Ramsey:

Where they were doing something to prolong the lives of some of the unfit, would it not be better to let some of them die out? . . . They insisted on being educated and then came to school starved. Then they had to be supplied with breakfast and later given shoes.

Ultimately he said they would have to take over the children entirely, adding that he wondered where that sort of thing would end.

The brutal frankness of Sir William Ramsey is merely an echo of the general ideas of the wealthy and indolent aristocrat regarding the poor or producing element of society. Let the pauper die, is the thought and wishes of that element who, like Bishop Hatto of story book fame, are annoyed by the cries of the struggles for bread.

The unfit from the point of view of the William Ramsey type are the toilers, and the children of the toilers when they are submerged in the desperate struggle for existence. And here it is calmly proposed that they should be eliminated as a nuisance and a menace to society.

Under the hardy practices of the Vikings it was customary to place the young upon the hillside for exposure, and if the subject survived the ordeal it was considered fit: if it succumbed it was unfit and necessarily perished.

Taking those grounds as a basis of action or comparison, and reverting, as Sir William Ramsey would have us do, to the age of savagery, those who could live under the most intolerable conditions would be the fittest to

survive. Here again is plutocratic inconsistency manifested. While considering the workers and their offspring as unfit, even though they exist under the most miserable and desperately hard conditions, the upper strata of society abrogates to itself the right to be considered as fit although not exposed to struggle or hardship. If Sir William Ramsey actually means what he says regarding the obliteration of the unfit from the earth, civilization would be benefited greatly thereby if his suggestions were put into practice. But his construction upon the meaning of the unfit must be reversed. The parasite should be suppressed, while those elements of society who produce or construct a better and greater civilization should survive.

Not very long ago a certain gentleman appeared before a Congressional Committee at Washington and said that he did not know of a single instance where human lives had been lost on the Pacific Coast on account of a deckload of lumber. The JOURNAL challenged the statement, but the marine "expert" who rendered that testimony preferred to ignore the challenge for perfectly obvious reasons. Now we have some additional facts for the "expert." In another column of this issue appear the names of ten members of the Sailors' Union of the Pacific who lost their lives in the wreck of the ill-fated steam-schooner "Francis H. Leggett." Besides the ten sailors there were sacrificed all the men of the fire-room, the personnel of the stewards' department and some fifty passengers. The "Francis H. Leggett" was laden with lumber, including a heavy deckload which must have made her topheavy. At any rate, the two lone survivors say that the "Leggett" capsized immediately after the crew had taken steps to rid the heavily laboring vessel of her deckload and thus lessen the danger of capsizing. Of course, it will never be definitely established that the "Leggett" turned turtle solely on account of her heavy deckload. But is it not reasonable to assume that the vessel and all those precious lives would have been saved had it not been for the heavy deckload?

"Captain" Robert Dollar and several other employers in California who love to pose as public-spirited citizens but never give work to a white man if a Jap or Hindoo can be obtained, have formed a non-partisan political club to further the gubernatorial aspirations of "Captain" Fredericks, better known as the pocket edition of "General" Otis. All the fake "Captains" and the stage "Generals" in the Golden State seem to have banded together to save California. Really, this is too good—it beats the best production of the Orpheum circuit, for the actors in the show are by no means amateurs. Like the devil they are adepts at quoting Scripture to suit their purpose. But they have "performed" in similar shows for so many, many years that the dear people have ceased to take them seriously—long, long ago.

A trade union without the right and power to strike is an anomaly. A trade union, the chief use of which is to make a strike impossible, as under the compulsory arbitration system, is a crime against common sense.

One reason why the interest of the worker and the capitalist is not identical is the fact that the interest all goes to the capitalist.

WAR AND THE INTERESTS OF LABOR. (Continued from Page 2.)

An aftermath of war is the heavy addition to the national budget: interest on the war debt and payments on the principal, compensation for property destroyed, and military pensions. There is a belief widely held that this country, at least, is rich enough to accept the financial burden, even of a great war, without serious injury to its people. In an ultimate sense the United States, like all other countries, is poor. It is too poor to meet the obligations that the current formulation of political ethics imposes upon it. Current political ethics requires the state to free its citizens from the costs of epidemic disease; to segregate from its life-stream the elements carrying mental and moral degeneracy; to educate its children properly so as to bring to light all their hidden resources for work and life. These obligations the state does not meet, or it meets them inadequately; it lacks the means to do more. From the point of view of current political ethics, the modern state is an honest and well-meaning bankrupt, meeting some of its obligations in full, others in part, and repudiating still others altogether. Saddle the state with the additional and preferred lien of war debt, and its moral obligations to its people will be more sadly neglected than they now are.

Whole Burden Rests Upon Workers.

It is obviously the common people, the working class, whose interests are most seriously prejudiced by any neglect by the state of its social obligations. It is the working class that suffers most severely from faulty sanitation and inadequate hospital service; from contamination of blood through the presence in society of defective strains. It is the children of the working class whose education is most likely to be neglected, and whose chances in life are consequently impaired. Accordingly it can hardly be denied that there is at least a modicum of truth in the statement that, whoever pays the war taxes, it is upon the workers that the whole burden finally rests.

Occasionally one hears the assertion that war is worth its cost because of the quickening of the national life which follows it. The "national life," of which much of the conscious life of the individual is a part, is no doubt a social product, and is capable of undergoing rapid and profound changes. Were a great war to sweep over the modern world, it would affect in some measure every expression of thought and every manifestation of feeling. Nationally and individually, we should be transformed, perhaps. Possibly we should have a richer literature and art, a more significant social and political life. These, however, are not working-class values, and it is in working-class values that our present interest lies.

The most significant interest of the working class is involved in the readjustment of the relations of labor and capital. In every industrial state, labor and capital present conflicting economic interests; they present, further, conflicting conceptions of rights and duties. Employer and employee are far from an agreement as to the meaning of a "right to a job," or of a right to a continuous income from invested capital. Of the two systems of asserted rights, that of the employer is the more intelligible to the general public. It is nothing but a transference to the employment of labor of the principles long accepted as properly regulating the purchase and sale of commodities. The laborer's system of rights is something new in the world, and therefore not readily understood.

The laborer would convince the general public—the ultimate arbiter in this as in other matters—that the labor contract differs materially from the other contracts, and should be interpreted in the light of a special tradition. Although the public accepts free competition as a satisfactory principle governing the purchase and sale of commodities, the laborer would have the public accept the principle of the closed shop as regulative of the labor contract. An agreement of dealers and producers to raise prices is a conspiracy against the public; an agreement of laborers for the purpose of raising wages is not a conspiracy, according to the advocates of the labor program. A merchant who should post a clerk at the entrance to a competitor's place of business, to dissuade prospective customers from entering, would very quickly feel the whole weight of the law. The laborer who "pickets" an "unfair" shop, feels that he is quite within his rights, so long as he limits himself to peaceable persuasion. The laborer, evidently, is attempting to introduce a new system of rights. Possibly the system is sound, and conducive to the public welfare. But the burden of proof is upon those who introduce new systems.

Of this new system the general public has already accepted some elements. The right to organize is generally granted. The principle of collective bargaining rules in an extensive part of the modern industrial field. The labor contract is being differentiated from other forms of contract; this is already evident. The process is a slow one, however, and makes head only as a result of persistent efforts on the part of the leaders of labor. But persistence alone would accomplish little; the support of the

public is essential; and the cause of labor is greatly strengthened if the more broad-minded and generous employers regard it sympathetically. If, for example, labor can convince the more liberal employers that an eight-hour day is desirable, the public is likely to regard with favor a strike to force other employers also to limit the working day to eight hours. The strike will receive wide popular attention, and, if successful, will be credited with the victory. The preliminary work of preparing the public mind, and winning a certain amount of support among employers, although indispensable, remains unrecorded. Hence the progress of labor is likely to be regarded as the result of a series of struggles between employers and employees. But it is just as truly the outcome of a conflict of principles in the social mind.

Peace Essential to Progress.

Peace, domestic and international, is a prerequisite to the working out of this conflict of principles, and to the social validation of the laborer's scheme of rights. A war in progress distracts the public attention; its influence is inevitably reactionary. Further, the conclusion of the war injects into civil life large numbers of men who have been trained to drastic action upon quick judgments. The industrial world is filled with little Alexanders, slashing away with their swords at apparent Gordian knots that civilian patience might have unraveled. Let it be granted that the war-like ex-officer, in the role of employer, is no more of a menace to the interests of the working class than is the war-like ex-private in the ranks of labor to the interests of capital. It is none the less the laborer's interest which is most seriously prejudiced by the substitution of the spirit of war for the spirit of peace. The influence of strife and turmoil is reactionary in the end. It strengthens, rather than weakens, the hold upon the social mind of the employer's ethical formulation.

The interests of industrial labor are bound up with peace. Recent historical tendencies, we have seen, have steadily encroached upon the field of possible gain to labor from war, until that field has practically disappeared. Recent tendencies have also steadily increased the weight of the burdens imposed by war upon labor, until these burdens have become intolerable. The hopes of labor for general social recognition of its claims, and for their realization through appropriate institutions, can prosper only through the spirit of peace. All these things the men of the working class are beginning to realize. They are therefore justified in their claim that the labor movement throughout the world is the best guaranty of peace.—Alvin S. Johnson, in the Atlantic Monthly.

UNPAID WAR BILLS.

Highly illuminating is a glance at the national debts of the countries involved in the European war—debts which represent the unpaid balances of the cost of former wars and emergency loans for the purpose of increasing armaments:

	National Debt.	Interest.
Austria-Hungary	\$3,612,389,000	\$144,496,000
France	6,286,435,000	192,762,000
Germany	1,224,158,000	41,981,000
Russia	4,507,071,000	180,283,000
Servia	135,886,221	6,115,000
England	3,389,577,000	101,060,000

Scientists in both Germany and France are seriously trying to ascertain if there is any value in the divining rod for locating underground water and metals.

DIED.

John Carry, No. 563, a native of West Indies, age 37, died at San Francisco, Cal., Sept. 19, 1914.

The following members were drowned in the wreck of the steam-schooner "Francis H. Leggett," off the Oregon Coast, on Sept. 18, 1914:

Fred. A. Anders, No. 1389, a native of Germany, age 31.

William Halvorsen, No. 1425, a native of Norway, age 44;

Hans Peter Holm, No. 2081, a native of Denmark, age 26.

Anton Johansen, No. 2160, a native of Norway, age 33.

Theodore Jordfald, No. 1490, a native of Norway, age 36.

Gustaf Carl Lindeloff, No. 505, a native of Finland, age 40.

Martin Julius Madsen, No. 1593, a native of Norway, age 48.

Karl Friedrich Nagel, No. 1173, a native of Germany, age 24.

Wilhelm Sellers, No. 1897, a native of Germany, age 29.

Carl Johan Soderman, No. 2485, a native of Sweden, age 28.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 28, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping slack. A Quarterly Finance Committee was elected to go over the Union's accounts for the past quarter.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Sept. 21, 1914.

No meeting. Shipping medium; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., Sept. 21, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 21, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 21, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 21, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 21, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 21, 1914.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553

San Pedro Agency, Sept. 21, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 14, 1914.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 24, 1914.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The Quarterly Finance Committee was elected to go over the finances of the union for the past quarter.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 17, 1914.

Shipping slow; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Sept. 16, 1914.

No meeting. Shipping dull; plenty of men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Sept. 21, 1914.

No meeting. Shipping medium.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9731.

THE STONE SHIPS.

Soon after sunrise, Nov. 30, 1861, sixteen whalers pointed their blunt noses seaward and left behind them the wharves of New Bedford, never to return. It was the first fleet probably in the history of the world that set sail with the deliberate intention of sinking to the bottom of the sea. Also it was the first fleet of whalers that ever enjoyed the distinction of a salute from Government guns to speed it on its way. As it passed Fort Taber, the garrison greeted it with thirty-four guns, to which the whaleships replied gun for gun with all the scrupulous etiquette of naval vessels under the same circumstances. The fleet was under command of Commodore French, and proceeding under sealed orders, but every man in it from captains to cabin-boys was aware they were going to make history somewhere below the Virginia Capes. Rodney French, one-time Mayor of New Bedford, had selected the old "Garland" as his flagship, and with a view to upholding his naval dignity, had caused a "Quaker" gun, made of a spar and painted black, to be rigged up amidships. The Commodore was very proud of his harmless piece of ordnance, and wrote in the log under date of Dec. 7th, "Passed a schooner which eyed our big gun fearfully, and gave us a wide berth."

Eight other ex-whalers were also outward bound from other New England ports, all converging to the same point south, where the New Bedford fleet was heading. They left behind them in the various ports from which they sailed tons of whaling utensils piled on the wharves, and nothing was left aboard any of them to show they had ever chased the hammerhead or the riglet whale, save the oil-stained woodwork, and the rank smell of blubber that hung about them like an invisible aura. Not only did this strange fleet put to sea under sealed orders, but the greatest secrecy had been observed from the day when a stranger had appeared at the office of Bartlett & Sons in New Bedford and commissioned them to collect thirty-six windjammers, to the hour when they slipped silently away into the gray fog of the North Atlantic. Their destination was unknown, and no report of their having sailed was permitted to reach the public until five days later. Even the captains had no inkling of whither they were bound, or why they carried the cargo they did until the fleet had been twenty-four hours at sea. The cargo was neither merchandise nor arms, though it came under the head of "munitions of war." Every ship was loaded with stone, huge granite blocks, loose rocks from stony New England pastures, and even ancient headstones gathered from long abandoned graveyards. Farmers had even pulled down their stone walls and carted them down to the docks, some of them even went so far as to take up the stones that paved their dooryards, and horse-blocks and hitching-posts did not escape. Bartlett & Sons paid 50 cents for every ton of stone that went into the holds. Before the stone was shipped, however, each vessel was stripped, put on the ways, and a hole bored in the bottom, and into this hole was driven a wooden plug to which was attached a bolt and wrench by means of

which the plug could be instantly pulled out. As these ships were sacrificed in the service of our country, they deserve to have their names remembered along with Hobson's "Merrimac." They were the "Archer," "Richmond," "Courier," "Kensington," "Herald," "Maria Theresa," "Rebecca Sims," "Potomac," "Leonidas," "South America," "Cossack," "Frances Henrietta," "Garland," "Amazon," "Harvest," and "American." Their captains were William North, Martin Malloy, S. Brayton, Benjamin Tilton, A. H. Gifford, Thomas Bailey, James Willis, Thomas Brown, Joseph Howland, J. Childs, M. Cummsky, Rodney French, J. Swift, W. Taylor, and W. A. Heard. They averaged in tonnage from 231 to 400. None carried less than 190 tons of stone, most of them carried 300, and one, the "South America," Captain Chadwick, carried 500. Five thousand two hundred and twenty-one tons of stone went sailing southward to the rendezvous at Savannah, and conjecture ran wild as to what was to be done with it. One newspaper gravely printed the statement that the ancient catapult was to be revived and the Confederates were to be put to flight with showers of stones. Others said they were to build a fort at some point of vantage, and many believed they were to be used for entrenchments, though how such a vast amount of stone could be conveyed inland was a poser. No one came anywhere near the truth. The "Rebecca Sims," commanded by Captain Willis, who as late as 1897 was still living in New Bedford, led the procession into Savannah, nearly a week in advance of her consorts, being the biggest ship of the whole sixteen. When the others straggled in, the whole fleet was sent back to Port Royal, there to await the arrival of twenty-four more from the north. The second section of the fleet left New Bedford Dec. 9th, but only twenty reached Port Royal—these brought 6,000 additional tons of stone. By this time it had leaked out that the stone ships were to be used to block Charleston and Savannah harbors to Confederate privateers. It was no suggested to Lieutenant Hobson the idea of sinking the "Merrimac" in Havana harbor, only Hobson did it to keep the enemy in, while Captain Davis intended to keep them out. Hobson also did in '98 with one ship what 36 ships utterly failed to do in '61. To Captain Charles Davis of the "Wabash" was delegated the task of sinking the ships where they would do the most good. Captain Davis was for seven years prior to the Civil War chief of the Coast Survey, and in that capacity had greatly improved the entrance to Charleston harbor. Now, however, he was ordered to destroy that same harbor. Not much time was lost by Davis when once the fleet of stone-carriers was assembled. On Dec. 17th he convoyed sixteen of the old whalers from Port Royal to Charleston with the "Catawba," "Philadelphia" and "Ericsson" to do the work, and the "Mohican," "Ottawa," and "Pocahontas" as escort.

As they approached the entrance to the harbor in the dusk of evening a terrific explosion rent the air. Next morning the lighthouse was discovered in ruins, having been blown up by the Confederates when they spied the Northern ships nearing Charleston. Davis' idea was to so place the

vessels that when they were all submerged the main ship channel would be blocked in such a way that the most skilful pilot would find it impossible to steer a safe course. He also intended to dam the entrance at a point where the current would lodge sediment so as to form a permanent bar in a short time. At high tide the signal was given and the "Tenadores," the oldest ship in the fleet, was permitted to go quickly to the bottom on the north side of the passage, and was immediately followed by the "Leonidas" less than a half a mile away on the south side with 200 tons of New England stone walls to keep it down. In the comparatively narrow lane of water between these fourteen ships were sent under as fast as the plugs could be pulled out. At low tide the masts and rigging emerged until the channel looked like a long wharf lined with shipping. These were quickly cut away, so there would be no sign of the submerged hulks to warn the pilot of danger. Before the plugs were pulled everything worth saving was transferred from the ex-whalers to the convoys whose decks were littered with ropes, canvas, hammocks, and pots and pans from the galleys. The "Robin Hood" alone was left of the stone ships, and at night just before the naval fleet departed, the torch was set to her oil-soaked upper works and reefed sails, and Captain Davis was lighted out to sea by a far more brilliant light than had ever illuminated the wretched lighthouse. Many a weather-beaten old whaling-captain felt a salt drop on his cheek that was not the briny spray, as he looked back at the dancing waters that entombed his faithful ship. It was decided to defer the sinking of the remaining ships at Savannah until it was seen whether the attempt to block the Charleston channel was successful or not. Captain Davis having conducted the work to improve the Charleston harbor for four years, was somewhat doubtful of the result, being aware of the nature of the harbor bottom, which was composed of soft sediment and mud with little sand. The crews of the sunken whalers were sent back to Port Royal on the "Philadelphia" and "Ericsson," and thence to New York; each ship had carried fourteen men, except the "South America," which had sixteen.

For about a week after the sinking of the ships the channel was closed to anything drawing more water than a dory, but at the end of that time the heavily-loaded hulks commenced to bury themselves in the mud and the waves began to break them up. Wreckage drifted to the surface with every tide, and in less than a fortnight what was left of the stone ships and stone cargoes had entirely disappeared in the ooze, and so far from obstructing the channel it was found that the sinking of the tons of granite had deepened it in places. Blockade runners and privateers sailed in and out of Charleston with perfect ease all through the war. The Government had purchased 36 vessels in all at an expense of \$150,000, and the plan turned out an impracticable one until 37 years later, the "Merrimac" was destroyed to block Havana harbor, but without any stone cargo to drag it below the sea-bottom. Had the whalers been sunk without their tons of granite, the experiment might have had a different result.

The old whaling-ships had, of course,

seen their best days battling ice in the Arctic seas and breasting gales around Cape Horn, and were rotting at their wharves when the Navy agent commissioned the Bartletts to buy up a certain number of old vessels as cheaply as possible for the experiment. Only \$10 per ton was paid for them, but many of them were worth a great deal more than that, and all of them would have brought double that if broken up and sold. But it was more a matter of patriotism than profit with the hard-headed old New England skippers who owned them, and besides many whalers had fallen victims thus early in the rebellion to the Southern privateers, led by the "Alabama," and vengeance counted just then for more than gold. No peaceful ships suffered so greatly all through the war as the whalers, the "Shenandoah" alone capturing and burning thirty-four.—Mrs. Harry Michener, in the "American Marine Engineer."

"THE OCEAN" REVIEWED.

According to the "Sailors' Magazine" Sir John Murray, author of "The Ocean," was a shipmate of Darwin on the famous "Challenger" expedition, 1870-73. A later expedition, the "Michael Sars," North Atlantic Expedition, 1910, he took part in, and wrote on the "Depths of the Ocean." Besides the learned author has nearly all the letters in the alphabet after his name. All of which goes to show the author is an authority, if not the authority on the science of the sea. The writing is technical and yet popular, dealing with the depth of the ocean, the waters of the ocean, life in the ocean, marine deposits, ocean circulations, and kindred subjects. If you want to know the reasons for the Gulf Stream's existence; what becomes of the salt in the ocean; the loneliest part of the ocean; the depth and salinity of the mighty deep, what is at the bottom of the ocean and a hundred other things the author explains. As an example of how simple a really great scientist can be on a subject that interests the general reader, namely, the effect of pressure, he says:

"There is a widespread view among people that under great pressure water becomes much denser and may attain something of the consistency of treacle, that ships and men, when they sink in the sea, 'reach their level,' but do not reach the bottom. The Sargasso Sea has been represented as a great whirlpool, in which men and ships float about at all depths. Within the past year the writer has often been asked if the 'Titanic' really reached the bottom in a depth of three miles. During the 'Challenger' expedition, after a funeral at sea, the blue-jackets sent a deputation aft to ask if 'Bill' would go right to the bottom when committed to the deep with a shot attached to his feet, or would be 'find his level' and there float about for evermore? Another question was, if 'Bill' really did go to the bottom, what would he be like on reaching bottom at four or five miles?

"A live rabbit was on one occasion sent down to over 500 fathoms on a line. The body came up very little altered to all appearance, the bones were all intact, and the lungs were the only viscera that seemed to be affected by the pressure. Even at

3000 fathoms a human body would be little altered in outward appearance.

"The 'Titanic' is probably now lying on the bottom in a very little altered condition; only those parts of the structure would be burst inwards ('imploded') into which water could not enter rapidly enough to equalize the pressure on the two sides, say, of an iron plate. As the vessel sank deeper and deeper, the corks in all the wine and beer bottles would be driven in if not quite full, and ultimately every hermetically closed chamber or recess would be imploded.

"The fact is that anything that will sink to the bottom of a tumbler of water will practically sink to the bottom of the deepest ocean. This is true at least for all substances more compressible than water. We have proof of this in the fact that the whole floor of the ocean is strewn with the delicate calcareous and siliceous shells of organisms which once lived in the surface waters."

This book has a rare and a melancholy value, for as we write, the author has been killed by a motor accident. Sir John Murray was the greatest scientist England has produced since Darwin. He was Darwin's successor in many ways.

"The Ocean" is published by Henry Holt & Company. The price is 50 cents net.

GERMAN POTASH INDUSTRY.

Kali, or potash salts, in natural deposits, was discovered in Alsace in 1904, when deep borings were being made in the hope of striking oil. In 1909 the first kali mining shaft was completed in this district, and the following year 37,000 tons of kali salts were extracted. Since then other mines have been developed and the work has grown rapidly. Twelve mines are now in operation in this district. The proportion of potash to be produced by these mines, as determined by the kali syndicate, is understood to be approximately 4 per cent of the total annual German production, which is some 10,000,000 tons. About half of that amount is for home consumption and the other half for exportation. The United States takes nearly 50 per cent of the total export. In Alsace, so far as at present known, the deposits of potash underlie an area of nearly seven square miles. They range in thickness from six to thirty feet and contain an estimated deposit of 300,000,000 tons of pure potash. The state is an interested party in the kali industry, and the exploitation of the mines and the sale of the products are regulated by special law. The main object of the legislation is to prevent injurious competition and a loss of national wealth through a lowering of the price. The exploiting of potash mines and the sale of potash is free, but so hedged about with restrictions and limitations that it is all practically under the control of the state through the syndicate. The amount of mineral to be extracted is fixed for each mine by the committee of allotment. For new mines a provisional amount is allotted for a period of two years and then a definite allowance is made.

Old wax phonograph records, broken and melted, make excellent insulation for electrical work.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

works or not, he is a human being, a citizen, a voter, a part of this Government. He resents an injunction by wholesale in a labor dispute, if it be issued by a Federal court. It is needless to inquire why, and all sufficient to know that such is the fact. I want to restrict these Federal injunctions and relegate as far as possible everything in these labor disputes to the State courts. A better understanding, a getting together, will be the result. An American who feels that he is mistreated is a dangerous thing to deal with, but give him a fair chance to be heard, permit him to discuss his grievance and you have a compromising citizen who is put upon his responsibility to do right, and then he will do right."

THE CANAL AND THE FUTURE.

We have now reached that time when we can date all things as having happened before the Canal opened or after the Canal opened.

The next five years promise to make more changes on this coast than did the last twenty years.

To-day there are a number of large steamers trading through the Panama Canal manned or rather unmanned by crews that are an absolute menace to the life and liberty of bona fide seafaring men.

Men without knowledge or skill, in many cases not even able to speak the English language. Men without the least understanding of the need of organization and the necessity for mutual self-help, sailing for pitifully low wages and under disgraceful conditions.

This constitutes a direct threat to the conditions of the organized seamen of the Pacific Coast (where the conditions are none too good). If this state of affairs is to continue for any considerable length of time the life of every maritime organization on the Pacific will be threatened. We may, however, take it for granted that the maritime workers engaged in the shipping industry of this Coast will see to it that former squabbles will not prevent them from putting up a solid front to the common enemy.

The time will probably soon be at hand when we must make a fight for our lives. Every ship that uses the Panama Canal must be a union ship—this is not only right, it is necessary (we are speaking of coast to coast ships). Before we can bring about this state of affairs there is certain organization work to be done out here on the Pacific, and there is a lot to be done on the Atlantic. To help the Atlantic we must vote the financial assistance asked by the International Seamen's Union of America. This will help them on the Atlantic at a time when they are in sore need of assistance.

The next step is to go to work individually and make known to all seafarers that the Canal trade must be a union trade. Don't sit down and wait for the officers of the union to do this for you, but see to it that all bona fide sailors sailing in that trade are urged to work with us.

We should have as many of our men as is possible sailing in those ships this win-

ter so that the good news may be allowed to soak in.

Our time will be here in the early spring if not sooner, and we must be ready to start something worth while then.

Comrades, our friends (?) who wish to see the breakdown of the labor movement are still with us; but, by intelligent organizing work this winter we can put ourselves (that is, our organization) in such a position that they will have to postpone their calamity howling for some time to come. Let our watchword be greater solidarity, and better industrial organization, always remembering that this struggle will not end till the ultimate overthrow of the capitalistic system and the establishment of the Industrial Republic. The worker who understands this knows why he makes sacrifices, and why he has to continue to struggle even when he appears to make no headway. This is a glorious fight; let us keep it up.

CHAS. M. ALBRECHT.

CONGRESSIONAL SIDE-STEPPING.

Under the heading "Immigration; Why conserve the West and leave the front door open," a speech by Congressman Johnson of Washington, appears in the Congressional Record. In this speech, Mr. Johnson says:

"Think of it, more than 90 per cent. of all of Arizona, 87 per cent. of Nevada, more than 80 per cent. of Idaho, 80 per cent. of Utah, almost 70 per cent. of Wyoming, 65 per cent. of Montana, 62 per cent. of New Mexico, half of Oregon, half of California, half of Colorado, and 40 per cent. of my own State of Washington, all conserved together with their resources for posterity. Whose posterity? Ours or for children of Southern Europe and Asia yet unborn? Strike these vast areas from the total before you begin to figure population per acre."

Mr. Johnson's opposition to the policy of conservation leads him to represent the government as holding this vast area out of use. As a matter of fact, it is doing nothing of the kind. Referring to Mr. Johnson's remarks, Mr. Philip P. Wells, formerly counsel for the National Conservation Association, stated in The Public of Chicago, on February 27:

There is a better retort to Mr. Johnson in the bright lexicon of youth, which may be adapted to adult conventionalities by saying that his statement is not true. The "reserved" and "withdrawn" lands which make up his totals are not held out of use. They are classified for use. In degrees varying with each class and determined by the Federal statutes relating thereto, they may be used by anybody who is ready to use them. The national forests, which Mr. Johnson especially loathes, are the most open of all. Their ripe timber is for sale on the stump to the highest bidder; their pasturage is for rent to the neighboring ranchmen; their metalliferous minerals are open to all takers at a nominal price. As for the sites "withdrawn" for water power conservation, every one is open to lease by the first applicant. The coal deposits are for sale in fee simple at the appraised price and their surface is open to agricultural use without price. But for timber, pasturage, water power and coal, the public

must be paid some little approximation of their value, and, as to all but coal, the user can get only a leasehold, leaving in the public freehold, which includes the power of regulation by stipulation in the lease and also the power at some future day to take the land value as rental. Hence Johnson's tears! Doubtless he would weep as copiously if the taking were from private landlords by the instrumentality of the single tax.

The laws should be amended to make possible a better leasehold than can now be had for water power. That they have not been so amended is due chiefly to the opposition of Mr. Johnson and his kind during the past seven years.

The real trouble is not so much the government's conservation policy as the withholding by private owners from use of lands, possession of which has been relinquished by the government. In the year 1901, 750,000 acres in the Olympic forests of Washington were opened ostensibly to settlement. What has been the result? Speaking on this matter in the House on June 17 of last year, Congressman Bryan, of Washington, said: "Ten years later only about 600 acres of the entire elimination had been cultivated at all, and title to 523,720 acres had passed into the hands of large owners, with three companies holding 178,000 acres." It is the privately owned, not the government owned lands which are closed to labor.

Of all the shining examples in Congress of men who can talk all about a subject without touching on the essential point, Mr. Johnson shows the greatest ability, in performance of the feat.

THE RICKMERS LINE.

On May 21 the well-known Rickmers Line, of Bremen, celebrated the completion of the 80th year of its existence. What is now a very important commercial undertaking started in 1834 as a small boat-building concern, established in Bremerhaven by a ship's carpenter from Heligoland, named R. C. Rickmers. The business flourished, and very soon the yard was constructing whaling vessels. About this time there was a considerable expansion in the importation of rice, and this gave Rickmers the idea of building a rice mill in Bremen. The founder of the firm died in 1886, and his heirs in 1889 founded the Rickmers Rice-Mills, Shipowning and Shipbuilding Co., with a capital of M.8,000,000, which in 1895 was increased to M.13,000,000.

In 1896 the firm opened a steamship service to the Far East, to which, in 1899, a river service on the Yangtze was added. A passenger service between Bangkok, Swatow, and Hongkong was established in 1903. An important change was carried out in 1912, when the shipowning business was transferred to Hamburg, and placed under separate management. Previously, in 1911, a regular service to Siberia had been started. Finally, this year, a steamship line to the Black Sea and the Mediterranean has been started, and the service to the Far East extended.

At the present time the Rickmers Line controls a fleet of 17 modern steamers, in addition to which seven chartered steamers are running for the line. It also owns the largest German sailing ship with auxiliary engines, the five-master "R. C. Rickmers," named after the founder of the firm.

AT THE GATE.

"Next," called Saint Peter.

A pompous person arose from the bench and grandly approached the bar. His silk hat glistened majestically and his face bore a patronizing smile full of suavity and confidence.

"Name, please."

"I am a self-made philanthropist."

"I don't see your name amongst the list of eligibles. What are your qualifications?"

"You may put me down for——"

"Hold up, I'm not asking for a donation."

"I beg your pardon. I am so used to dealing with charity committees, I quite forgot. I meant to say, you may put me down as one who loved his fellow-men."

"Oh, oh! You are trying to break in by the Abou-Ben-Adhem route?"

"Possibly. Abou has always been one of my favorite characters in history."

"Always!"

"Perhaps I might say ever since I could afford it."

"That's the way with most philanthropists. They are just as virtuous as they can afford to be. You are quite sure you loved your fellow-men, are you?"

"Why, certainly. Didn't I——"

"Wouldn't it be more correct to say that you wanted your fellow-men to love you—that is, as soon as you could afford to think about such a secondary matter?"

"Not at all. How can you doubt my——"

"Didn't you find at a certain point in your life they were beginning to look askance at you as a selfish grabber?"

"It is so hard to make people understand."

"And when you tried to placate them and recover their favor, you had nothing to give them but money?"

"But look what was done with the money."

"Yes, but it never occurred to you that just as much could be done with the money without having it pass through your sticky hands."

"You also seem to misunderstand me."

"Do I? Let us see. You said you loved your fellow-men. Did you love all of them, or just a part of them?"

"I loved——"

"Did you love the competitors you forced out of business?"

"I——"

"Did you love the employees who worked for you at a meager wage, and without whom you could not have amassed your millions?"

"When they——"

"And especially did you love the little children employees who had to work so hard that their growth was stunted and their capacity for pleasure for ever dulled?"

"I was a victim——"

"Did you love the tenants in your rickety and unsanitary tenements?"

"My tenements were——"

"Did you love the legislators whom your agents bribed and the people who rode on your miserable trolley cars?"

"You do not make allowances for——"

"Here, clerk! Take this man out and strip him of everything he possesses. Then give it back to him a little at a time."

Demand the union label upon all purchases!

LOWER CALIFORNIA.

Lower California, Mexico's isolated peninsula, the coast of which the Pacific fleet of the United States is now patrolling, is one of the least-known territories in North America. The following facts concerning this arm of land, which projects about 800 miles south-easterly from the southern border of California, have been issued in a bulletin of the National Geographic Society. The width of the peninsula varies from about 30 to more than 100 miles, and its irregular coast line, over 2000 miles long, is bordered by numerous islands. Being mainly a mountainous, desert region, it is thinly peopled and presents many sharply contrasting conditions. Low, sun-scorched plains, where death by thirst awaits the traveler, lie close to the bases of towering granite peaks, belted by forests and capped in winter by snow; desolate plateaus of black lava look down on valleys seamed with green-bordered streams.

At the time of its discovery, in 1533, by an expedition sent out by Cortes in search of a fabulously rich island it is estimated to have been inhabited by 25,000 Indians, who vigorously resented the intrusion and prevented the newcomers from getting a foothold for more than a century. The Jesuits then came in and were wonderfully successful in exploring the peninsula and establishing missions. They established three main trails, one along each coast and the third down the middle, which serve as the regular routes of travel to-day. The Indians have vanished from all parts of their former territory except a few in the extreme northern end.

During the last half century all parts of the territory have been visited, mainly by Americans in search of mines and other natural resources, but little of the knowledge gained has become available to the public. Gold, silver, copper, iron and other minerals and much fertile land have been found, but the scarcity of water, fuel, forage and the difficulties of transportation have united with other causes to bring about failure to develop the resources.

The Rio Santo Domingo is the one living stream within the peninsula which flows on the surface from its source to the sea throughout the year. These conditions have resulted in the development of the richest and most extraordinary desert flora in the world. The bird and mammal life, however, is closely related to that of Southern California. The plains abound with small desert mammals, such as rabbits, pocket mice, kangaroo rats and others. A large number of the smaller desert mammals never drink water, it having been found impossible to teach some of them to take water in captivity. Antelope, mountain sheep, mule-deer and mountain lions are the only large game animals. The peninsula is thinly peopled and enormous areas remain uninhabited. Lower California has a territorial form of government, and, owing to its great length, is divided near the middle into a northern and a southern district, Ensenada and La Paz being the respective capitals.

Swiss railways use an ambulance car completely equipped with electrical appliances that are supplied with current by a generator mounted on one axle.

Recently compiled official figures show the coke production of the United States last year to have been 46,311,369 short tons, a record breaker.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

At the recent convention of the International Photo-Engravers' Union the executive council was instructed to take steps to bring about a 44-hour week instead of a 48-hour week, which now prevails. This would mean a Saturday half-holiday.

The teamsters at Ottawa, Ill., have won their strike against the Contractors' Association. All strikers will return to their former positions and the employers promise there will be no discriminations. A new agreement will be entered into the first of next April. This strike at one time assumed serious aspects, as it involved practically all of the building trades.

Wide variation in the pay for the same or similar work is one of the most striking situations revealed by the investigation of teachers' salaries just completed by the United States Bureau of Education. The rates vary from \$2400 a year for New York city elementary teachers to \$45 a year in certain rural communities. Even in cities of the same class there are considerable differences in the salaries paid, although Western States have steadily raised the rates, which are fairly well standardized, the report says. The figures will be used to determine the actual conditions of the teaching profession.

The recent convention of the International Wood Carvers' Association decided to submit to the referendum the question of affiliating with the Brotherhood of Carpenters and Joiners. The same course was taken on a proposition to create an international out-of-work fund. Grand Rapids delegates reported that some manufacturers there and elsewhere were using a composition product which was sold as genuine wood carving. It was decided to ask the A. F. of L. to urge a national law that would prohibit this deception. Municipal markets to sell food at cost were favored. The physical examination of workers was given much attention by the convention. It was charged that large firms in Cleveland and Camden, N. J., enforce this system, and any one with the slightest physical blemish is rejected, regardless of his trade qualifications or circumstances.

The first annual report of the Massachusetts State Homestead Commission is declared to be a classic on the subject of providing homes for workers and kindred questions. Charts show that the highest infant mortality is in the congested mill towns and the lowest in the towns and cities where sanitary conditions are up-to-date and where the people are not overcrowded. The need of encouraging people to enter the agricultural calling is pointed out, and also the importance of spreading information. The constitutional objection to State aid for workingmen's homes is discussed and the commission says: "Wherever the State has undertaken such work, profound economic, social and political advantages have resulted." It is shown that the more congested the population the greater the number of deaths due to tuberculosis. Recommendations are made concerning local planning boards; profitable use of suburban homes; assessment of betterments; the establishment of residential districts; and for the establishment and maintenance of agricultural instruction for families.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

202-4 GRAND TRUNK PACIFIC DOCK SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, P. F. Maas, R.
Andersen, Ragnvald Mathisen, Nils
Andersen, A. -1777 Marx, Rhorvald
Aylward, J. Mickelsen, M. D.
Alfredsen, Andrew McDonald, Wm.
Albers, Geo. Manson, Sven
Anderson, Gust W. Merkle, G.
Anderson, Julius L. Nass, John
Bekker, Geo. Nielsen, Bernt
Benter, Henry Nielsen, N. C. -544
Bruin, B. de Nilsen, Andrew
Bruce, Robert Naro, H.
Bode, Fred Nase, A. Knudsen
Bye, Sigurd Nielsen, H. J.
Backman, A. Olsen, B. -597
Campbell, Frank Olsen, E. -966
D. M. Olson, C.
Davis, F. A. Olson, A. M.
Doddy, C. W. Olsen, Martin
Engstrom, Carl Olsen, O. P. -1141
Eriksen, C. -872 Paulsen, G. L.
Eriksen, Erik Petersen, S. A.
Eriksen, John Preuss, F. -234
Eriksen, E. Paaso, A.
Fredriksen, Harold Peltzon, Jacob
Gjelseth, I. Petterson, Harry
Gelger, Joe Rasmussen, P. A.
Gundersen, Peter Roche, John
Graae, P. C. Rasmussen, Arthur
Hansen, John Riech, F.
Hardcastle, W. Riech, J.
Hellsen, H. Rose, W. H.
Hernes, K. Samuelsen, Hugo
Herman, Gus. Shepard, Peter
Herman, Axel Sunde, Peter
Hood, W. Schankat, Hans
Hager, P. B. Simminghem, G.
Hansen, H. O. -315 Saar, I. A.
Hagge, F. W. Saunders, R.
Jahnke, Otto Sheppard, Stewart
Jensen, Hans -2062 Skubber, H.
Johnson, Julius Stover, Harry
Jonson, Alfred Stuh, H.
Johansen, Arvid Sundberg, K. K.
Johansen, Geo. W. Sund, K. A.
Johnson, Hilmer Svensen, Ted
Kallio, F. Svery, Carl
Kennedy, Tom Tiedeman, Joachim
Krouss, Ernest Totz, R.
Kristiansen, Trygve Tahlinen, M.
Kristiansen, K. F. Thorsen, Knut
Knutsen, Knut Tahti, Hjalmar
Kruger, J. Tomis, Frank
Larsen, Hans -1595 Toosen, Theo.
Laboupe, J. P. Van Loo, E.
Larsen, L. A. Wehde, F.
Ljungstrom, Steen Wilson, P. L.
Lundberg, Jerry Wenikke, A.
Lynn, C. Wold, Statius
Luwold, Nils Wettland, Johan

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES
At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

Bonney-Watson Co.

UNDERTAKERS
3rd and Columbia Sts., Seattle, Wash.
Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to
Phone, Main 13
Independent: Elliott 254

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.

Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

Tacoma Letter List.

Anderson, John Line, Wiktor
Almkvist, Emil Melgall, M.
Corty, Casar Murphy, Daniel
Dobbin, Harry Nilsson, Teodor
Doering, E. W. Nielsen, C. V.
Englund, Gust E. Olsen, Martin E.
Hansen, Johannes Paterson, John
Iversen, Iver Petterson, C. H.
Johansson, Charles Voss, H.
Johannsen, Christian Whermann, William
Karthauser, Otto Wilbrandt, Harry
Linea, W.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR
612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Ereksen, Anton Haldorsen, Adolf
Ellison, Sam Ingebrethsen, Alfred
Englund, Gust Lawrence, Harry
Hansen, Harald Lomas, Richard
Hansen, Harry Thorssen, Fred'k. N.
-1827 (Photo)

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderharm, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Bergrlund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freltag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Plet
Gynther, John
Gravner, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olsen, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Peterson, Hans
Pettersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simons, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Weisen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Behn, Alfred
Bowen, J. J.
Butler, J. E.
Bergman, L. J.
Christensen, Albert
Carlstrom, John
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Graf, Otto
Gronros, Oswald
Hansen, Ove Max
Husche, H'y
Ingebrechtsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Jeuttaft, Sigurd
Kallas, Alek
Kristiansen, -1093
Koski, Chas.
Kustel, V. J.
Loining, Hermand
Lengtsen, Gottfried
Lorsin, G. L.
Larsen, Hans
McLean, H.
Martin, James
Mackenzie, Hector
G.

Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Oksanen, Juko
Olsen, Oswald -1059
Olsen, Andrew
Olason, Chas.
Peterson, Axel
Pettersen, Karl
Pettersen, J.
Pettersen, Olaf
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Sormato, Matti
Strom, C.
Schultz
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Vilen, T.
Walden, Olsen N.
Zebe, G. V.
Packages.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691 Stand:
At Sailors' Union Office
ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen

Exclusive Owner of "The Red Front"
When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

Mayor Oakley C. Curtis of Portland, a Democrat, was elected Governor of Maine over Governor William T. Haines, Republican, of Waterville, who was a candidate for a second term, by a margin of 2700 votes.

Everyone is asked to buy one bale of cotton and hold it until the war is over, when it is expected the price will be high. Among the first to purchase a bale was President Wilson, who bought a \$50 bale from the Georgia "Buy-a-Bale-of-Cotton" Club.

Governor Blease of South Carolina issued a call for a special session of the South Carolina Legislature to meet on October 6 and deal with conditions in the cotton trade. The Governor's proclamation declares action is needed to prevent loss to the people of the State.

This country is not only practically self-supporting, but possesses, in many lines, a large surplus available for protection against famine and temporary adversity, or for meeting exceptional demands from abroad, is the decision reached by the Department of Commerce after inquiry into the assets of the United States.

Interference with communication caused by the European difficulties led the United States postoffice department to announce that it cannot insure the correct or speedy payment of international money orders payable in any European country until after the restoration of peace and normal conditions. Such business, it is added, will be accepted subject to delays and risks.

Rev. Homer MacMillan of Atlanta, secretary of the executive committee of the Home Mission Board of the Presbyterian Church, South, laid before President Wilson a plan for a memorial to Mrs. Wilson in the form of a fund for the education of mountain children of the South, a work in which Mrs. Wilson was deeply interested. The President interposed no objection.

Secretary Lane has recently issued an order throwing 1,000,000 acres of land in Montana open to settlement under the enlarged homestead act. This action was taken upon the request of about 230 settlers, and the land may be taken up in homesteads of 320 acres each. The local land offices will be promptly furnished with lists of lands and further information may be obtained from them.

The paid admissions to the Panama-Pacific International Exposition since the gates were installed have been \$101,000. The largest single day's admissions were 18,000 for the Ball of All Nations on May 2. The largest attendance for a single day when there has been no program within the grounds was on August 2, when 8250 persons paid admission, representing \$2056. The average monthly attendance is now more than 50,000.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

During the month of August, 1914, 80 vessels of 21,477 tons gross were built in the United States, of which 4 of 13,749 tons were steel steamers, as follows: Atlantic & Gulf, 2 of 13,562; Great Lakes, 2 of 187 tons.

The Kolnische Zeitung states that the Hamburg-American Line has ordered from the Vulcan shipbuilding yard a sister ship to the "Konigin Luise," "which was lost in so honorable a manner at the mouth of the Thames."

British shipowners are complaining of the extremely low values that they are forced to submit to in insuring their vessels under the State insurance scheme. For instance, a vessel for which £12,000 had been refused, had to be entered at £3,500 in the State insurance department, with the result that the owner will either have to insure the balance at Lloyd's or lay the vessel up until such times as he can trade with her without risk.

The time for filing an answer to the libel and interrogatories in the suit of the Guaranty Trust Company of New York against the North German Lloyd steamship "Kronprinzessin Cecilie" for failure to deliver a large quantity of gold bullion in Europe, just before the European war began, has been extended until October 1. In the meantime the ship will remain in charge of a Federal keeper at Bar Harbor, where she took refuge after failing to complete her transatlantic trip.

Designs for the new destroyers Nos. 63, 64, 65, 66, 67 and 68 have been approved by the Secretary of the Navy. Although these vessels will generally resemble those of the preceding type, they will have triple instead of twin torpedo tubes and are designed "to produce certain important military characteristics desired by the General Board of the Navy." The invitation for bids on the construction of these vessels shows that the main characteristics of these vessels will be: Length, 310 ft.; beam, 29 ft. 10 in.; draft, 9 ft. 6 in.; displ., 1,108 tons; armament, four 4-in. R. F. guns and four triple torpedo tubes; machinery, steam turbines, oil fuel burning, water tube boilers. Bids will be opened by the Secretary of the Navy November 10, 1914.

Judgment has been given by the Court of Inquiry appointed by the British Board of Trade on the loss of the Leyland liner "Columbian." The Court declared itself unable to determine the cause of the fire. The master and crew were justified in abandoning the vessel, and none of them was to blame for the loss of life which occurred. Some of the cargo on the vessel was specially dangerous to the ship, the cargo, and those on board. Barium peroxide, which formed part of the cargo, was in the opinion of the Court of a dangerous nature within the meaning of the Merchant Shipping Act, 1894. The evidence was that the casks and barrels of barium peroxide were stowed in the ordinary way, and secured from moving fore and aft by bales of rags. They were placed in one tier, on a deck rendered uneven by the existence of old cattle battens and broken cement floorings. The Court was of opinion that under such circumstances extra precautions should have been taken to prevent cargo of such nature shifting.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes
FOR MEN EXCLUSIVELY
NEW STORE! NEW GOODS!
NEW MACHINERY!

Call and inspect our new up-to-date quarters
Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords
We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Anton
Adolfsson, F. H.
Albertson, Chris
Albous, Arney
Alexander, James
Allen, James
Amundsen, Albert
Andersen, A.
Andersen, Andrew
Andersen, Arnefeldt
Andersen, Nela
Anderson, A. -1344
Anderson, A. -1447
Anderson, Arthur
Anderson, E. -1781

Paars, Hans
Backman, Paul
Bakkenson, P. J.
Bakmyhr, Gustav
Bang, Mauritz
Bauer, Andrew
Behr, H.
Behrend, Fred
Belmeir, Peter
Bensen, Dick
Benson, Gus
Benson, Severin
Berg, John
Berghalm, Edward
Bjorklund, Eric
Bjorkstrom, Artur
Bjornsen, Conrad
Bjorseth, Knut

Callon, Josh.
Campbell, D. C.
Campbell, Geo.
Cariera, Pete
Carlson, A. A.
Carlson, John
Carlson, Joseph
Carlson, Walter
Celen, Wm. K.
Dallman, H.
Daubbs, Paul
Davis, Frank A.
Davis, Gala
Debus, Fredrick
De Bruin, B.

Eaton, William H.
Eby, Ivar. D.
Eckhoff, Otto
Edolf, K.
Eggers, John
Ehlert, Ernest
Ekeledt, Harold
Ellis, E.
Ellsworth, James
Farnen, M. S.
Fiedler, Emil
Fingerling, Eduard
Finn, Clas.
Fitzpatrick, P.
Folvik, Lewis

Gabrilsen, Edling
Gaseh, William
Glass, W.
Gordon, Geo.
Granstrom, Nestor
Gravitt, Carl
Griffin, Jas.

Haave, Norvald
Hoscar, Fred
Hallen, Victor
Hallenberg, Gustaf
Hallowes, Louis N.
Halvorsen, H.
Halvorsen, Olaf
Hammargren, Oscar
Hank, A. E.
Hannus, Alex.
Hansen, Bernhard
Hansen, C. T.
Hansen, H. P.
Hansen, Jerry
Hansen, J. -2156
Hansen, Olaf
Hansen, Oscar
Hansen, Thomas
Hansen, O.
Harmening, Fred
Hesseth, K. J.
Hawkins, Fred
Haws, Arthur
Heckel, Max

Blanco, D.
Blancet, Willy
Brucker, John
Boers, M.
Bohn, Franz
Borgen, John
Bowman, William G.
Brander, William
Bravich, Johan
Brennan, Patrick
Brennet, Waldemar
Broberg, C.
Brushard, Ewalt
Bryan, John
Brynjulfson, Halvar
Buse, D.
Bye, Sigurd
Bynum, Joe

Carron, Edward
Cary, Peter A.
Cherniawski, M.
Cockell, Frank
Connolly, Stephen
Costa, Casimiro
Cord, P.
Crosman, Geo.
Dehler, Alfred
De Landtshier, John
Deswert, William
Digman, Carl A.
Dracur, Elgardo
Dreyer, Carl

Elofson, John
Elone, Emanuel
Ericson, G. W.
Ericson, Gust.
Erikson, Bernhard
Erikson, G. W.
Erikson, -880
Erikson, E.
Eskildsen, Nils P.
Fraser, Thomas
Fredriksen, E. D.
Freiberg, P.
Friske, W.
French, Jack

Grigoleit, Ed.
Gronnevik, Isack
Gulbranson, Bjorn
Gundersen, Chas.
Gustafson, Gus
Gustavsen, Olaf
Gutman, Charles

Heldal, Trygve
Helin, Aana
Helin, Paul
Hellen, Gus.
Hempap, August
Henry, H. A.
Hensen, J.
Herman, Jack
Hicks, Gustav
Hilke, Karl
Hogan, A.
Hoschund, Andrew
Hollen, Carl
Holmen, Martin
Holmlund, Arthur
Holm, Carl
Holm, S.
Holst, R.
Holtberg, Ernest
Hultberg, H. J.
Hultberg, Ernest
Hubner, C. F. W.
Hyde, Carl

Ikiwalko
Illig, Gus
Jacobsen, John
Jago, C.
Jakobsen, Joakim
Jakobsen, Jakob
Jamisch, Ed W.
Jens, Otto
Jensen, C.
Jensen, Fredrick
Jensen, Hans
Jensen, Harry
Jensen, Just
Jensen, William
Jespersen, Martin
Johannessen, Elmar
Johannsen, Alf.
Johannessen, Anton
Johansen, Carl -804
Johansen, Edward
Johansen, Johan
Johansen, John -2309
Johansen, Louis
Johansen, S. W.

Kalber, Albin
Kalkin, Fred
Kallio, Frans
Kallberg, Arvid
Kallios, Alex.
Kalin, E.
Kalot, A.
Kargen, Fred
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo B.
Kasen, Frudu
Kaysen, C. T.
Keating, R.

Lacy, Thos. E.
Lala, August
Lapondie, Jean P.
Lapschies, Edward
Larsen, A. L.
Larsen, Alf
Larsen, Anton
Larsen, Georg L.
Larsen, T.
Larson, C.
Larson, H. P.
Lass, Johan
Lass, Harry

Macrae, Alexander
Maklor, Gustave
Maksnes, Kristian
Malmstrom, C. A.
Maltli, J.
Manss, Fred
Mardison, Andrew
Markley, Paul
Markman, Harry
Markmann, Heinrich
Markus, Gotfred
Martenz, Paul -2262
Martens, Paul
Masters, C.
Martensen, I. C. -2191
Martens, H. -1892
Mathisen, Charley
Mathisen, Christian
Mathieson, Ludvig
Mathsen, Olaf
Matson, Henning
Matta, John

Nar, P. Niels
Narup, Carl
Nelsen, Ernest C.
Nelson, John
Nelson, C.
Nelson, W.
Nerby, Kristian
Neumann, J.
Nielsen, Carl
Nielsen, Ingolf
Nielsen, L.
Oberg, C. W.
Oberg, Mauris
O'Connor, W. F.
Olafsson, Melchoir
Olmann, P.
Olson, Alfred
Olson, Charles
Olson, Ferdinand
Olson, Geo.
Olson, Geo. W.
Olson, Gus
Olson, Harry
Olson, Jens
Olson, M. E.
Olson, Olaf

Olson, A.
Olson, P.
Parrell, William
Partaner, Johan
Paulsen, Alex.
Paulsen, Martin
Pearson, Victor
Pedersen, Carl
Pedersen, Eliff
Pedersen, Hans
Pederson, Sofus R.
Pera, Gust

Pettersson, Oscar
-1551
Petz, Fritz
Pillsen, Eduard
Porath, Ben
Raalsen, Fred
Ramberg, B. A.
Rasmussen, John
Raymond, Frank L.
Regan, John
Reine, G.
Rennvall, A.
Richardson, E. O.
Richter, Niels
Saarinen, Werner
Sager, Ed.
Salger, Julius
Salvesen, S.
Sancher, Vincent
Sander, Robert
Sandsepp, O.
Sandseter, Paul
Sandstrom, O. H.
Sanios, Ben
Scheffler, Samuel
Schmidt, Bernhard
Schmidt, Ernest R.
Schultz, Albert
Schultz, F. J.
Schulze, Paul
Scott, Emil
Seagreen, C.
Seidel, Willi
Seiffert, Johannes
Shaffer, H.
Shallgreen, John
Shem, A.
Sherry, J. H.
Shields, J. J.
Slenning, Joseph
Smalmsberg, Otto
Tamman, Krispin
Tasnase, E.
Tho, Johan
Thomas, Edward
Thompson, E.
Thompson, Theodore

Udekull, C.
Uhlman, Axel
Vanderberg, Geo.
Van Katwijk, J. W.
Velson, Frank
Wagner, W.
Wahl, J.
Walgren, I. M.
Walsh, B.
Wanderlid, J.
Welson, R.
Weltz, Helle
Welure, J.
Werner, Paul
Westgaard, John
Zankert, Karl
Zechel, Walter
Zimmerling, Fred

PACKAGES.
Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Anderson, Axel
Athanasiele, Demetre
Pelling, Oscar
Bode, W. V.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellisen, Otto
Erickson, E.
Finnelly, Wm.
Gjarth, Petrus
Hansen, Carl
Hansen, Marlus
Hendriksen, Hagbart
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluf
Klette, E. F.
Laas, J.

Laydon, D.
Lundberg, Oskar
Mehrtens, H. K.
Miles, I. P.
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1223
Raasch, O.
Rary, Frans
Rasmussen, Emil
Rathke, Reinhold
Relsens, A. L.
Roslin, Robert
Sander, R.
Schroder, Aug.
Skellerey, A.
Sorensen, Pete
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET
Very Desirable, Light and Roomy
Stores and Basement
— in the —
Maritime Hall Building
— on —
49-59 CLAY STREET
Between Embarcadero & Drumm Sts.,
SAN FRANCISCO
Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS
Tailor
28 SACRAMENTO STREET, near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed
INFORMATION WANTED.
Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14
When making purchases from our advertisers, always mention the Coast Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367

Office Hours: 10 o'clock A. M. to 2
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week. Electric Lights,
Call Bells and Hot and Cold Water in
every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

:: BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping.
Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated.
Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

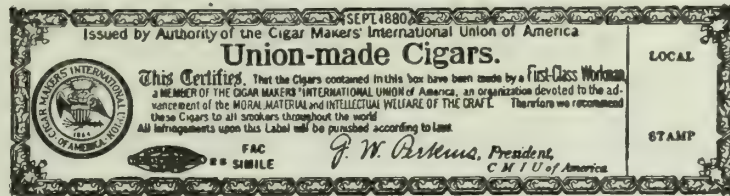
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET

San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Hans

Christian

Andersen, E. W.

Andersen, Gus

Boers, J. G.

Bloom, A. A.

Bernhard, Oscar

Colbert, M. J.

Cohn, W. R.

Erickson, Earl

Erickson, O. E.

Findlay, J.

Hans, Nick

Herno, Fred

Hallen, Victor

Happmer, H.

Jacana, Carmelo

Jansson, Axel

Johnson, Martin

Johnson, John E.

Kathy, Albert

Lundquist, Fritz

Magnussen, Magnus

Nieman, August

Olson, John

Orabrova, Peter

Petersen, Chas. F.

Roelfs, J.

Roelfs, J.

Rinta, Carl

Schultz, F. J.

Wallen, E.

Seattle, Wash.

Abolin, Adam

Borgen, K. Sigurd-

sen

Dahl, Ben.

Fister, Johannes

Finnigan, I. H.

Hagen, Gundav

Jensen, Gustav

Johnson, Ingvald

Johnson, Axel

Nelson, Nels Wil-

helm

Larsen, Fred

Magnuson, P. A.

Osterlund, Albert

Olsson, Sigfrid

Peterson, Andrew K.

Phlster, Albert

Polhome, Mr.

Ridderstaff, Ernest

Rye, F. M. J.

Selback, Chris.

Slinning, Rasmus O.

Spellman, Tom

Starks, John

Stein, George G.

Stixrud, Jack

Stromsness, Oscar

News from Abroad.

In June 8000 immigrants arrived in Argentina and 28,000 emigrants left. In May 9000 entered and 24,000 left. Others would leave if they could.

The Swedish Riksdag has approved a proposition from a Government committee to grant 500,000 crowns (\$134,000) as pecuniary assistance toward building a floating dock at Goteborg.

Following a violent discussion over the subject of the attitude of Turkey, Enver Pasha, minister of war, fired two shots at the crown prince of Turkey. The prince returned the fire, killing the war minister.

Japan's attempt to gain a strong foothold in Lower California failed when the new Mexican Government, through its Los Angeles consul, Adolfo Carrillo, refused a syndicate of wealthy Japanese rich land and pearl concessions sold to them by ex-Dictator Huerta. This action came as a climax to a series of negotiations said to have been carried on between Huerta and Japan. The Japanese, Carrillo said, already are in possession of a large number of valuable concessions in Lower California, which will be taken from them.

The crews of the six British steamers captured by the German cruiser "Emden" in the Bay of Bengal, five of which were sunk after the crews had been taken off, have arrived at Calcutta. George Read, second officer of the "Indus," says his ship was sunk on the morning of September 10 by the "Emden" as she was coming up the bay. The Germans had intercepted all wireless reporting the movement of ships, and so knew the position of all the vessels in the bay. The next afternoon the British ship "Lovat" was sighted by the "Emden" and the same program was followed in her case, the crew being transferred and the vessel sunk. On the night of the 12th the "Katinga" was sighted and an armed crew placed aboard her. Two hours later the "Killin" was captured and an armed crew took possession of her. The crew placed aboard the "Killin" was removed in the morning and she also was sunk.

The silence of the British authorities regarding naval operations in the North Sea was suddenly broken by the announcement of a disaster to the British Navy, which, according to official information, has suffered the loss of three armored cruisers, sunk by German submarines. The victims of this brilliant stroke on the part of the German fleet were the "Cressy," the "Aboukir" and "Hogue," sister ships. The loss of life among the crews of these vessels probably will be heavy, although a considerable number of men were picked up by the cruiser "Lowestoft," a division of torpedo boat destroyers and some trawlers. The warships "Aboukir," "Hogue" and "Cressy" are cruisers of the same type. Their tonnage, armament, etc., are identical. These vessels had a displacement of 12,000 tons, were 440 ft. long, 69.3 ft. wide and drew 26 ft. of water. Each one had a complement of 755 men, including officers and crew. These three cruisers had armaments consisting of two 9.2-inch guns, twelve 6-inch guns, twelve 12-pounders and five 3-pounders. The "Aboukir" and the "Cressy" were built at Govan in 1900, and the "Hogue" was built at Barrow the same year.

With the Wits.

"What test would you apply to men seeking positions as waiters?"

"I would select those of fetching ways."

"What did you get?" said the first burglar as his pal came out of the window.

"Nowthin'," said the second burglar. "Dis is a lawyer's house."

"You still got yer tools, ain't you?" anxiously inquired the first burglar.

"What are you going to do when you get home?"

"I don't know yet," replied Senator Sorghum. "I've got to wait and see whether my reception by the town folks is in the nature of an ovation or the third degree."

"My dear," he said, "you are superb! To any man a credit. You'll be the reigning belle tonight," and kissed her as he said it.

"My love, I'm glad you like my clothes," with beating heart she said it. "Because this party gown and wrap are also to your credit!"

An angry mother had her little son by the hand and held a menacing cane.

"I'll teach you to tie a kettle to the cat's tail!" she said.

"It wasn't our cat," said the boy.

"No, it wasn't, but it was our kettle," said the mother.

What is greater than the friendship that exists among men?

The young Alameda man had carefully explained that he must go to San Jose, but declared that he would surely be back for 7 o'clock dinner, as usual. He didn't return as per schedule. The hours dragged by and wife became anxious. Finally she telegraphed to six of her husband's friends in San Jose, asking them if the missing man was there.

With the dawn came a farmer's wagon dragging in a broken-down automobile and the husband. Almost at the same moment, a messenger boy arrived with six telegrams, and all of them read:

"Yes, Walter is passing the night with me."

An Invitation

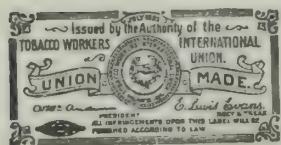
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, S. F., Next to SAILORS' UNION HALL

MADE TO ORDER SUIT CLUB

Union Label in Coat, Vest and Pants

OUR CUSTOMERS ARE UNION MEN. WE SELL UNION MADE
GOODS ONLY.

Phone Douglas 1737

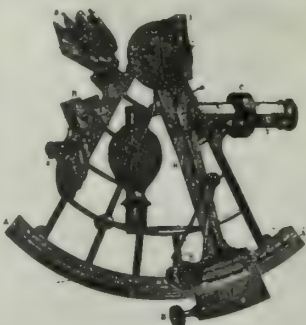
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James R. Sorensen
Free and Free.

ONE BIG STORE

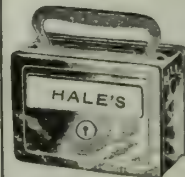
Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

YOU Can Start a Bank Account With Only 51c.



You don't need one dollar to start a bank account when you have one of HALE'S Savings Banks. It takes but 50c to purchase one of our compact little \$1.00 Banks, and one cent starts the account.

Your savings will be just as safe from the temptation to open it on a moment's impulse as in a Savings Bank, because each Bank is fitted with a patented lock, the key to which we keep. That is the BIG FEATURE of these Banks. We will open it at any time upon presentation at Transfer Desk—Main Floor—you do what you please with the money.

These Banks are made of tempered steel, with neat oxidized copper finish. Inquire at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

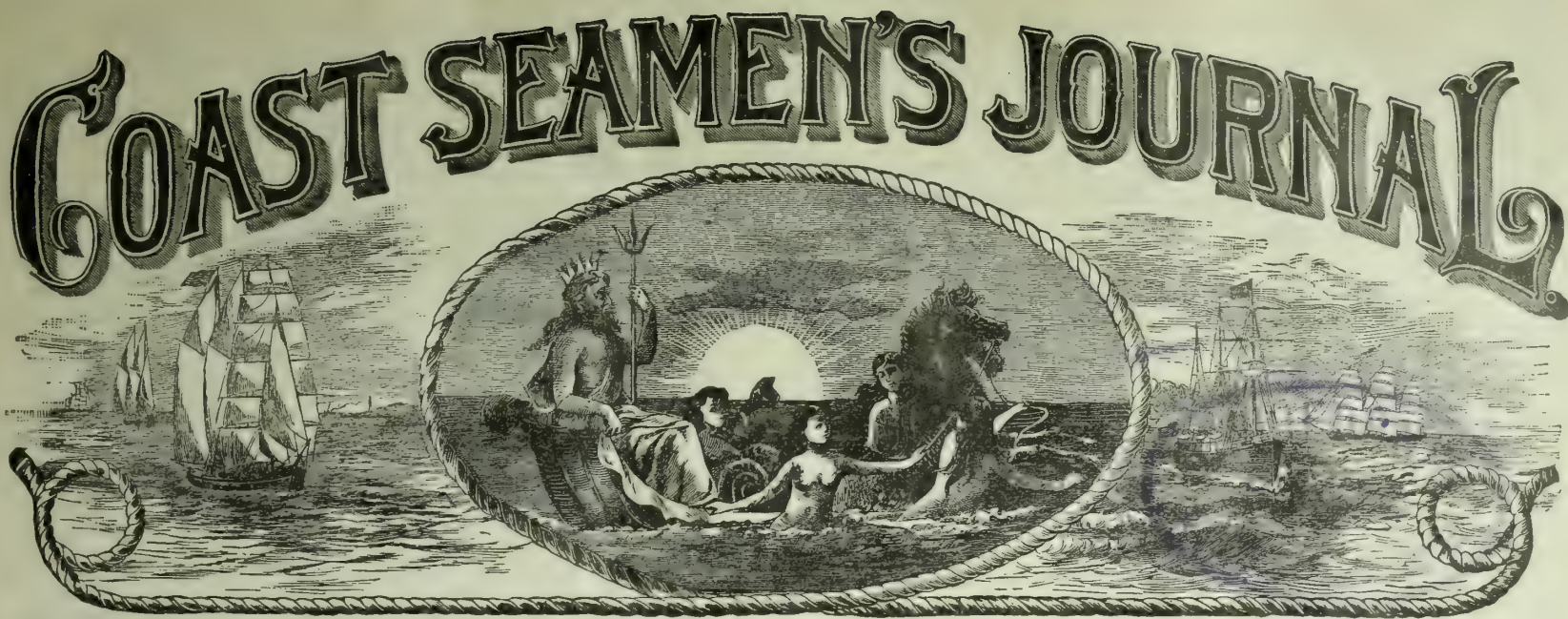
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 4.

SAN FRANCISCO, WEDNESDAY, OCTOBER 7, 1914.

Whole No. 2298.

ORGANIZATION IS LABOR'S HOPE.

College Professors So Declare in "American Federationist's" Symposium.

"Organization the means of Progress for Humanity." By Robert F. Hoxie, Professor of Political Economy, University of Chicago.

Since the dawn of civilization the fate of the downtrodden has depended upon two great factors—organization and leadership. Down through the ages until we reach a time within the memory of men now living, the workers were, with rare and fleeting exceptions, organized by the men of the privileged orders and led only by their masters,—first the slave masters, then the nobles and clergy, and finally the owners of the material means of production. The work was theirs but not the product; obedience was theirs but not the making of the law; they fought the wars but for the rights and privileges of others; theirs was the dignity of labor but not the dignity of life. In poverty and dishonor they, the many, gave their sweat and blood, their wives and children to purchase leisure and luxury for the few who were entrenched in the power of organization and the arts of leadership.

But gradually through their bitter experience the workers were taught the two great lessons of life: that the primal rights of man and the decencies of life—labor with dignity, health and safety, the comfortable home, the sheltered and unbroken family circle, education and recreation—are not automatic rewards of the good and meritorious individual, are not let down from heaven or the state, but must be wrung from privilege and interest, and, secondly, that in the struggle for these things the individual is nothing—the group is all. For what power has the individual against the state, and what force the one worker against the master of hundreds or thousands?

Then began the organization of the workers for the workers, and so dawned a new era of hope and betterment for the men of Labor. But for long the new struggle was almost fruitless. The lesson had not been all learned. Organization alone, it was found, could effect little either under the rule of legal restriction or the freedom of competition and bargaining. Under the former working group was pitted against working group, and the restrictions made in the past for the benefit of the privileged stood; under the latter, the toilers, tied to the bench and sunk in the mine, were no match for the men of the market-place and their wily representatives of their own, trained leadership representatives of their own, trained leadership drawn from the men of toil, the workers were still helpless. Men they needed who had suffered with them, men of force and experience who had learned the intricacies and subtleties of trade and politics, to unify the workers' viewpoint, to unite the scattered organic groups, who could meet craft with craft, special knowledge with special knowledge, and, backed by the solid array of millions of united men could defy the threat of force and the unjust manipulation of the law.

It is the proudest boast of Labor and the greatest cause for cheer that out of this need and stress such leaders arose that in the main they have proved true to their comrades and

the cause, and that the rank and file under their guidance are fast learning the lessons of solidarity, discipline, and the necessity of good leadership.

To-day, as in the past, organization and leadership rule the world. But to-day, as never before, we behold organization and leadership of the workers, by the workers, and for the workers. Of the outcome there can be no doubt. No longer is the organized worker a slave to the whim of the master, dependent for his bread upon subservency under driving and insult, but a man dignified by the consciousness of rights recognized and sustained, for he has practically won already a right to his job, a living wage, a modicum of leisure and universal education for his children, and he has won to the point where the master in his last resort dare no longer manipulate the law to sustain his unjust claims and privileges.

It needs now no prophetic eye to see the time not far distant when autocracy shall have been driven from its last stand; when democracy in government and industry shall prevail; when dignity, security, and comfort shall be the lot of all who toil; when organized labor shall have completely triumphed.

"Progress in Collective Bargaining." By Henry R. Seager, Professor of Political Economy, Columbia University.

The organized workers of the United States are surely to be congratulated on the progress made during the last year. The very violence of some of the labor struggles that have occurred has served to call nation-wide attention to the deplorable conditions in the mining, textile, and other industries and to increase the public understanding of and sympathy with organized labor's demands and aspirations. Legislation pending in Congress promises to register this better understanding and wider sympathy in laws that recognize the proper distinction between combinations of wage-earners and of employers concerned with their mutual relations and combinations of producers aiming to take advantage of scattered and unorganized consumers.

This progress brings with it new problems and new responsibilities. Public opinion is still wavering in reference to the wisdom of permitting organized labor to oppose its full strength, whether through the strike or the boycott, to the resistance of employers to its demands for better conditions, and the ultimate decision will hinge largely on the use made of new rights as they are acquired. Some of the circumstances that may hasten or retard the spread of collective bargaining are specially worthy of consideration.

The correlative of the closed shop, or better the preferential shop, is the open union. All thoughtful wage-earners must set their faces squarely against union regulations or policies which prevent competent and upright workers from obtaining admission to labor organizations on fair and equal terms. Such regulations make the closed shop an engine of oppression instead of a means of emancipation and rally the dis-

interested public to the side of employers in opposition to it.

In formulating demands upon employers due consideration must be given to the requirements of efficient production. Much sentimental nonsense has been spoken and written about "the identity of the interests of labor and capital." Nevertheless every intelligent worker knows that his wages as well as the profits of the employer can be secured only as the result of successful industry. The more highly machinery for collective bargaining is developed and the more completely oppressive monopolies are brought under control, either through competition or through government regulation, the greater will be the obligation resting on wage-earners to consider the public interest in efficient and ample production as well as their own interests in higher pay and shorter hours. Many restrictions on output are fully justified as means of protecting workers from too intensive or too prolonged effort. Others result in sheer waste which must, in the long run, injure wage-earners as well as their employers and the community. Efficient production and the avoidance of needless wastes, as well as better conditions of employment, must be aims of the high-minded wage-earner if he is to enjoy the sympathy and command the respect of the public in his efforts to improve his condition.

The extension of machinery for collective bargaining should be accompanied by a more frequent resort to conciliation and arbitration as substitutes for strikes and lockouts. Public boards of conciliation and arbitration to be efficient must be non-partisan.

Present conditions are disheartening enough, but with organized labor free to use its growing strength to improve labor conditions, with labor unions open to all competent workers and more and more truly representative of the interests of Labor as a whole, with wage-earners themselves mindful of our common dependence for our well-being upon efficient production and the avoidance of wastes, and with boards of conciliation and arbitration representing fairly the public and employers as well as the workers and thus commanding the confidence of all of the parties to labor disputes, is it not reasonable to expect rapid progress in the future? This is the hope which reconciles many of us to conditions which without it would seem intolerable.

"Effective Organization Is Practical." By Jeremiah W. Jenks, Professor of Political Economy, New York University School of Commerce, Accounts and Finance.

Perhaps there is no better way to test the degree of civilization of a country than to note the standard of living of the wage-earners. The wages upon which this standard of living must be based are determined to a very great degree by the productivity of the workers themselves. The larger the product the more there is to divide. It is dependent, however, also in part upon the way in which the returns from the product are divided. This brings about always a rivalry of interest between employer and work-

men. However, fortunately, as society becomes more enlightened and both classes become better trained, this conflict is gradually being lessened in bitterness by methods of friendly negotiations, through collective bargaining and other similar means.

It is also gratifying to note that as the years go by the standard of living of the wage-earners is steadily rising. The facts show beyond much doubt that in the United States, at any rate, among the skilled workers, the ability to secure articles of comfort and enjoyment has at least doubled during the last fifty years. This steady improvement in the standard of living of the wage-earners has been due, in my judgment, in no small degree to the acts of the trade unions in steadily demanding a reasonable share of the product of industry and in enforcing their demands by argument, by the education of public opinion, by strikes if need be. The wage-earners are to be heartily congratulated upon the leadership which has enabled them thus to secure better wages, better conditions of work, greater comfort in living, better means of improving themselves and their children.

The wage-earners should see to it in consequence that they choose and retain leaders who are cool of head, able to present their case, men of character who can be trusted. They should likewise, when they have such men, be ready to give them their confidence and follow their leadership. More than once I have been in the midst of a strike, in a position to know well existing conditions, and to see intimately the positions of both parties to the conflict and the motives influencing them. On more than one occasion I have seen a victory won by the cool-headed labor leaders (who, as a rule, are more experienced and more skillful in leading a conflict than are the employers) and then have seen that contest lost because the rank and file, not knowing existing conditions, maddened by reckless agitators, have insisted upon demands that were unreasonable, often impossible, and have refused to follow the union leadership.

Such cases ought not to arise. The wage-earners by following wise leadership have gained greatly. By choosing and supporting the leaders who are conservative and wise, while indefatigable in their efforts to gain all that is possible and just, they will advance their cause far more rapidly than by letting themselves be misled by agitators who are shouting for the unattainable. The cause of the wage-earners is advancing. The outlook is cheering. Let the good work go on.

JOHN BURNS, ANTI-MILITARIST.

John Burns, of Battersea, has been called more hard names by Socialists and Labor men than any other person in Great Britain. Judas and apostate were comparatively mild terms to heave at the head of the one-time Social Democrat who accepted place and pelf at the hands of a Liberal Government.

Burns, however, has, despite all that he may have done in the way of repudiating his revolutionary ideas, shown that he still possesses principles that are to him of greater value than the sweets of office. He is an ardent anti-militarist, and as a member of the British Cabinet refused to agree to the jingoism of some of his colleagues. In this connection his action has the value of consistency.

It will, no doubt, be remembered that during the Boer War Burns was a pronounced and outspoken pro-Boer, and because of his anti-jingoistic attitude Battersea admirers hurled bouquets in the shape of half and whole bricks, blue metal and what not through his windows. The impulsive British elector awakened to the fact one foggy morning that John was right. A similar awakening is inevitable again.—Maoriland Worker.

As a result of the war, fifty papers in Great Britain devoted to trades or to sports have suspended publication. Evidently there is something worse in war-time than a censorship.—New York World.

Uruguay, much of which formerly was treeless, within a few years has planted more than 17,000,000 forest trees.

EIGHT-HOUR DAY PRIMERS.

By THOMAS W. WILLIAMS.

Congressman Mann, Republican leader, in a speech delivered in the House, December 11, 1911, said:

"If I had my way about it, I would forbid any person employing labor for more than eight hours in twenty-four. We will gradually come to that."

President William McKinley said in the year 1890:

"This eight-hour legislation has been promised to the ear and broken to the hope of the laboring men of the country long enough. The trend of the nations of the world is toward a shortening of the workday; first, in the interests of health; second, in the interests of humanity; third, in the interests of the home and family."

Ira Stewart said:

"Machinery is discharging laborers faster than new employments are provided. Machinery must not be stopped, and tramps must not be increased."

Commander Folger, Chief of the Bureau of Ordnance, said:

"If you could, by fiat, say that every man in the land should work but eight hours, it would be a very good thing to do. The quality of the work would compensate for the difference in hours."

Again:

"The effort to get more than a certain amount of work out of a man defeats itself. If an increase in quantity always at expense of quality. The speed of the work lessens as the day advances."

Josephine Goldmark reports:

"A reduction in hours has never lessened the working people's ability to compete in the markets of the world. States with shorter workdays actually manufacture their products at a lower cost than States with longer workdays." (Fatigue and Efficiency, page 173.)

Dr. Charles B. Steinmetz, one of the leading electrical scientists of the world, states:

"The man who works in a shop eight hours a day to-day works longer than the man who worked twelve or fourteen hours years ago."

Samuel Gompers:

"Compare any two or more countries on the face of the globe; compare any two States in the United States; compare any two cities in any one or more States; compare any two industries in any one city; yes, compare any two establishments of a similar industry in any one city, and there is no departure from this rule, that the longer the hours of daily labor the lower the wages, and vice versa."

Professor Clark of Columbia University sums up the question for the employer of labor very truthfully in these words:

"If you want to get a man to work for you one day, and one day only, and secure the greatest possible amount of work which he is capable of performing, you must make him work twenty-four hours; if you would have him work a week, it will be necessary to reduce the time to twenty hours a day; if you want him to work for a month, a still further reduction to eighteen hours a day; for the year, fifteen hours a day will do; for several years, ten hours, but if you wish to get the most out of a man for a working lifetime, you will have to reduce his hours of labor to eight each day."

"We know of no reason why, if a reduction of the hours of labor infallibly leads to an increased production of wealth, the conditions of the race should not be sufficiently improved by the general cessation of tiresome exertion." New York Post, May 1, 1886.)

"In this country and in England, where the concentration of capital is the greatest in the world, the productive capacity per capita is nearly two and one-half times that of the average in continental countries." (Guntton's Wealth and Progress, page 9.)

More recent investigations indicate that the graphite deposits in the vicinity of Passau, Bavaria, may be a source of great wealth to the country, and also one of the main graphite supplies of the world. Passau is a picturesque town, situated on a tongue of land formed by the confluence of the Danube and the Inn rivers. It lies near the Austrian border and owes its importance to the Danube navigation. Passau graphite has been utilized for several centuries and crucibles made of it were used by the alchemists of the middle ages.

TRIBUTE TO LABOR.

The Toronto "Globe," the most influential Liberal newspaper in Canada, demands that both political parties in the Dominion shall clean house. It alludes to the recent scandals in the Ontario and Quebec Legislatures, and the Grand Trunk Pacific Railway revelations, and the latest scandal—the diversion of the funds of the Trent Canal for political purposes. It declares that the whole tone of public life in Canada is at a low point, and it is necessary that some stand be taken unless Canadian politics are to decline to the level of those of the United States.

Let's see. In Canadian politics and also in those of the United States there is no Labor party exercising any influence in the legislatures. Can you see the connection? In Canada Boodledom rules absolutely unchallenged. There are two sections calling themselves Liberals and Conservatives, but they are essentially the same.

In the United States there are similar conditions except that the labels of the sections are different. There they call themselves Democrats and Republicans. They agree to differ in tariff matters, by way of a big bluff, but practically they are one.

Here we have the Toronto "Globe," the premier Canadian newspaper, in a moment of unguarded exasperation, admitting that the conditions of public affairs in that country are of a reeking description, yet still it is able to draw some degree of consolation from the fact that they are not yet quite so bad as in the United States.

Scarcely could a finer tribute to the purifying influence of the Labor movement be paid than these admissions that in those countries where it has not yet been able to exert any legislative weight the corruption and political contamination are so putrid that they positively smell to heaven.

Surely a mind that cannot perceive the connection between these two circumstances is hopelessly obtuse or wilfully blind!

We could fill a volume with instances of the excellences which have followed in the wake of Labor's legislative influence, but it is doubtful if it would be half so effective as the simple indication of the low level of public morality coupled with the high level of corrupting graft that exists in those countries wherein the movement has as yet attained no political power.—Brisbane (Queensland) Worker.

Among the Buriats and Yakuts of Eastern Siberia the almost general rule of decline and decay has failed to make good. While practically all other far northern tribes are dying out, here are two which, since 1857, have increased steadily. The coming of white men has been a benefit to them, and in numerous cases they have abandoned their nomadic mode of existence and have taken kindly to agriculture, while at the same time they have begun to adopt many Russian customs as regards food, furniture, and dress. Similarly the Yakuts, under Russian influence, have developed very considerable agricultural interests; they are the owners of big herds of cattle and engage in hay making. They favor Russian dress and frequently construct their dwellings in the Russian style. Both the Yakuts and the Buriats are quick to learn, and in the Yakutsk province Yakut scholars often constitute half of the total in the schools, while some of them qualify for higher education.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Sea Safety Bill Is Urged.

In a leading editorial on the Seamen's bill, now pending in the Senate, the Washington Post says:

"Will it require another great sea disaster, like that of the 'Titanic' or the 'Volturno,' to bring about the enactment of legislation designed to provide greater safety at sea?"

"It is now more than two years since the sinking of the 'Titanic,' with 1,600 persons on board, aroused the people of the United States to the need of a law which would compel shipowners to provide enough lifeboats to take care of all on board and for the adequate manning of these boats.

"The desire of the Senate for remedial legislation was so great at the time of the disaster that a special committee was sent to board the 'Carpathia,' which was returning with the survivors. A lengthy investigation was made and a remedial measure was introduced.

"Now, after two years of discussion, the Senate committee refers the so-called Seamen's bill to a subcommittee 'for further consideration.'

"Hasn't there been sufficient consideration of the subject in the two years that have elapsed since the sinking of the 'Titanic'? Since it was possible to rush the complicated tariff and currency bills to a conclusion in one session, why should it take more than two years to enact a law which involves all Americans who travel by water?"

"If an anti-trust bill, affecting the prosperity of thousands of business men and tens of thousands of employes, can be rushed into conference after a superficial debate, after many members have admitted their confusion as to its meaning, why should the Seamen's bill, involving problems that are almost elemental, be referred to a subcommittee for another delay?"

"The Seamen's bill can be thrashed out in conference, as well as in a subcommittee. The thing to do now is to get action on a measure that involves not fiscal matters, but the lives of thousands of persons."

Aiding Georgia Strikers

At a meeting of the emergency committee of the United Textile workers at Fall River, Mass., President Golden made a report of his investigation of the strike at Atlanta against the Fulton Bag and Cotton Company. The report in part, follows:

"Nearly 1,200 people are involved in the strike, which resulted through the discharge of a number of old employes who had given years of faithful service, because they had dared to form a union. Hired thugs parade the streets around the mill, supposedly for the purpose of protecting the mill property, when, as a matter of fact, no violence whatever either against the mill property or against the imported help has ever been attempted. The principal work these hired thugs are engaged in is to try and goad the strikers to some lawless act.

"On my arrival in Atlanta I found our people were being evicted from the com-

pany's shacks by negroes engaged by the company, white men in and around Atlanta refusing to engage in such work. I immediately purchased a number of army tents and secured the grounds at White City close to the mill property. These grounds are owned by an old union printer, and were turned over to me free of cost as long as the strike lasted. In about one more week we will have all the strikers under canvas, a healthful change from a filthy, unsanitary company shack to a clean, sanitary army tent, out in God's sunshine and fresh air, which the Fulton Bag and Cotton Company with all its millions cannot take from them.

"Unless the right to organize is granted to these people we are prepared to fight for this right until it is granted, if it takes all this year and the next. We are going to feed these people better than their scanty wages allowed them to feed themselves. We plan to secure donations of clothes and shoes to fortify them against the cold blasts of winter from those generous people who are always ready to help in such a worthy cause. We plan further to thoroughly expose the terrible conditions existing in Atlanta and other parts of the South, which, to say the least, are a disgrace to twentieth century civilization as they apply to the textile industry."

Sudden War Is Impossible.

America has made it impossible to be suddenly drawn into the present European war by the acceptance of peace pacts which were negotiated before general continental hostilities were begun. Great Britain, France, Spain, and China have signed these peace commissions, while Germany, Russia and Japan have signified their acceptance of the principles contained therein, though negotiations have not reached the point of drafting the formal papers.

With the signing of the treaties agreed to by Great Britain, France, Spain, and China, the number of agreements of this kind entered into by the United States will number twenty-six. Nineteen have been ratified by the Senate, and include the more prominent countries of South America, Denmark, Norway, Switzerland, Portugal, Italy, and the Netherlands. The treaties with the first four named nations provide "that all disputes, of every nature whatsoever, to the settlement of which previous arbitration treaties or agreements do not apply in their terms, or are not applied in fact, shall, when diplomatic methods of adjustment have failed, be referred for investigation and report to a permanent international commission and they agree not to declare war or begin hostilities during such investigation and before the report is submitted."

This means that after diplomatic negotiations fail to settle a disputed point, the matter shall be referred to a commission which shall report within a year, during which time no declaration of war shall be made.

While none of the contracting parties surrender their right to go to war after

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The number of foreign workers in Germany last year was estimated to be 767,000.

All males in New Zealand from fourteen to eighteen years of age must serve in the senior cadets, from eighteen to twenty-five years in the territorial force, and from twenty-five to thirty years in the reserve.

With reference to Miss Pankhurst's statement that there are women in England receiving only 2d. an hour for their work, Miss Bolding, an inspector under the New South Wales Government Labor Department, says: "I know of cases in Sydney where they receive less."

A South American Trade Union Congress will take place this year, and the unions in the Argentine, Brazil, Chile, Paraguay, and Peru have expressed their intention of taking part. Several labor journals have been recently issued in hot tempered Brazil, and Chile, too, has its labor papers.

A Royal Commission appointed by the British Government to inquire into the late strike on the Rand and the deportation of the nine South African union leaders justifies up to the hilt the Labor unrest and the strike which was so violently suppressed. The blame for the unrest is placed upon "the present system of management, remuneration, and discharge of white labor," and the predominance of ulterior aims such as "market manipulation," and "political, racial, and minor electoral advantages."

Exclusive of seamen, the number of workpeople reported to the British Board of Trade as killed in the course of their employment during June, 1914, was 245, a decrease of 50 on a month ago, but an increase of 10 on a year ago. The mean number for June during the five years (1909-1913) was 221, the maximum being 244 and the minimum 187. Fatal accidents in the railway service during June, 1914, numbered 45, an increase of 18 on a month ago, and of 9 on a year ago. The total number of fatal accidents at mines was 98, a decrease of 31 on May, 1914, and of 11 on June, 1913. There were 7 fatal accidents at quarries in June, 1914, compared with 10 a month ago, and 8 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in June, 1914, was 93, a decrease of 33 on a month ago, but an increase of 12 on a year ago.

The total number of claims to unemployment benefit made at British labor exchanges and other local offices of the unemployment fund during the four weeks ended 26th of June, 1914, was 73,743, as compared with 83,884 during the five weeks ended 29th May, and with 68,058 during the four weeks ended 27th June, 1913. Of the total of 73,743 claims, 48,192 (or 65 per cent.) were claims for the direct payment of benefit, and 25,551 (or 35 per cent.) were claims for payment of benefit through associations of workpeople on the insured trades having arrangements with the Board of Trade under section 105 of the National Insurance Act. The number of claims during each of the four weeks was 16,304, 20,285, 18,195, and 18,959 respectively, the average being 18,436, as compared with 16,777 in the five preceding weeks and with 17,014 in June, 1913.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

CLOTHES SATISFACTION

IS THE RESULT WHEN YOU CONSULT

S. G. SWANSON

For the BEST there is in TAILORING

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiant S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

San Pedro Letter List.

Andersen, A. -1645	Kremer, Sigurd
Andersen, Rasmus	Kalmann, Andvey
Andersen, Martin	Kolodzie, George
Andersen, Axel	Kristiansen, Nils
Andersson, E. -1762	Karstin, Hugo
Andersson, H. -1883	Leideker, E.
A. Mr. -1504	Lang, Chas.
Andersen, Edward	Lindner, J. -1750
Andersen, Gust	Lundberg, T.
Allin, Emil	Lyngard, Jorgen
Andersen, David C.	Mesak, E.
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Martinelli, Walter
Bringsrud, Marald	Mennicke, Fritz
Berg, S.	Miller, Wm.
Brogard, N.	Mayers, P. M.
Bergqvist, Wm.	Michaelsen, A. -1105
Boy, A.	Morris, M. H.
Crul, M.	Matison, J. -1320
Christensen, A. -1095	Makinan, K.
Cotter, J.	Nilson, Edon. C.
Carlson, Kalle	Olsen, A. O. -759
Ceean, John	Olsen, Hans
Clausen, J.	Olsen, Ole Wilhelm
Chilton, Harry	Osterberg, S. H. -1284
Caddel, Adolf	Olsen, O. Marthin
Carlson, Carl	Paader, Hugo
Dreger, Jack	Paulson, Gustaf
Essen, Carl	Perez, Antonio
Ellingson, Ivar	Plant, Billie
Fasholz, Dan	Peterson, C. E. -903
Falkvik, Lewis	Rutel, Ernest
Grigoleit, E.	Robbins, Jack
Gunther, Dick	Sandstrom, Ivar
Gustafson, Alf	Svensen, Nick
Gusek, E.	Svendsen, S. -1717
Gronlund, Oskar	Steen, J. C.
Holmborg, Frank	Sandy, Oskar
Hansen, Marius	Samuelsen, Victor
Holm, Arthur	Schultz, Albert
Hansen, H. T. -1446	Schultz, Axel
Hansen, Johannes	Sanseter, Paul
Hakonsen, P. O.	Schmidt, George
Haro, Aarp	Schager, E.
Harold, Henry	Svenningsen, S. N.
Hermanson, Fritz	Schultz, Robert
Johansen, Ed. -2240	Tell, Olaf
Johansen, Emil	Tvedt, Olaf
Johansson, N. A. -280	Thomas, Joseph W.
Jensen, Oscar M.	Vohs, Heinrich
Johnson, John A.	Wagner, Billy
Jorgensen, H. P.	Zimmer, Walter
Johnsen, George	Johnsen, Nils A.
Karlson, Richard	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our French Dry Cleaning Process which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer inCIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE

GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)

KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Goteborg, Sweden. 9-23-14

A SAILOR'S BANK

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

— in the —

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The general opinion among shipping men is that the practice of carrying heavy deckloads is responsible for the loss of the steam-schooner "Francis H. Leggett."

It has been suggested in shipping circles that before the beginning of the Salvador coffee season, about the end of October, a line could be established between New York or New Orleans and San Francisco through the Panama Canal.

The keel of the new ferryboat "Ramon" which is being built for the Oakland, Antioch and Eastern Railway at Pittsburg, Cal., was laid on Sept. 23. The boat will be used in place of the steamer "Bridgeit" to ferry the Sacramento electric trains across Suisun Bay. The "Ramon" will be 235 feet long, will be of steel construction, and will handle an electric locomotive and eleven cars.

William J. McGee, assistant treasurer of the United States at San Francisco, has been officially authorized to receive payment of Panama Canal tolls. Under the instruction issued, a vessel may enter Gatun Lake from either end of the Canal and may, without passing through the locks at the other end, return to the original point of entry of the Canal without payment of additional tolls.

It is reported that instructions have been sent to all British Consuls that the Government has no objections to the transfer of ships from British to American registry in cases where they have been continuously American-owned. The instructions are said to have reached Rio de Janeiro just after the steamer "Robert Dollar," which had been held up pending a transfer of registry, had cleared.

The steamer "Admiral Sampson," which went down as the result of her collision with the "Princess Victoria," was the fifth vessel that the Pacific-Alaska Navigation Company has lost during its history. The others were the steamers "Portland," "Jeannie" and "Yukon," wrecked on the Alaska coast, and the "Kentucky," lost in the Atlantic just after leaving New York on her way out here to join the fleet.

The contract for repairs to the Canadian Pacific steamship "Princess Victoria," which was in collision with the steamer "Admiral Sampson" off the Point-no-Point, has been awarded to Yarrows, Ltd., of Esquimalt, B. C. The amount covering the repair contract has not been disclosed. It is understood that about sixteen bow plates will have to be renewed and a section of the stem will have to be replaced.

Work is to commence, in the near future, on fourteen small lighthouses for the Panama Government. These will be situated on the Pacific coast, and will afford a distinct aid to navigation there. They will be located: One each at the entrance to the Panama Bay, Mellon Island, San Carlos, Port Obaldia, Port Posada, Santa Lucia River and Chitre; and at Aquadulce, Mensabe and on the Linartes rock, two each.

For the first time in six years, Humboldt Bay (Cal.) is said to have been absolutely bare of coasters on September 30. With the departure of the passenger steamers "F. A. Kilburn" and "George W. Elder" and the freighter "Northfork," there were left in the bay nothing but local bay vessels, and of these only three were steamers, the ferryboat "Antelope" and the two Association tugs "Ranger" and "Relief," the latter tied up.

A report received by the marine department of the San Francisco Chamber of Commerce states that the German ship "Eliza Lihn," which sailed from Port Townsend before the beginning of the European conflict, arrived at Sydney, her destination, on September 7, sailing directly into the hands of the enemy, her skipper being unaware of hostilities. The "Lihn" carried a lumber cargo from the northern port.

With a capitalization of \$5,000,000, the Great Northern Pacific Steamship Company has filed articles of incorporation with the Corporation Commission at Salem, Ore. The company, which is a subsidiary of the Hill railroad lines, will engage in operating steamships and water craft on the Columbia River and Pacific Ocean, according to its articles. Two big passenger vessels, which will ply between Astoria and San Francisco, are now nearing completion.

Commander Bertholf of the revenue-cutter service has received word from Unalaska that all the officers, members of the crew and other persons aboard the revenue-cutter "Tahoma" at the time she was wrecked on an Alaska reef, September 21, have been found and are safe. There were eighty-three persons aboard the "Tahoma" when she struck. The steamer "Cordova" picked up sixty and the remaining twenty-three were supposed to have made a landing on one of the numerous islands.

The rate established for shipping passing through the Panama Canal, \$1.20 per ton, is regarded by shipping companies on the North Pacific Coast as sufficiently low to result in great benefit to British Columbia in the transportation of products of the Province to the Eastern markets. This is especially true of cop-

per and other minerals. The toll assessment is made on the basis of the register ton, the standard measure of which is 100 cu. ft. of space, and not on the ton weight of 2,240 pounds.

The old gunboat "Vicksburg," according to the Bremerton News, which has been in the Mare Island Navy Yard a number of times for repairs, has been turned over to the Washington State Militia. The "Vicksburg" last year was stationed at Tacoma and during the time that trouble was expected in Mexico was turned over by the State for duty in the south. She was one of the last boats to leave for Mexico and one of the first to return to the North. The "Vicksburg" is said to be in first-class condition for a training ship for the militia and can go on short runs at any time.

Tenders are now being called by the Canadian Government for the construction of the new first-order lighthouse to be erected at Bonila Point, Hecate Strait. Construction of the Bonila lighthouse will be started next summer. The site of the proposed light is on Banks Island, off the Mainland, about midway through the Hecate Strait, on the ocean route to Prince Rupert. The Bonila lighthouse will be of a similar type to the one now in operation at Langara Island, the most northerly point of the Queen Charlotte Islands, and will be of reinforced concrete construction and surmounted by a powerful light capable of flashing its rays for many miles.

Charterers dispatching British and French craft from Pacific Coast ports are well insured, and they also think it is a pretty good sporting chance that the German cruisers "Leipzig" and "Nurnberg" will not fall in with the merchantmen. It is considered doubtful even if the Germans would molest the merchantmen, as they have no place to take them. They might, however, not be averse to borrowing a little bunker coal if they happened across a British steamer. German shipping is at a complete standstill.

Thirteen dollars per 1000 for rough thirty-foot lengths or less, with weight based on board measurements in the rough, is the basis of the first lumber rate established for the Panama Canal route between the Pacific and the Atlantic coasts. This was the announcement made recently by W. R. Grace & Company, operating the Atlantic and Pacific Steamship Line. The formal announcement ends the long period of suspense under which the lumber interests have been laboring. For lengths from thirty to forty feet, \$1 additional will be charged, and for lengths exceeding forty and up to fifty feet, the rate has been established at \$17. The thirteen-dollar rate on lengths of thirty feet or less represents a cut of \$4 per 1000 feet as compared with the rate which has maintained via the Strait of Magellan.

Formal announcement of the customs regulations for the Panama Canal has been made by Governor George W. Goethals and embodied in a printed form for distribution throughout the shipping world. The regulations, as far as possible, conform to the general customs regulation of the United States and take into account the entry and clearance of vessels, the custody of goods or merchandise introduced into the Canal Zone, the enforcement of the immigration laws and regulations, the certifications of invoices covering shipments of goods from the Canal Zone to the United States and the services to seamen commonly rendered by shipping commissioners in American ports. In the regulations it is provided that the executive secretary of the canal shall supervise the customs service, and that under him will be the captains of the ports of the Canal Zone, who will act as ex-officio officers of the service and various other canal employees, who on special occasions will be appointed as temporary customs officers without extra compensation. Vessels may enter and clear at either the port of Balboa or that of Cristobal, and if their desire is to pass through the canal without stopping at the opposite terminal they may clear at the port of entry. Masters of vessels entering the canal are required to furnish the boarding officer with a report of arrival, including statistical data with reference to the vessel, its cargo and passengers. A manifest of cargo is required, and additional manifests must be furnished at each point within the Canal Zone at which the vessel discharges. Clearance papers from the last port of call are another requirement, as well as complete passenger lists distinguishing through passengers from those to be landed within the borders of the Canal Zone. A complete crew roster, list of sea stores, purser's statement, certificate of discharge from quarantine, and, in cases of vessels under United States registry, the register and articles specified in the regulations.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 41 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

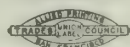
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 7, 1914.

VICTOR HUGO'S PROPHECY.

A day will come when the only battlefield will be the market open to commerce and the mind opening to new ideas. A day will come when bullets and bombshells will be replaced by votes, by the universal suffrage of nations, by the venerable arbitration of a great sovereign senate, which will be to Europe what the Parliament is to England, what the Diet is to Germany, what the Legislative Assembly is to France. A day will come when a cannon will be exhibited in public museums, just as an instrument of torture is now, and people will be astonished how such a thing could have been. A day will come when these two immense groups, the United States of America and the United States of Europe, shall be seen placed in presence of each other, extending the hand of fellowship across the ocean.

THE "ABSENT VOTERS" BILL.

A measure of particular interest to seamen and other classes of workers who are compelled to be absent from their homes on election days is the so-called "Absent Voters" bill which is now pending before the citizens of California. The Commonwealth of Australia has for years had a similar "Absent Voters" law, and it seems to have worked out to the entire satisfaction of the workers over there.

The California measure has been placed before the people through the Initiative and will appear upon the ballot at the general election in November. It will be known as No. 14, "Voting by Absent Electors."

The following brief description of the bill shows that the measure is surrounded with ample safeguards to prevent fraud and yet enable many a citizen to register his vote who has heretofore been denied that privilege because the nature of calling required his absence from his home precinct.

Any registered voter of California desiring to take advantage of the new law may apply to the County Clerk or Registrar, where such

office is created, for an identification certificate and an official ballot for the ensuing election. Application for the necessary papers must be made in person not earlier than twenty days and not later than ten days before a general or primary State election. The certificate has attached to it a stub which is detachable by a perforated line. Such certificates and corresponding stubs are numbered consecutively, and contain directions for entries to be made thereon, as follows: Date of issue, name of applicant, color of eyes, height, age, color of hair, visible scars or marks, signature of applicant, and number of ballot issued.

There is also provided blank space for the official's signature showing that the person therein described is a qualified voter, and giving the date when the identification certificate becomes void.

On the back of the certificate is printed a blank form of an affidavit to be filled out only when the applicant desires to vote in another precinct, which affidavit recites that the person described in the certificate is a qualified voter who is required to be absent from his voting precinct on election day, and will have no opportunity to vote there.

Before issuing the certificate and ballot the official enters upon the stub the data contained in the certificate, signs the same, and before separating the certificate from the stub affixes his seal in such a manner that a portion of the impression will appear on each side of the perforated line separating the certificate and the stub. The certificate is then torn off and placed in a sealed envelope together with the ballot to be used in the ensuing election. There is also enclosed an unsealed envelope with the printed name and address of the proper official, and bearing the words, "Identification certificate and ballot of absent voter." The envelope containing the enclosures is to be sealed with sealing wax, and bears printed upon it the following record:

Identification certificate and ballot issued to a voter of precinct..... on....., 19...

Also a blank space for the signature of clerk or deputy, which must be affixed.

The name of the applicant, the number of the certificate and the ballot is then entered upon his home precinct register, and it is provided that a separate register shall be kept for each precinct giving only the names of the absent voters and the numbers of certificates and ballots issued.

The person holding the certificate and ballot may on election date vote in any precinct within the State more than ten miles distant from his home precinct. The method of voting is very simple. The voter hands his envelope to the judge of the election in the precinct where he wishes to vote. After breaking the seal the election officer removes the certificate and ballot and the applicant is then required to sign the affidavit on the back of the certificate. If the election board is satisfied that the applicant is the person described in the certificate and if the number of the ballot corresponds to that stated in the certificate, the election officer hands the ballot to the applicant, who then retires in the voting booth, where he marks and folds his ballot. The voter then hands his ballot to the election officer, who again compares the ballot number with the number in the certificate, and if correct, encloses the identification certificate and the ballot in the addressed envelope and seals the same. When the polls

are closed, the election officers must immediately mail, postage prepaid, all envelopes containing the ballots of absent voters.

At ten o'clock a. m. after the first Monday following the election, a number of specified county officers meet to canvass all such ballots. The envelopes are opened, one at a time, the certificates and ballots removed therefrom. The certificates and stubs are compared to ascertain if they correspond as originally issued. If everything appears correct, the stub and certificates are sealed in a blank envelope, and the number torn from the ballot which must remain unfolded, and is thereupon deposited in a ballot box. All blank envelopes containing stubs and certificates are then enclosed in a sealed package to be kept unopened as long as ballots are to be preserved. The ballots in the box are then canvassed and counted by the proper officials of the county in open session. Any certificates and accompanying ballots that do not seem correct as originally issued must be turned over to the district attorney, who shall preserve the same and institute proper proceedings to find and punish parties guilty of fraudulent voting.

If a voter should return to his home precinct on election day, provision is made that he may vote there by simply giving up his voting envelope and after proper records of such fact have been made, the voter is given another ballot and his voting envelope is forwarded to the county clerk to be destroyed.

The principal object of the absent voters law is to enable all persons whose occupation demands their temporary or habitual absence from home an opportunity to record their votes. Railroad men and others who are constantly ashore will all be able to cast their votes as long as they come to their homes at any time during the ten days when ballots are issued. The same applies to seamen, but the latter must be in one of the ports of the State on election day in order to be able to exercise their franchise as citizens.

It is to be hoped that notwithstanding the limitations of this measure, the seafaring people of California will bestir themselves to place this meritorious proposition upon the statute book. This will stimulate and encourage the lawmaking bodies in other States to enact similar measures until ultimately a seaman will be able to cast his vote in any port of any State.

The JOURNAL has on many occasions taken issue with College Professors who espoused theoretical doctrines and plausible half-truths with a view of reforming the organizations of labor. It is a genuine pleasure, therefore, to present in this issue the three contributions from noted Professors in the Labor Day issue of the "American Federationist." All three are worth reading. They render eloquent testimony that trade-unionism is beginning to be thoroughly understood.

According to the San Pedro Daily Pilot, the late Charles Maro, master of the ill-fated steam-schooner "Francis H. Leggett," just prior to his last trip confided to a friend "that it would only be a question of time until a heavy deckload would be the cause of his vessel turning turtle and recording another marine disaster." Still there are shipowners who would have us believe that not a "single life was ever lost on account of a deckload"

MILITARISM AT HOME.

While we read and think about the evils of militarism abroad we ought not to forget that we have some awful examples of that blighting curse right at home.

The militia of the State of Colorado has just tried by court-martial twenty-two officers and men for setting on fire the tents of the striking coal miners at Ludlow on April 20, 1914, which resulted in the killing of women and children. All the members of that notorious band of assassins were acquitted of murder, manslaughter and larceny, and the verdicts have been approved by Adjutant-General Chase and Governor Ammons.

It seems difficult to believe, but what else could be expected? Militarism is not only among us but is growing. Even our public schools have caught the military spirit and the children are taught to drill and march and even shoot at targets.

There were 13,000 boys in military training in New York schools while Roosevelt was the Chief Executive of this Nation, and so much interest did this ex-President take in fostering militarism in school that he wrote a personal letter to the boy who made the best score in shooting.

The California Legislature of 1911 appropriated \$5,000 for military drill in public schools; in 1913 the amount was raised to \$10,000. There was little or nothing said about it in the newspapers or elsewhere, for the advocates of militarism prefer to work quietly but effectively.

So it would seem that the proper place to begin fighting militarism is the public school, for it is only too true, as has been so eloquently said by B. O. Flower, "that the ideals and thoughts which fill the horizon of childhood color all after life."

We quote further from Mr. Flower:

If, during the formative period the ideals which fill the child's mind be essentially noble and humane, if he be taught that his mission is to help subdue the savage in man, to transform swords into ploughshares and spears into pruning-hooks, or in other words, to become a savior of life and a dispenser of happiness instead of a slayer of his brother and an angel of darkness, he will grow to manhood brave but gentle, manly but loving.

On the other hand the child who is drilled in the manual of arms has constantly before him the hour when he may draw the trigger which means death to a fellow-man; he comes to love the sound of the drum beat, and learns to long for a chance to shoulder the murderous gun. He turns to the lives of Alexander, Caesar and Napoleon; dreams of fame through slaughter, of power through devastation and destruction, fill his mind, and by coming to believe it is legitimate to kill his fellow-men when ordered to by a superior officer, the highest and finest elements in his mind are benumbed. And I may say here, what I most profoundly believe, that there can never be an approach to civilization so long as the child mind receives military drill, for the associations, ideals and dreams which necessarily follow in the wake of warlike instruction are so at variance with the ideals which alone can redeem the world from hate, greed and injustice, that until children are taught to entertain a profound reverence for human life, human rights and for justice in its broadest sense, humanity will not know what true civilization is.

Surely these sentiments are worthy of note. Is it not high time to begin war upon militarism by demanding the repeal of all laws which promote military drill and the war spirit in our public schools?

The objection to compulsory arbitration lies not so much in the fear of injustice as in the dislike of being forced to accept even justice at the hands of the Government. We prefer the injustice of our own making to the justice of an assumed master.

THE YELLOW PERIL.

The war of nations has brought home to the workers many a bitter lesson. And the seamen have not been neglected—far from it—their pill has perhaps been the most bitter and unpalatable.

Take the case of Great Britain. While the country summons the native white seamen of her merchant marine to man the fleet—the Chinese and the Lascars cheerfully fill the vacancies thus created at greatly reduced rates of pay.

We quote of our British contemporary, The Seaman, of London:

"It is with deep regret we find ourselves compelled to draw attention to the fact that certain British 'patriotic' shipowners are still employing cheap Chinese labor for the manning of British ships. Almost every day intimation is being conveyed to us of ignoble efforts in this direction. Only last week we had an urgent telegram from Manchester stating that the steamship 'St. Helena,' belonging to the St. Enoch Shipping Company, of Glasgow, and the steamship 'Mirimachi,' owned by the Bank Line Company, also of Glasgow, were endeavoring to secure Chinese crews to man their ships at Manchester where a large number of British seamen and firemen are at present out of employment. At any rate we understand the arrangements were made whereby the Chinese were brought to sign on for the 'St. Helena' at Manchester but owing to the feared hostility of unemployed British seamen in the port, a new order was made under which the signing on process was transferred to Partington, about seven or eight miles outside the Manchester Ship Canal. In regard to the 'Mirimachi' a telegram received just before going to press acquaints us of the regrettable fact that Chinese have definitely been engaged to work the vessel. All we can hope is that if either of the companies referred to should apply to the Government for any transport work that those in authority will see to it that some explanation should be forthcoming as to why British labor should be passed over in favor of Chinese. The British seaman is today offering his life for his country. Thousands of the best men of our mercantile marine who were members of the Royal Naval Reserve, directly the call was made, rushed to the Board of Trade offices in Great Britain, and to the Consul Offices in foreign countries, ready to be taken over without notice, regardless of their home ties, regardless of all risk, willing and anxious to serve their country in time of danger. Others of them volunteered for the army, their one desire being to be of service to the nation in her hour of trial. In face of these facts is it any wonder that we feel indignant at Chinese being preferred to Britishers? At the present moment there are numbers of our own seamen and firemen in all parts of Great Britain only too willing to find employment, but in spite of all their sacrifices in the past, in spite of their traditional bravery, we find certain British shipowners unpatriotic enough to pass over their fellow subjects in order to secure cheap Chinese labor.

"We think the time has arrived when the British public should take this matter in hand. Large numbers of the wives, children, and other dependents of our British

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 5, 1914.
Regular weekly meeting came to order at 7 p. m., C. M. Albrecht presiding. Secretary reported shipping dull. Quarterly Finance Committee reported having examined the Union's accounts for the third quarter and found same correct. The next meeting of the Sailors' Union will be held Tuesday, October 13, 1914, Monday being Columbus Day, a legal holiday.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Sept. 28, 1914.

No meeting. Shipping medium; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Sept. 28, 1914.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 28, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 28, 1914.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 28, 1914.

Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 28, 1914.

Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 28, 1914.

No meeting. Shipping and prospects poor.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 28, 1914.

Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 21, 1914.

Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 1, 1914.

Regular meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. Nominations of officers for the ensuing term and delegate to the International Seamen's Union Convention were proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 24, 1914.

No meeting. Shipping quiet.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Sept. 24, 1914.

No meeting. Shipping very poor; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

DIED.

Olaf Olsen, No. 719, a native of Norway, age 47, died at Portland, Ore., Sept. 30, 1914.

Olaf Marius Olsen, No. 915, a native of Norway, age 31, died in New York, N. Y., Sept. 21, 1914.

Albert Wahlstedt, No. 778, a native of Finland, age 32, died at San Francisco, Cal., Sept. 29, 1914.

Louritz Bernard Johanesen, No. 1188, a native of Norway, age 34, died at Los Angeles, Cal., Oct. 2, 1914.

Eric Erickson, No. 888, a native of Finland, age 28, died at Seattle, Wash., Oct. 4, 1914.

The following members were drowned in the wreck of the S.S. "Francis H. Leggett," Sept. 18, 1914:

John Johnson, No. 983, a native of Norway, age 34.

Carl Henri Kramer, No. 902, a native of Germany, age 39.

Carl Johan Maro, No. 708, a native of Norway, age 36.

DETECTIVES IN UNIONS.

When before the Industrial Relations Commission in Los Angeles Frances N. Noel, of the Women's Trade Union League, said that one of the gravest dangers the trade unions have to meet today is the detectives. These vermin are slick talkers, they are picked men, selected by a dozen or more agencies whose special graft is the furnishing of assistance to the employing class by weakening the unions and keeping the bosses posted about what is going on and who the active members are.

These spies are selected for their low cunning and ability to talk. They work themselves into the unions by being given employment at the different trades. And once in the unions they begin their nefarious work.

The power of unions is implied in the very name itself—unity. A union is a body of workmen joined together for a specific purpose and their strength and success lies in the compactness of their union—the oneness of thought and action with which they go about the work they have in view.

It is plain, therefore, that the main work of the stoolpigeon is to break down that unity and so far as possible get the members at loggerheads with each other. A general outline of the work is mapped out for the crooks by the "strategists" at the head of the "agencies," who have studied the question thoroughly. The "operative"—that's the official title of the skunk who is detailed to undermine your union—goes to work quietly. He gets a dollar a day from the "agency" in addition to the wages he draws where he is employed. He is given a number and reports every day, signing with the number. This precaution is taken to protect his identity from any mishap in the mails.

He notes everything that goes on among the men in the shop. The "agitators" for unionism are reported promptly to the "agency," who report back to the boss. For this service the boss pays the "agency" from three to five dollars a day.

But it is in the union where the skunk does the most dastardly work. The union is the workers' only defense. Without the union the toiler is as helpless as a newborn baby. Individually he is as powerless to influence the order of things as the little stranger just arrived.

There are two things that bring power in this world—money and many. The employers have the money. They have through divers means got possession of the earth and everything thereon and, as a consequence, dictate the politics, the religion and the economies of the world. With their money they buy men in every avenue of life, of which the stoolpigeon and his "agency" of finks are not the most dangerous to society as a whole, while, of course, they are the greatest annoyance to the unions because they attack them direct.

The power of wealth lies in the organization of the individual dollars. A man with a million dollars has an organization a million strong, all co-operating together, always a unit in whatever direction directed. Everyone knows that a man with a million has twice the power of a man with half a million. Why? Because the man with the million has twice as large an organization with twice the strength.

So the employers especially know and appreciate the power of organization. It is thus that money gets its power—organization and co-operation of the individual dollars.

Now, what of that other source of power, the many? The individual man is the unit here. The worker is the unit in the organization of labor. A million workers acting as one with a single purpose, all moving in one direction, that constitutes the power of many.

This is the workers' only power. The power of union is the only power that has ever risen to compete with the power of money. Is it any wonder the money power uses all its efforts to stem the rising tide of organized labor, whose power threatens to equal if not surpass their own? Is it any wonder that they should spend wealth freely in an effort to disrupt the only power that was ever started to give them battle? It can easily be understood then why the employers avail themselves so freely of the finks and stoolpigeons that compose the "agencies."

You can see also that their concern is not the individual in the shop, but the union that combines the power of the individuals. The individual can always be handled without danger to the dollar, and crushed, ruthlessly, by blacklist or faked up criminal charges. But the union cannot be so easily handled, and its power is beyond measure when permitted to grow.

To prevent that growth and to destroy it, where it has developed, is the main work assigned to the stoolpigeon.

The first work of the spy in the union is to get a line on things. He finds out who the best union workers are and what are the principal and most important propositions before the organization. When he secures this information he starts to "operate" on the members.

The most effective way to destroy a union is to spread and create suspicion and distrust among the members. The stoolpigeon is wise to all this, and after picking out the victims to be attacked he begins the button-holing act. He will pick you out on the sidewalk after the meeting and in a smooth manner inject a dose of poison into your mind. He will insinuate that so and so is crooked; the victim always being an officer of ability and honesty, whose endeavors are bringing results for the union. He will attempt to get one member pulling against another.

He will attack the payment of high dues and assessments, insinuating and charging that the only object of such is to create a pork barrel for the use of the officers, whose only purpose, he will assert, is to live in ease and luxury at the expense of the rank and file.

He will be especially strong on this matter of union funds, for he has been instructed that the most effective way to weaken a union is to keep its treasury empty, so it can't pay strike benefits nor put organizers in the field to agitate for new members.

His attack on the officers has a two-fold purpose: First, to destroy the confidence of the men and weaken the unity of action; second, to improve his own chances of getting elected to office.

The goal of the stoolpigeon is to get into office in the union; there he can do the most good for his union-wrecking em-

ployers and increase his pay from them. And he not infrequently gains his object in this respect, for his oily tongue and willingness to do things for the union, combined with his systematic knocking, soon gets him a standing.

Once in an important office he has influence and opportunity to work his master's will. This is the danger every union has to contend with to-day and it is a different matter to guard against the intrusion of these snakes into the ranks of organized labor.

The best way to protect ourselves is to look out for the fellow who pursues these tactics and watch him. Watch the fellow who endeavors to sow the seed of disruption in your local. Make him produce the goods.

The honest member who has some improvement he wishes to introduce will not pursue his aim in a manner that will tend to weaken the strength and unity of the organization. He will not pursue the rule or ruin policy. He will work for the best interests of the union, always careful to take no step that will in the slightest degree lessen the confidence of the membership in the organization.

Watch the underhanded knocker and brand him with the mark of Cain when you get him; he is a stoolpigeon, a scoundrel sent into your ranks to destroy your only protection.—Jay Fox, in the Timber Worker.

SLAVES TO MONEY.

"There is not a man in the city of New York with genius enough, with brains enough, to own five millions of dollars. Why? The money owns him. He becomes a key to a safe. That money will get him up at daylight; that money will separate him from his friends; that money will fill his heart with fear; that money will rob his days of sunshine and his nights of pleasant dreams. He cannot own it. He becomes the property of that money. And he goes right on making more. What for? He does not know. It becomes a kind of insanity.—Robert Ingersoll.

The English Court of Appeals has upheld an award of £2,500, made by the President (Sir Samuel Evans) in favor of the commander, officers, and crew of H. M. S. "Melpomene" as remuneration for salvage services rendered to the steamship "Domira." It appeared that on May 6, 1912, the "Domira," a vessel of 3,113 tons, while bound from Philadelphia to Vera Cruz with a cargo of coal, stranded on the Alacran Reef and remained fast, sustaining severe damage to her hull. News of the mishap was conveyed through the British Consul to the cruiser "Melpomene," which was lying at Puerto, Mexico, and the warship promptly proceeded to the assistance of the "Domira." After about 1,200 tons of coal had been jettisoned by the man-o'-war's men, the stranded vessel was towed off the reef, and, having been temporarily patched by the cruiser's divers, was able to proceed to Havana under her own steam. The Court of Appeal dismissed the appeal of the owners of the "Domira."

To enable a person to make button-holes more neatly, a tubular metal clamp for holding textiles has been invented.

PEACE NOT WANTED.

The Colorado coal operators have refused to accept President Wilson's proposition for a three-year truce and the strike which has resulted in seventy-five deaths may continue indefinitely unless the President takes over the mines or closes them down.

John R. Lawson, Executive Board Member of the United Mine Workers, has issued the following statement regarding the operators' reply to President Wilson's letter outlining an adjustment of the coal strike:

"Concerning the proposition submitted by the President of the United States to the miners and operators, it is unnecessary to say that some of the clauses, were, of course, objectionable to the strikers.

"But the miners, after giving it due consideration, keeping in mind that it was backed by the influence of President Wilson, in an effort to show the public they desired to be fair, accepted it.

"The operators, who have taken the public into their confidence so often with statements which were not borne out by facts, continued this policy in their letter to the President when Mr. Welborn said his company was producing 70 per cent. of their tonnage. Records in the Colorado Fuel and Iron office show that that company produced from Jan. 1 to Sept. 1, 1914, but 57.99 per cent. of the amount of coal mined during the same period of 1913.

"They tell the President that they 'conscientiously did everything to prevent trouble with their employes and then to heal the breach.' Is it possible that they mean they tried to prevent the trouble by their importation from West Virginia of deadly machine guns and hundreds of vicious and unscrupulous Baldwin-Felts gunmen or that at Ludlow they were trying to heal the breach?

"The operators have blundered miserably since the beginning. They have proven to the world who the real anarchists are. When Ethelbert Stewart, representative of Secretary of Labor Wilson, was in Denver they treated him with utter contempt. When Secretary of Labor Wilson was here in person his treatment was little better than that of his subordinate. He had hardly left the State before they began to malign him, casting reflections on his sincerity in trying to bring about an amicable settlement. Deliberate attempts were also made to deceive the Congressional committee by the introduction of irrelevant and misleading testimony.

"The Federal Commission of Conciliation, Fairley and Davies, was treated with equal discourtesy.

"And now, to cap the climax, comes the monumental blunder of them all—they attempt to browbeat and bully-rag the President of the United States"

A comfort to the starving unemployed in war time:

Every shot of a	4-inch gun costs....	£6
"	" 8-inch "	.... £19
"	" 11-inch "	.... £98
"	" 12-inch "	.... £210

Not counting the damage every shot inflicts! If money was spent at such a rate for education, feeding of hungry children, etc., what an outcry there would be among the rich!—Voix du Peuple, Genoa, Italy.

THE YELLOW PERIL.

(Continued from Page 7.)

seamen who are fighting the cause of right are unfortunately in straitened circumstances just now—is it too much to ask that those of our comrades who are left behind (through no fault of their own) should be given what employment may be going?

"The Yellow Peril has previously been referred to in these columns. Its effects have been proved to be detrimental to the interests of the nation at large. Against the yellow man we have nothing to say so long as he confines his operations to his own country, but that he should be mixed up with Western civilization seems to us unthinkable. Why should shipowners encourage such a condition of things? Certain firms call themselves patriotic; they preach Tariff Reform on the one hand, and employ Chinese labor on the other. Perhaps they would subscribe a few pounds to the Prince of Wales' Fund for the sake of securing a cheap advertisement, but where, we ask, does their patriotism come in if they refuse to encourage their own countrymen at a time such as the present? To such as these we would address but one term, 'Hypocrites.'

"We intend in the near future to publish the names of all ships, together with the names of their owners, that have signed on Chinese crews since the Declaration of War by this country, and we shall certainly make a most strenuous appeal to the British public in this regard. We shall want to know if British shipowners are to be allowed to man their ships with Chinese crews while a large number of our own competent countrymen are walking about the docks. We do not know what such 'patriotic' shipowners will have to say for themselves in the event of any of their vessels being captured or mined on the high seas. Presumably they will apply for indemnities, but in such circumstances the question must undoubtedly arise as to the composition of the crews. When that time does arrive we venture to think that all fair-minded men will agree that cheap Chinese labor-seeking owners should be called on for explanations as to why Britishers were barred from their ships."

WHY?

Why expect the Kaiser, who upheld military brutality at Zabern, to condemn similar brutality at Louvain? Why expect the Czar, who approved of Red Sunday and the Kishneff massacre to disapprove of Cossack criminality in East Prussia? When all the armies are through with killing foreigners they will doubtless be prepared, whenever called upon, to deal the same way with their countrymen, who are now cheering, applauding or excusing them. They will deal with them even as they dealt at Dublin a few weeks ago, on the gun-running occasion, or as they dealt in 1910 with the strikers at Berlin and suffrage demonstrationists throughout Prussia. Why should one look for squeamishness in soldiers in dealing with vanquished foreigners, when these same soldiers have not hesitated to fire on their own countrymen?—The Public.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	.....55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	.....1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	.....133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	.....21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	.....152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	.....7 Woodbridge Street, East
	Telephone 3724.
SUPERIOR, WIS.	.....1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	.....108 Fifth Avenue
OGDENSBURG, N. Y.	.....70 Isabella Street
CONNEAUT, O.	.....922 Day Street
SOUTH CHICAGO, ILL.	.....9142 Mackinaw Avenue
PORT HURON, MICH.	.....517 Water Street
ERIE, PA.	.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	.....1185 W. Eleventh Street
CHICAGO, ILL.	.....445 LaSalle Avenue
MILWAUKEE, WIS.	.....151 Reed Street
DETROIT, MICH.	.....27 Jefferson Ave., East
SUPERIOR, WIS.	.....1814 Fourth Street
OGDENSBURG, N. Y.	.....70 Isabella Street
BAY CITY, MICH.	.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	.....1401 W. Ninth Street
MILWAUKEE, WIS.	.....151 Reed Street
CHICAGO, ILL.	.....314 N. Clark Street
ASHTABULA, O.	.....74 Bridge Street
TOLEDO, O.	.....54 Main Street
DETROIT, MICH.	.....7 East Woodbridge Street
PORT HURON, MICH.	.....517 Water Street
CONNEAUT, O.	.....922 Day Street
OGDENSBURG, N. Y.	.....70 Isabella Street
NORTH TONAWANDA, N. Y.	.....152 Main Street
SUPERIOR, WIS.	.....1721 N. Third Street
BAY CITY, MICH.	.....108 Fifth Avenue
ERIE, PA.	.....107 E. Third Street
SOUTH CHICAGO, ILL.	.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Mantowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Lansing, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the time expires, it is believed that "sober second thought," made possible by extended conferences, will make impossible an outbreak like the one at present in Europe, and will also do much to minimize the danger of war at any time.

Percentage of Workers Organized.

It is a favorite statement of trade-union opponents that the unions represent but three per cent. of the wage earners and that therefore they are not entitled to speak for labor.

The statement that but three per cent. of American workmen were organized into trade-unions has been made so frequently and asserted with such a show of authority that many have come to believe that it contained a measure of truth. President Gompers analyzed this statement recently before the sub-committee of the Committee on the Judiciary of the United States Senate.

He showed that the twelfth census report on "Occupations" (page 86, table 21) stated that in the year 1909, the whole number of persons (men, women and children) engaged in gainful occupations was 29,073,233.

These occupations were grouped in five grand divisions, namely:

Agricultural, 10,381,765, or 35.7 per cent. of the whole.

Professional services, 1,258,538, or 4.3 per cent.

Domestic and personal services, 5,580,657, or 19.2 per cent.

Trade and transportation, 4,766,964, or 16.4 per cent.

Manufacturing and mechanical, 7,085,309, or 24.4 per cent.

Commenting on the first two divisions, President Gompers said:

"In the first division, or those engaged in agricultural pursuits, some 3,000,000 persons are enrolled in the Farmers' Educational and Co-operative Union of America and the American Society of Equity.

"This shows that nearly 29 per cent. of the persons engaged in agricultural pursuits are members of industrial and economic organizations.

"The second division, namely, 'professional persons,' comprises those engaged in law, medicine, dentistry, academies, hospitals and ministers.

"These are not eligible to trade unions because they are not wage earners in the accepted sense, but are either distributors of wealth or have supervisory positions in the creation of wealth.

"The trade-union movement is largely recruited from the fifth, or 'manufacturing and mechanical,' division, with its 7,085,309 persons.

"In this list is included, as in the fourth division, vast armies of solicitors, traveling men, secretaries, confidential clerks, and men in supervisory and managerial positions.

"When the grand total of all these elements is subtracted from the numbers listed as engaged in 'gainful occupations,' it will be found that of those 30,000,000 persons, many millions of them could not belong to trade-unions, and neither have

they any need for trade-unions, as far as direct benefit is concerned.

"While the exact number is unknown, it is safe to say that the American Federation of Labor and the allied railroad brotherhoods, approximating 3,000,000 members, exclusive of the 3,000,000 organized farmers, not only truly represent the American wage workers, but these organizations have enrolled a greater percentage of eligible persons than any other American institution, save, possibly, the organizations of bankers, doctors, and lawyers."

Cigarmakers Enforce Law.

The Massachusetts State law which declares it unlawful to make false statements in advertisements was taken advantage of by union cigarmakers in this city to end the practice of a non-union cigar manufacturer who was deceiving the public.

The manufacturer purchased a well-known 10-cent brand, discontinued its use, and then placed the name on a cheaper grade.

The law makes it an offense to "knowingly make or disseminate or cause to be made or disseminate any statement or assertion of fact concerning the quantity, the quality, the method of production or manufacture, the cost of production, the cost of the advertiser, the present or former price . . . which statement or assertion has the appearance of an offer advantageous to the purchaser and is untrue and calculated to mislead."

Under this law, which was originally intended for the use of business men, the unionists secured the conviction of the jobber handling the non-union goods, and who was prohibited from handling advertising matter. He was also compelled to return all cigars to the manufacturer which bore the name of the defunct union cigar, the Court holding that this name had a value in Massachusetts, and its present use was intended to deceive the public, and that such action was a violation of the law of the State.

Avert Big Garment Strike.

Garment workers in Philadelphia have won an important victory by the signing of a joint agreement with their employers, and peace has supplanted war talk and strike arrangements.

Parties to the contract are officers of the Cloak Manufacturers' Association and President Schlesinger, of the International Ladies' Garment Workers' Union and President Max Amdur, of the joint board of the Cloak and Skirt Makers' Union. It is agreed that a peace protocol similar to the one operating in New York shall be established, consisting of representatives of the employers and workers, to which all grievances shall be referred. A fifty-two-hour week will take the place of the present fifty-four-hour system.

Substantial wage increases feature the new contract, which provides that cutters shall receive a minimum wage ranging from \$17 to \$26 a week, instead of the present scale, which runs from \$12 to \$17. Trimmers are to receive \$8 per week for the first two years, \$11 the third year, and \$12 for the fourth year; followed by a \$13 to \$19 rate, according to skill.

Piecework prices shall be settled by a committee consisting of representatives of

both parties in the event of a dispute. The decision of this committee is to be retroactive, starting from the day the dispute arose. This will make a prolonged continuance of the discussion of no value.

Work is to be equally divided during the dull season, and the employers pledge themselves to maintain sanitary conditions in the shops.

Can Not Abandon Property.

In a most remarkable decision, the Public Utilities Commission of Ohio has laid down new ideals for the management of railway and street-car companies in that State, together with other public utilities, which will be governed by the same principle.

The decision was made in the case of the Hocking Valley Railroad Company, which was ordered to restore electric service on its line between Jackson and Hamden. Believing itself to be within its rights, that corporation abandoned electricity as a motive power and substituted steam.

The railroad purchased the Jackson and Hamden traction line, and on the claim that the property was in need of repair decided to abandon the electric service and substitute a few freight trains drawn by steam engines. The miners along the line appealed to the State Utilities Commission, which held, in effect, that after a railway has gone into a community, offered a service, supplied it for years, and the community has developed to the modern trend of the service, it cannot at will withdraw and leave that developed community without the service.

It also affirmed the decision that railway systems may not abandon one section of property and discommode a community because that particular section is unprofitable, when the system as a whole is prosperous and profitable.

In deciding the case the utilities commission went further in directory control than it or its predecessors have ever gone. It not only ordered that a service be given to a community, but designated the sort of service and specified in particular just what was to be done.

Because of the far-reaching effect of this decision, the railroad has started appeal proceedings in the State Supreme Court.

OLD LIGHTHOUSES.

Speaking of old lighthouses on the coast of Nova Scotia, the Halifax Recorder says: On June 19 the lighthouse on Coffin's Island was completely destroyed by lightning. It is of interest to mention the fact that the old lighthouse was established in 1812, and at the period in question was, other than the light of Sambro Island, the only lighthouse on the whole coast of Nova Scotia.

The Sambro Island light was erected in 1858—nine years after Halifax was founded. Then in 1815 a light was erected on Mauger's Beach, east side of entrance. The tower—Sherbrooke Tower—was 58 feet above high water, and the light could be seen for ten miles. The lighthouse at Cape Canso was erected in 1815. It was 75 feet above high water, and the light could be seen for 15 miles. The Digby or Annapolis light was erected in 1817—that in Lunenburg Bay in 1832.

ONE MAN'S VIEWS.

"Rustem Bey Stands Pat. Will Resign Rather Than Retract." Thus a newspaper headline.

Poor old Rustem Bey! He is evidently a firm believer in the wisdom of the obsolescent adage that those who live in glass houses should not throw stones. Being a Turk, and an ambassador to boot, he very properly resented the reiterated references in our newspapers to "Turkish massacres of Christians." What effrontery! Hadn't Rustem Bey, good man, read in those very same papers about our "lynching bees," our "Ludlow massacre," and similar national pécadilloes? Didn't he know that poor "wops" and "hunkies"—"illiterate foreigners"—were almost daily shot and beaten up by our highly polished private gunmen? Hadn't he read in our own prints how our gallant soldier boys in the Philippines were converting the natives into good citizens by means of the "water cure"? To be sure he had. And it made him sore to think that we should find fault with his people because, forsooth, they are no better than we are. Had he stopped at that all would have been well. But, not being a diplomat, albeit an ambassador, Rustem Bey made no bones about telling us how sore he felt. For which he is to be politely asked to resign. That humiliating blot on our foreign diplomatic escutcheon, George Fred Williams, had to be offset somehow. With Rustem Bey safely sequestered amidst the placid enjoyments of his harem and his hookahs, Uncle Sam probably figures that he will be about horse and horse with effete, monarchic Europe on the score of ambassadorial misfits.

Those I-told-you-sos who now so vehemently criticize the Socialists for their inability to prevent the present war are in the class of the scab in his attitude toward the union of his craft. As long as the union successfully maintains a fair wage scale and reasonable hours of labor, the scab philosophically accepts the good things which the (union) gods provide. But if, perchance, the union suffers a reduction in wages or an increase in working hours, Mr. Scab is Johnny on the spot with a howl that can be heard in the next county.

"There, now," he cries with unholy glee; "there's your union for you. Didn't I always tell you that the unions were no good? They don't amount to a hill o' beans in hell, 'cept to get a feller in trouble. Don't talk to me any more 'bout your unions"—and so forth, and so on.

Thus with the critics of Socialism. All their lives have they opposed it, belittled it, done their little damndest to weaken it to the point of utterly destroying the movement. Then when a world crisis comes along of a magnitude never known before, these same kind critics hypocritically bemoan the fact that the Socialists proved themselves unequal to the task of averting it. Talk about "colossal nerve"! The expression fits the critics of Socialism "like de paper mit de vall, Ikey."

A bourbon has been defined as one who never learns and never forgets anything. Judged by that standard Mr. Roosevelt looms up as a bourbon of the first magnitude. All that sickening welter of blood and decaying corpses in Europe has not widened his outlook upon life by one single new idea. Rather

has it made him more set than ever in his preposterous gospel of the big stick. He is still as unalterably and voluminously (at one dollar a word?) of the opinion that "preparedness for war is the surest guarantee of peace." Some bourbonism, eh? And to think that Mr. Roosevelt seriously poses not only as a progressive but as the leader of all the progressives! Well, we have heard of Satan dressed in the livery of heaven, but this thing of a congenital bourbon masquerading as a progressive is decidedly "a new one."

Say, suppose you had worked yourself up into a patriotic frenzy and shouted for war till you got hoarse; and that war had been declared and was in full swing; and that then you found that the prisoners taken from the enemy were put to work for the State while you were tramping around half starved, vainly looking for a job—say, wouldn't that jar you? Well, that's just what's happened in Germany according to Vorwaerts, the famous Socialist paper published in that country. As an illuminating instance of adding insult to injury, it is pretty near the limit even for modern capitalism. But, sad to relate, there are still enough mutts left in the world for capitalism to get away with that sort of thing for quite a while yet.

Years ago some one—I think it was Ingersoll—said, "He who is satisfied with the world as it is to-day is not a good man."

To which I wish to add that for the man who is satisfied with the world as it is at this present day, September, 1914, there is no adjective in the English language opprobrious enough to do him justice. And yet, judging from the prosperity twaddle of the capitalist press, there must be legions and legions of such men. I suppose, though, that, if only we knew the truth, they were meant to serve some useful purpose, just as fleas and bedbugs probably were.

Until both men and women learn to oppose war effectually, the ruling class will continue to force it upon us as often as it suits their purpose.—J. Keir Hardie.

From "independent" newspapers, Hearst loop the loops, political snipers, profit mongers, and the long ballot, good Lord deliver us.

Swat the poll tax. While you're about it boost the Single Tax by voting right on the home rule in taxation amendment.

"Peace on earth, good will to men." Who was it said something about a voice as of one crying in the wilderness?

When in doubt vote for the eight hour and minimum wage bills. You can't go wrong there.

War is business in uniform. Business is war in a sack coat.—Ex.

War seldom enters but where wealth allures.—Dryden.

Who wouldn't sell his farm and go to war?

A rara avis—The dove of peace.

F. H. BURYSON.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1403½ Western Ave., P. O. Box 575.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The "Union Forward Movement" in Philadelphia, Pa., is bringing forth gratifying results, in organizing a large number of workers in various crafts under the banner of the American Federation of Labor.

By a vote of 125 to 13½ the convention of the Maryland State Federation of Labor endorsed the literacy test section of the immigration bill, pending in the United States for action.

Opponents of child labor in Pennsylvania claim that this is the only big industrial State which has refused to limit the working day of children to eight hours; that it employs more children under 16 years than any other State, and that its stand on child legislation is affecting the entire country.

The Central Trades and Labor Union of St. Louis, Mo., has protested against the European war in strong preambles and resolutions. The ruling powers are condemned for unloading the burdens of militarism upon the working people, and the war is stigmatized as the greatest crime in civilization. Arbitration is favored as a method of settling international disputes.

Brakemen and conductors employed by the Delaware and Hudson Railroad have received back pay due them through the agreement for higher wages that was secured after the strike of several months ago. It is claimed that the firemen and engineers received their awards recently. For some time after the strike the company failed to pay the increased wages, but the demands of these workers finally brought results.

Secretary-Treasurer Donnelly of the Ohio State Federation of Labor has issued a call for the thirty-first annual convention of that body, to be held in Youngstown, starting Monday, October 12. The call says: "We have a new Legislature to elect at this fall election, and the work of preparing labor's program of legislation for this new Legislature, which meets January 1, is the work cut out for this convention of the State Federation."

Testifying before the Federal Industrial Relations Commission, Mrs. Katherine P. Edson, a member of the California State Industrial Welfare Commission, declared that there are more women in Los Angeles working outside their homes than there should be. Married women are not working because they want to, but to help husbands pay for homes, because the wages of the husbands will be inadequate. She says that while wives are working in stores their children are roaming the streets.

The child labor law initiated by the Arkansas State Federation of Labor has been adopted by the voters of Arkansas after a campaign that attracted national interest. This act provides that a child, to work in any occupation, must have attended school four years and be more than fourteen years of age. Children under sixteen cannot be employed in any hazardous occupation, and the State Board of Health is authority to rule on the hazards of various lines of work. Children under sixteen are limited to eight hours work a day, while for those between 16 and 18, nine hours is the limit. Children under sixteen are barred from professional theatrical performances.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

202-4 GRAND TRUNK PACIFIC DOCK SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner-Matson, Eric
Allen, John
Alonso, J.
Andersen, A. -1821
Andersen, Ragnvald
Aylward, J.
Alfredsen, Andrew
Albers, Geo.
Anderson, Julius L.
Benter, Henry
Bruce, Robert
Bode, Fred
Bye, Sigurd
Buckman, F. J.
Bahr, Walter
Brodie, W. G.
Carlson, J. -861
Campbell, Frank
Daly, W. O.
Dekker, O.
Die Christ O.
D. M.
Davis, F. A.
Eddy, C. W.
Engstrom, Carl
Engstrom, Carl
Erikson, C.
Erikson, Erik
Erikson, John
Fenes, Ingvald
Foss, A. F.
Frammis, Ivar
Gardner, James
Gundersen, D.
Geiger, Joe
Graae, P. C.
Hagstrom, Victor
Hansen, Otto
Halvorsen, Hans
Hansen, Nils -2672
Hedstrom, J. A.
Hansen, Henry
Hellsen, H.
Herman, Axel
Hager, P. B.
Johnson, Julius
Johansen, Arvid
Johansen, Geo. W.
Johansen, Johan
Jacobson, Oscar
Johnson, Ernest
Johansen, Knut
Johnson, Jacob
Jorgensen, Agge
Kallio, E.
Krouss, Ernest
Kristiansen, Trygve
Kruiger, J.
Larsen, Hans -1595
Ljungstrom, Steen
Luwold, Nils
Lamb, Herbert
Lof, Oscar
Lorentsen, John
Loe E. Van
Lundgren, Carl
Latten, T.
Markman, H.
McPherson, Robert
Mikkelsen, K. -1620
Moore, Robert
Monsen, Martin
Muir, James
Munnis, F. W. D.
Muller, Willie
Maas, R.
May, Ragnvald
McDonald, Wm
Manson, Sven
Nelson, Bernt
Nielsen, H. J.
Ness, Louis
Ness, Carl
Nielsen, P. L.
Nashis, P.
Norlin, Geo.
Orstad, Christ
Osterman, Oscar
Olsen, B. -587
Olsen, C. -584
Olsen, A. M.
Olsen, Martin
Olsen, O. P. -1141
Petersen, Harry
Petersen, John
Petersen, Olaf B.
Peterson, Victor
Primrose, H. L.
Quakey, R. E.
Rasmussen, Rasmus
Rasmussen, E. S.
Rasmussen, Olaf
Robins, Otto
Rolde, Fritz
Rose, W. H.
Samuelson, Hugo
Shepard, Peter
Simmingdjem, G.
Saunders, R.
Stover, Harry
Stuber, H.
Sundberg, K. K.
Svensen, Ted
Samuelson, Harold
Smith, Edna
Soderberg, A.
Staff, C.
Strand, C.
Strauss, P.
Tallman, J.
Thomson, "Tommy"
Thomson, Johannes
Thompson, Willie
Totz, R.
Tahlinen, M.
Tahti, Edna
Tomis, Frank
Valdov, P.
Wendler, A.
Woe, W.
Weller, T. J.
Wickstrom, E.
Wickstrom, Anton
Zimmerman, Thos.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Headquarters For

Union Made Clothing
FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

Bonney-Watson Co.

UNDERTAKERS

3rd and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to

Phone, Main 13

Independent: Elliott 254

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.

Next door to Master Mates and Pilots

Conducted by CAPT. H. S. SMITH,

Who for four years was Assist. Ins. of
Steamboats in Seattle

Tacoma Letter List.

Anderson, John
Almkvist, Emil
Corty, Casar
Dobbin, Harry
Doering, E. W.
Englund, Gust E.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthausen, Otto
Linea, W.
Line, Wiktor
Melgall, M.
Murphy, Daniel
Nilsson, Teodor
Nielsen, C. V.
Olsen, Martin E.
Paterson, John
Petersson, C. H.
Voss, H.
Whermann, William
Wilbrandt, Harry

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagán

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,

SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Ereksen, Anton
Ellison, Sam
Englund, Gust
Hansen, Harald
Hansen, Harry
-1827 (Photo)
Haldorsen, Adolf
Ingebrethsen, Alfred
Lawrence, Harry
Lomas, Richard
Thorssen, Fred'k. N.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF AUGUST 24, 1912, of Coast Seamen's Journal, published weekly at San Francisco, California, for October 1, 1914.

Name of Editor, Paul Scharrenberg, San Francisco, Cal.

Managing Editor, Paul Scharrenberg, San Francisco, Cal.

Business Manager, T. M. Holt, San Francisco, Cal.

Publisher, Sailors' Union of the Pacific, San Francisco Cal.

Ownership: (If a corporation, give its name and the names and addresses of stockholders holding 1 per cent. or more of total amount of stock. If not a corporation, give names and addresses of individual owners.) Sailors' Union of the Pacific, San Francisco, Cal.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: (If there are none, so state.) None.

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above. (This information is required from daily newspapers only.)

T. M. HOLT, Manager.

Sworn to and subscribed before me this 21st day of September, 1914.

(Seal) CHARLES D. O'CONNOR,

Notary Public, 1217 Market Street.

My commission expires April 12, 1917.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravler, Eugene
Grell, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Hedricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olsen, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Peterson, Hans
Pettersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Peterson, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Weisen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Behn, Alfred
Bowen, J. J.
Butler, J. E.
Bergman, L. J.
Christensen, Albert
Carlstrom, John
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Graf, Otto
Gronros, Oswald
Hansen, Ove Max
Husche, H'y
Ingebrechtsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Jeutaft, Sigurd
Kallas, Alek
Kristiansen, -1093
Koski, Chas.
Kustel, V. J.
Loining, Hermand
Lengtsen, Gottfried
Lorsin, G. L.
Larsen, Hans
McLean, H.
Martin, James
Mackenzie, Hector
G.

Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Oksanen, Juko
Olsen, Oswald -1059
Olsen, Andrew
Olansen, Chas.
Peterson, Axel
Pettersen, Karl
Pettersen, J.
Pettersen, Olaf
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Strom, C.
Schultz
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Vilen, T.
Walder, Olsen N.
Zebe, G. V.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

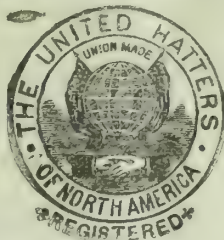
Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691

Stand:

At Sailors' Union Office

ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions
for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

When H. Amick of Shiro, Tex., cut into a plug of chewing tobacco he found a human finger which had evidently been cut off in the factory which manufactured the tobacco.

According to Stephen Birch, managing director of the Morgan-Guggenheim Alaska Mining Syndicate, the greatest gold field in history has been discovered in Alaska at Broad Pass. The ledges are from 100 to 2,000 feet wide and assay from \$15 to \$250 a ton.

Just before the Red Cross steamship was about to sail from New York protest was received against her crew, which was composed mainly of Germans. As a result of the complaint a new crew was obtained after a wait of several days, and when the Red Cross sailed she had a full complement of Americans on board.

Representatives of every large railroad in the country have appealed to President Wilson to aid the railroads to tide over the financial difficulties arising from the war in Europe. The executives are also anxious to overcome the prejudice against railroads among the people. Postponement of consideration by Congress of the railway security bill is particularly asked.

By a decision of the Supreme Court of Massachusetts, the Institute of Technology will receive a bequest of \$750,000 made by the late Charles H. Pratt, a lawyer of Boston, to found a school for naval architecture and marine engineering. The will was contested by cousins of Mr. Pratt, who claimed that it was not executed according to law. Instead of writing his name at the bottom of the will, Mr. Pratt wrote it on the margin.

California now ranks fifth among all the States in volume of postal savings deposits. According to a Postoffice Department statement, there is now \$3,074,347 postal savings funds on deposit in California post-offices. New York, Pennsylvania, Ohio and Illinois are the only States with larger deposits. Final figures are not available for San Francisco, but the indicated increase is approximately \$65,000. The total deposits for all the States are \$40,000,000.

Roger Sullivan, opposed by Secretary Bryan and Governor Dunne, won the Democratic nomination for the United States Senate from Illinois by a plurality of 60,000. The Republicans renominated Senator L. Y. Sherman. James T. McDermott, who resigned while under a cloud, was nominated by the Democrats of the Chicago stock yards district. "Uncle Joe" Cannon was nominated by the Republicans in the eighteenth district. William B. McKinley and George E. Foss, former members, were nominated.

Five out of the 120 enlisted men who took the first examination under the new law permitting enlisted men to enter Annapolis, passed the mental examination. The law provides that fifteen enlisted men, to be selected by competitive examination, shall enter the Naval Academy each year. This law was enacted June 30, and the examination was ordered for August 3, giving only about a month for preparation for the examination. The five men who passed this year, four seamen and a musician, will be examined physically, and if found qualified will at once enter the Academy as midshipmen.

**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools
Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name

St. & No.

City

State

Domestic and Naval.

By the posting of a \$50,000 bond by August Belmont, American representative of the Rothschilds of Paris, the steam yacht "Eros," which was recently seized by U. S. Marshal under a writ of attachment, is now at liberty to leave this country. The yacht was chartered by Eugene Higgins, a banker, for a trip around the world, but on the outbreak of the war the French crew left the yacht to return to France. Mr. Higgins was compelled to charter another yacht. He applied for a writ of attachment against the "Eros" pending his suit for \$46,000 damages.

It is impossible from the accounts of the Canadian Pacific Railway Company for the twelve months ending June 30 to ascertain exactly what the company's steamers have earned. It would appear, however, that, apart from the company's Pacific coast steamers, its ocean steamers earned last year \$783,678, the net earnings of the Pacific coast steamers being included with the earnings of the hotels, etc. The company's ocean, lake and river steamers stand in the books at \$24,171,162, while advances to lines and steamers under construction stand at \$35,571,960.

A new steamship for the New York-Mediterranean service of the Cunard-Anchor Line was launched September 3 from the yards of Alexander Stephen & Company, on the Clyde, and as the vessel left the ways she was christened the "Tuscania." She is of 14,000 tons burden, 548 ft. long, 66 ft. wide and has a depth of 45 ft. She will have accommodation for 200 cabin, 250 second cabin and 2,000 third-class passengers, and is a sister ship of the "Transylvania," which was launched in May. Both ships will have geared turbine machinery.

The number of ships which entered Lisbon in 1913 was 2,884, being only a slight increase on the number which entered in 1912. The total tonnage, however, went up very considerably, being 6,398,025 tons, as compared with 5,375,511 tons, which shows that the size of steamers is steadily increasing. Of these, 2,675 were steamers and 209 sailing vessels. Forty more German steamers called in 1913 than in 1912, and 8 British steamers less, the total numbers and tonnages of the two countries (steam and sail) being as follows: British, 838 vessels of 2,232,091 tons; German, 730 vessels of 2,045,223 tons.

Commander J. Foster Stackhouse, R. N. R., now in Washington, is seeking American co-operation in a seven-year ocean charting expedition in the "Discovery," the vessel in which Captain Scott made his ill-fated Antarctic trip. It is possible that one or more naval officers representing the Hydrographic Office will be detailed to accompany the expedition. Its purpose, Commander Stackhouse explained, is to remove from the Pacific and other ocean charts the numerous "P. D." and "E. D." marks, which indicate "position doubtful" and "existence doubtful" in regard to rocks, reefs and small islands. With changes in trade routes resulting from the opening of the Panama Canal Commander Stackhouse said that it was important to have every rock and reef in the Pacific charted. The expedition will set out next March and will cover about two hundred and fifty thousand miles.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!

NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adriatos, W. O. -1780
Abolin, Chris.
Abrahamsen, Anton
Adolfsson, F. H.
Albertson, Chris
Alboos, Arne
Alexander, James
Allen, James
Amundsen, Albert
Andersen, A.
Andersen, Andrew
Andersen, Anton
Andersen, Arnefeldt
Andersen, Nela
Andersen, Peter
Baars, Hans
Backman, Paul
Bakkenson, P. J.
Bakmyhr, Gustav
Baro, Severin, S.
Bauer, Andrew
Beck, Johannes
Behr, H.
Behrend, Fred
Beimeir, Peter
Benson, Gus
Benson, Severin
Berg, John
Bergalm, Edward
Bertelsen, Alf
Bjorklund, Eric
Bjorseth, Knut
Blanco, D.
Blancet, Willy
Callon, Josh.
Campbell, D. C.
Campbell, Geo.
Cariera, Pete
Carlson, A. A.
Carlson, A.
Carlson, John
Carlson, Joseph
Carlson, P. S.
Carron, Edward
Carry, Peter A.
Christensen, Albert
Eaton, Wm. K.
Ebbbs, Paul
Davis, Frank A.
Davis, Gala
Debus, Fredrick
De Roos, J.
Eaton, William H.
Eby, Ivar, D.
Eckhoff, Otto
Edolf, K.
Eggers, John
Ehlert, Ernest
Einardt, John
Ellis, E.
Ellsworth, James
Elofson, John
Farnen, M. S.
Fiedler, Emil
Finn, Chas.
Fischer, Wilhelm, -707
Gabrilson, Edling
Gaby, Jim
Gasch, William
Geary, Albert
Gilholm, Albin
Gjars, Petrus
Gjardal, Elling
Gordon, Geo.
Granstrom, Nestar
Gravit, Carl
Haave, Norvald
Haggar, Fred
Hall, S. C.
Hallen, Victor
Halvorsen, H.
Halvorsen, Olaf
Hammargren, Oscar
Hank, A. E.
Hannus, Alex.
Hansen, Bernhard
Hansen, C. T.
Hansen, H. P.
Hansen, Jeremias
Hansen, Jerry
Hansen, J. -2156
Hansen, Marius
Hansen, Nicolai
Hansen, Olaf

Anderson, A. -1447
Anderson, E. -1781
Anderson, Edvard
Anderson, Emanuel
Anderson, Johannes
Anderson, Martin
Anderson, Sam
Anderson, S. M.
Anderssen, H. -1477
Anderssen, S. P.
Andersson, A. -1819
Andreassen, Morgan
Antonsen, Herman
Asp, Gus. L.
Attel, Alf
Blucker, John
Boers, M.
Bohn, Franz
Borgen, John
Bowman, William G.
Brander, William
Brandt, Birger
Brandt, Oscar
Bravich, Johan
Brennan, Patrick
Brennet, Waldemar
Brennon, Leo
Brushard, Ewalt
Bryan, John
Brynjulfson, Halvar
Burndez, Charles
Buse, D.
Bye, Sigurd
Bynum, Joe
Christiansen, Peder
Cherniawski, M.
Classen, Henry
Clausen, Chr.
Cockell, Frank
Connolly, Obert
Connolly, Stephen
Conteras, Julius
Costa, Casimiro
Cord, P.
Crosman, Geo.
Deswert, William
Digman, Carl A.
Douglas, George
Dowe, John
Dreyer, Carl
Durhalt, Harry
Elone, Emanuel
Ericson, Gust.
Eriksen, Bernhard
Erikson, -880
Erikson, E.
Erikson, G.
Eriksson, Artur
Eskildsen, Lars B.
Eskildsen, Nils P.
Fischer, Lars B.
Fitzpatrick, P.
Folvik, Lewis
Fraser, Thomas
French, Jack
Griffin, Jas.
Grigoleit, Ed.
Gronnevik, Isack
Gulbranson, Bjorn
Gundersen, Christ
Gundersen, Chas.
Gustafson, Gus
Gustavsen, Olaf
Gutman, Charles
Hansen, Oscar
Hansen, Thomas
Hanson, Ole R.
Hanson, O.
Harmening, Fred
Hartog, John
Haskins, C.
Haskins, Hans
Haws, Arthur
Heckel, Max
Heldal, Trygve
Helpap, August
Henry, H. A.
Hensen, J. A.
Herman, Jack
Hermanson, Gustaf
Hilks, Gustav
Hilke, Karl

Hogan, A.
Hogelund, Andrew
Hollen, Carl
Hollman, Martin
Holm, Carl
Holm, S.
Holst, R.
Ikilvaiko
Illig, Gus
Jacobsen, John
Jacobsen, Martin
Jago, C.
Jakobsen, Jakob
Jamisch, Ed W.
Jens, Otto
Jensen, C.
Jensen, Fredrick
Jensen, Halvor
Jensen, Hans
Jensen, Harry
Jensen, Just
Jensen, William
Johannessen, Einar
Johansen, Alf
Johannessen, Anton
Johansen, Carl -804
Johansen, Eduard
Johansen, Johan
Johansen, John -2309
Johansen, Louis
Kalber, Albin
Kalkin, Fred
Kallio, Frans
Kallberg, Arvid
Kallous, Alex.
Kalin, E.
Kallot, A.
Kargen, Fred
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo B.
Kasen, Frudu
Kaspersen, Henrik
Kayser, C. T.
Kearns, Nic
Keating, R.
Lacy, Thos. E.
Lahke, J. J.
Lala, August
Lapschies, Edward
Larsen, A. L.
Larsen, Alf
Larsen, Anton
Larsen, Georg L.
Larsen, Hans
Larsen, T.
Larson, Axel
Larson, C.
Larson, H. P.
Lass, Johan
Laws, Harry
Leckscher, Henry
Macrae, Alexander
Malmussen, Magnus
Malmstrom, C. A.
Maltti, J.
Manss, Fred
Markley, Paul
Markman, Harry
Markmann, Heinrich
Markus, Gotfred
Martenz, Paul -2262
Martens, Paul
Masters, C.
Martensen, I. C. -2191
Mathisen, Charley
Mathisen, Christian
Matson, O. -2016
Maves, J. R.
McConnell, David
McCourt, Joe
Nar, P. Niels
Narup, Carl
Nelsen, Ernest C.
Nelson, John
Nelson, C.
Nelson, W.
Neumann, J.
Newbert, Herman
Nielsen, Carl
Nielsen, Harald
Nielsen, John
Nielsen, Ingolf
Nielsen, J. A.
Nielsen, J. E.
Nielsen, J. F.
Nielsen, M.
Nielsen, Marius
Nielsen, S.
Nielsen, Sam
Nielsen, B. O. S.
Nielsen, G. R.
Olsson, N. -502
Ondrasek, Ralph
O'Neill, James
Osallin, Oscar
Osman, T. B.
Osterhoff, Heinrich
Ovarnstrom, H.
Holtberg, Ernest
Hovring, H. J.
Hubert, Emil
Hultberg, Ernest
Hubner, C. F. W.
Hyde, Carl
Isakson, Karl
Iversen, Iver
Johansen, S. W.
Johansen, Thos. W.
Johanson, Edwin
Johanson, Nathanael
Johanssen, Carl
Johanssen, Emil
Johnsen, G. -950
Johnson, A. R.
Johnson, D.
Johnson, E.
Johnson, F.
Johnson, Jack
Johnsen, John A.
Johnson, Pete
Johnson, Robert
Johnson, R. W.
Johnson, Steve
Johnson, William
Jokstad, Sigurd O.
Jones, Berthron
Jorgensen, Aage
Kelly, Edward
Kiesow, Paul
Kindlund, Otto
Kine, Conrad
Kleingut, Fred
Klette, Ernst
Knudsen, Lauritz
Kohne, Ernst
Kolbe, Albin
Kolberg, Arvid
Konopacki, Martin
Kristiansen, L. P.
Kroeger, Henry
Krutman, K.
Kuhlmann, Louis
Lee, Ernest
Lewis, Roy B.
Lidsten, Chas.
Lindgren, Richard
Lindroth, Carl
Line, W.
Linquist, G.
Lohne, E.
Loining, Herman
Lorense, W.
Love, S. C.
Luberg, Willem
Lundberg, Thorsten
Lund, William
Lundblad, Ernst
McKeating, R.
McMahon, J. T.
McMalo, Victor
Meyer, W.
Miller, Christ
Miller, Fred
Miller, Herman
Mogelberg, Harry
Mohr, Ernst
Monsen, Martin
Moore, C. C.
Morris, Benjamin
Morrison, Wm.
Moure, Peter
Mueller, A. R.
Mudda, A.
Mulrcheek, W.
Muller, Fred
Murray, C. P.
Nielsen, L.
Nielsen, J. A.
Nielsen, Ragnar
Nielsen, Johan
Nielsen, -1141
Nordlin, Gus
Nordstrom, Victor
Nurken, H.
Nurmi, Victor R.
Nylander, Edv. R.
Nyman, A.
Nyman, Oskar
Olson, E. G.
Olson, James
Olson, M.
Olson, Marius
Olson, S.
Olson, Sam
Olsson, B. O. S.
Olsson, G. R.
Olsson, N. -502
Ondrasek, Ralph
O'Neill, James
Osallin, Oscar
Osman, T. B.
Osterhoff, Heinrich
Ovarnstrom, H.
Parrell, William
Partaner, Johan

Paulsen, Alex.
Paultin, Martin
Pearson, Victor
Pedersen, Carl
Pedersen, Ellif
Pedersen, Hans
Pedersen, O. -1392
Pedersen, Petter A.
Pederson, Sofus R.
Pera, Gust
Peters, J.
Petersen, -1564
Petersen, John A.
Petersen, Olav -1595
Petersen, Otto
Raalsen, Fred
Rasmussen, B. A.
Rasmussen, Andrew
Rasmussen, John
Raymond, Frank L.
Reed, J. W.
Reine, John
Reine, G.
Richardson, E. O.
Richter, Niels
Rimmer, Chas.
Saarinen, Werner
Sanderlund, Uno
Sager, Ed.
Salger, Julius
Salvesen, S.
Sanched, Vincent
Sander, Robert
Sandsepp, O.
Sandstrom, O. H.
Sanlos, Ben
Scheffler, Samuel
Schmidt, Bernhard
Schroder, E. W.
Schultz, F. J.
Schulze, Paul
Scott, Emil
Seidel, Will
Seiffert, Johannes
Shallgreen, John
Shem, A.
Sherry, J. H.
Shields, J. J.
Skorlund, Harry
Skjellerup, A.
Slennig, Joseph
Smalmborg, Otto
Smith, D.
Smith, Percy S.
Tamanen, Erland
Tamanen, Krispin
Tasman, E.
Thearin, John E.
Tho, Johan
Thomas, Edward
Thompson, E.
Udekull, C.
Uhlman, Axel
Vanderberg, Geo.
Vangelder, William
Van Katwijk, J. W.
Wagner, W.
Waldbouse, John
Wald, Olaf
Walgren, I. M.
Walsh, B.
Wanderlid, J.
Welson, R.
Weture, J.
Westgaard, John
Westman, A.
Weyer, Paul
Zankert, Karl
Zechel, Walter
Zoerb, Walter
Petersen, S. A.
Peterson, Johan
Peterson, L. -1398
Peterson, Soren
Pettersen, F. -1526
Pettersen, Karl
Pettersson, E. -1437
Petz, Fritz
Pillson, Eduard
Porath, Ben
Frannels, W.
Prinz, Carl
Purton, J. E.
Puze, A.
Roberts, John
Robinson, E.
Rosenblad, Axel
Rosendahl, Knud
Rosenthal, John
Rosenquist, A.
Ruisse, -
Rundquist, O.
Rutte, Peter
Ryersen, Geo.
Snell, Adolf
Sonnenberg, J. C.
Sorby, Olaf
Sorensen, C. J. T. G.
Sorensen, James
Sorensen, Peter
Speller, H. z
Stallbaum, Eberhard
Standquist, Louis
Stein, Emil
Stenberg, Alfred
Sterling, H.
Strasdin, Hans
Strauss, Walter
Strom, Karl
Swansen, O.
Swanson, Ben
Swanson, Jack
Swanson, John
Swanson, Oskar
Swarley, Norman
Sund, Aleks
Sundt, Oscar
Sundberg, K. K.
Sundharm, Fred
Sweeting, J. B.
Svensson, S. E. -2675
Thompson, Thomas
Thoren, Gus
Tocksman, Chas.
Tollefsen, Hans
Tommala, Valno
Tuchel, Gustav
Ulmar, John
Velson, Frank
Verfard, Frank
Voorhes, Firman
Wiback, Walter
Wickstrom, Antone
Wilhelmsen, C.
Willerts, Fred
Willert, Charles
Wilsen, Billy
Wimmer, Geo.
Winblad, Martin
Winter, Harry
Wittenborn, Hans
Wortman, Wm.
Zornig, Harry
Zwakten, Rudolph

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Anderson, Axel
Athanasale, Demetre
Beling, Oscar
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erikson, E.
Finnely, Wm.
Hansen, Karl
Hansen, Marius
Hendriksen, Hagbart
Henningway, George
Hoffman, J.
Iversen, Iver
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluf
Klette, E. F.
Knappe, Ad.
Laas, J.
Laydon, D.
Lundberg, Oskar
Mehrtens, H. K.
Miles, I. P.
Olsen, Arne
Olsen, Carl -1101
Olsen, Marius
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Relursen, A. L.
Roslin, Robert
Schroder, Aug.
Sorensen, Pete
Summers, J. E.
Thoren, Jens
Wakely, R. J.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monson, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367

Office Hours. 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week. Electric Lights,
Call Bells and Hot and Cold Water in
every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

'Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping.
Single or Connecting Rooms.
This Place Must Be Seen to Be Appreci-
ated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

Capt. Chas. J. Swanson

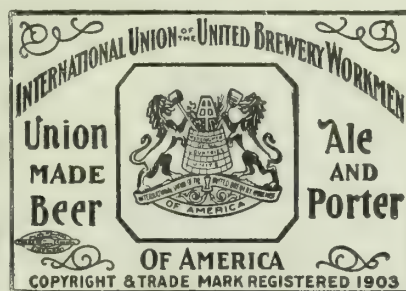
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

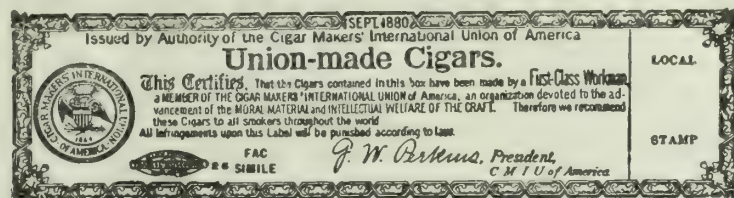
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

205 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

News from Abroad.

The steamer "Oceanic" of the
White Star Line, once the greatest
of ocean greyhounds, was wrecked
off the west coast of Scotland. All
on board were saved.

As a result of the Australian gen-
eral elections the Labor party will
be in power. In the House of Rep-
resentatives Labor has 41 members,
Liberals 33, and one Independent.
In the Senate Labor has 32 and the
Liberals 4 members.

James Gordon Bennett, owner of
the New York Herald, who makes
his home in Paris, was married a
few days ago to the Baroness de
Reuter, widow of Baron George de
Reuter, son of the founder of the
Peuter Telegraph Company. Mr.
Bennett is 73 years old and only a
few months ago his life was de-
spaired of.

According to Government investi-
gations foreign tourists to Japan
during 1913 numbered 21,886, an in-
crease of 4,922 over 1912. Great
Britain sent 4,123; the United States,
5,077; Germany, 1,184; France, 363;
Russia, 2,755; China, 7,786; Italy, 59;
Austria-Hungary, 88; Netherlands,
86; Belgium, 42; Spain, 74; Norway,
45; Sweden, 50; Switzerland, 30;
Portugal, 70, and Denmark, 19.

The French Journal Official pub-
lishes a ruling of the Minister of
Marine which requires every trading
vessel entering a French port to
make a declaration to the military
authorities setting forth the nation-
ality of the vessel and the citizen-
ship of her passengers and crew.
This is in order that steps may be
taken for the transportation of
aliens. Masters failing to make this
declaration will not be permitted
entry and will be regarded as coming
with hostile intentions.

Vice Admiral Koichi Fujii, who
was accused of bribery in connection
with the Japanese naval corruption
case, has been sentenced to impris-
onment for a term of four years and
six months. Admiral Fujii was at
one time Japanese naval attache at
Berlin. He was ordered before a
court martial in February of this
year. It was charged that he re-
ceived illicit commissions for influ-
encing the allotment of admiralty
contracts in favor of a German firm
of electrical contractors.

Protests have been filed against
Turkey's formal notification to the
nations of the world that she has
abrogated the series of conventions,
treaties and privileges, originating as
early as the eleventh century, where-
by foreigners in the Ottoman Em-
pire have been exempt from local
jurisdiction in civil and criminal
cases. For the present foreign sub-
jects will no longer enjoy what is
known as extra-territorial rights,
through which they have been tried
by their own judges, diplomatic rep-
resentatives or consuls.

Troops continue to flow from
Canada, Australia and India. The
British Parliament voted unanimously
on request of Premier Asquith to
add another half million men of all
ranks to the regular army. This
brings the total to 1,854,000, an un-
precedented figure for Great Britain.
The regular army will comprise 1-
200,000; territorials, 300,000; re-
serves, 214,000; Indian contingent,
70,000; Canadian first and second
contingents, 40,000; Australians, 20-
000, and New Zealand, 10,000. This
contemplates placing 1,200,000 men
in the field.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Hans	Jacona, Carmelo
Christian	Janssan, Axel
Andersen, E. W.	Johnson, Martin
Andersen, Gus	Johnson, John E.
Boers, J. G.	Kathy, Albert
Bloom, A. A.	Lundquist, Fritz
Bernhard, Oscar	Magnussen, Magnus
Colbert, M. J.	Nieman, August
Cohn, W. R.	Olson, John
Erickson, Earl	Orabrovae
Erickson, O. E.	Petersen, Chas. F.
Findlay, J.	Roelfs, J.
Hans, Nick	Roelfs, J.
Herno, Fred	Rinta, Carl
Hallen, Victor	Schultz, F. J.
Happmer, H.	Wallen, E.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd-	Olsson, Sigrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar

With the Wits.

"So that infernal tailor has been calling again with my bill. Did you tell him I was out?"

"Yes, sir, and I told him I thought he was, too."

Paying Teller—You must get some one to identify you before I can pay this check. Have you any friends in this town?

Stranger—Not one. I'm the dog-catcher.

"Do you believe, sir, that on election day the women should be at the polls?"

"Yes, sir," the crusty bachelor unexpectedly replied—"at both of 'em—north and south."

"Is there anything, mother, a woman may do, which a man can't do?"

"There are two, my child: No one but a woman can look at a woman without seeing her, and no one but a woman can see a woman without looking at her."

A "funny man" thought he would break up a suffrage meeting, so from the audience, he called out to the woman speaker:

"Say, madam, would you like to be a man?"

Back instantly came the reply: "Yes, I would; would you?"

The justice had fined the auto owner \$7 for speeding.

The victim pulled out a ten dollar bill.

The justice stared at it.

"It's th' smallest you've got?"

"Yes."

"Ain't I a chump!" muttered the justice.

Arthur was passing a day with his aunt.

"I am going to do something to please you on your birthday," she said to the little boy, "but first I want to ask the teacher how you behave at school."

"If you really want to do something to please me, auntie," said the boy, "don't ask the teacher."

An Invitation

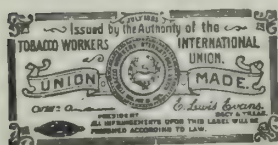
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, S. F., Next to SAILORS' UNION HALL

MADE TO ORDER SUIT CLUB

Union Label in Coat, Vest and Pants

OUR CUSTOMERS ARE UNION MEN. WE SELL UNION MADE GOODS ONLY.

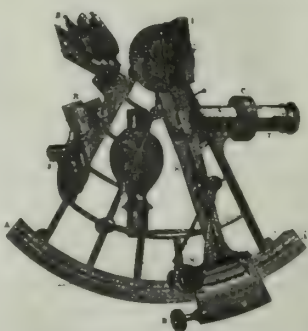
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James F. Sorensen
Free and Treble

ONE BIG STORE Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Begin Saving Your

CHRISTMAS MONEY NOW

Here's a \$1 Savings Bank for 50c
That Will Help You

Every one wants money for Christmas—and three months are little enough time for saving it. Begin now.

There is surely some friend or loved one you wish to present with a token of your friendship on Christmas morn; or possibly you wish to buy for yourself some long desired object.

Here is the easiest way:



Secure one of these One Dollar Banks that we sell for 50c. Then practice a little self-denial by dropping your extra change into the Bank. We venture to say you will have more than enough to buy the desired present.

You keep the Bank—we keep the key. There is no temptation to open it at home. Bring it to the Store when you want to open it—do what you like with the money.

On sale at Transfer Desk—Main Floor

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

H. SAMUEL

The Old Union Store

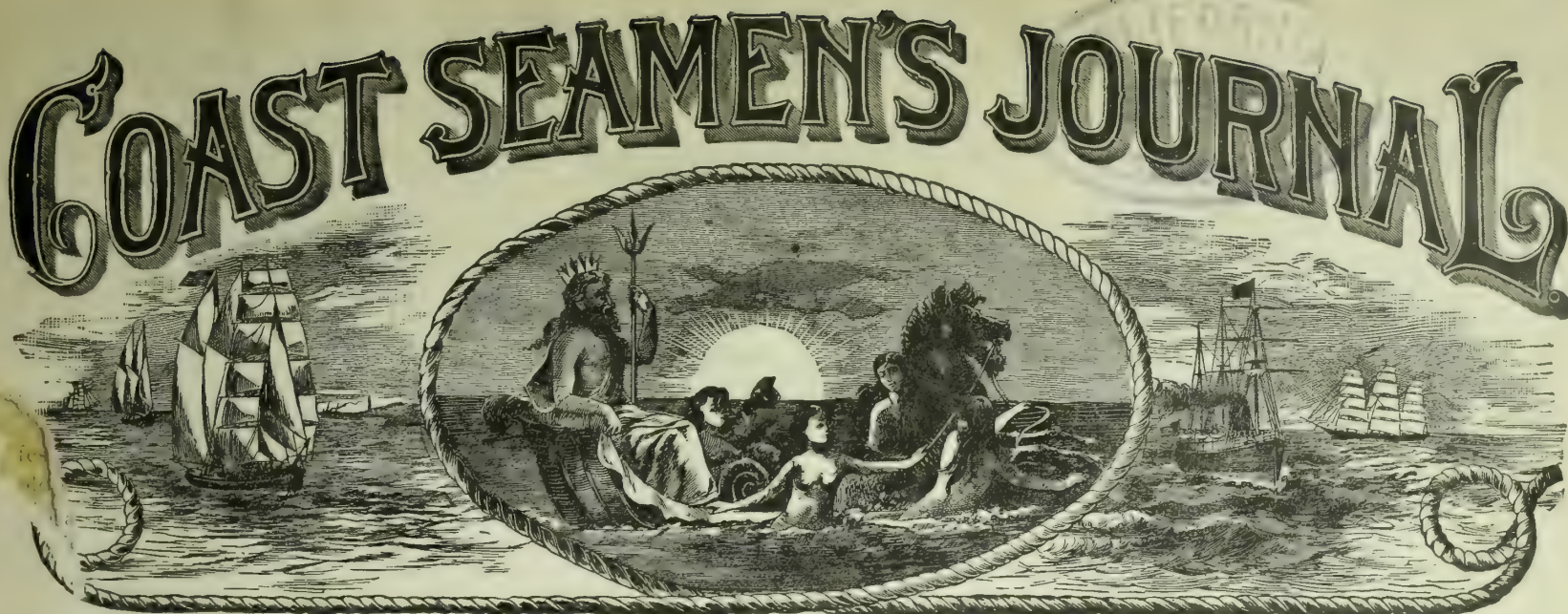
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE
ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 5.

SAN FRANCISCO, WEDNESDAY, OCTOBER 14, 1914.

Whole No. 2299.

GAGING TRADE UNION PROGRESS.

An Analysis of "Revolutionary Reformers" Theories---By Wm. Z. Foster.

Of all the contradictions in which I. W. W. thinkers labor, perhaps the most glaring is their two-faced attitude towards the so-called "law of economic determinism." They claim, on the one hand, that economic conditions are the driving forces that shape all social institutions. With much "scientific" ado they demonstrate that the I. W. W. is the inevitable result of these forces and in full harmony with their dictates. But, on the other hand, they won't extend their law of "scientific" Socialism to the trade unions. These organizations, for some mysterious reason, are exempt from its influences. They are altogether out of harmony with modern conditions. As Vincent St. John, general secretary-treasurer of the I. W. W., says, they learn nothing from their defeats. The I. W. W. thinkers take the very "scientific" position that the trade unions are gigantic conspiracies against the working class, founded and engineered by Gompers, Hanna, Carnegie, Belmont, et al. For policy's sake, they conveniently ignore the fact that although the many affiliated and unaffiliated national and local trade unions have the necessary autonomy to freely develop in response to the dictates of their economic environment they are nevertheless, roughly speaking, all on the same plane of development. One is tempted to hazard the wild theory that this common status prevails because economic conditions and the worker's mind are in a corresponding state of development. But no, that would not be "scientific." To be "scientific" one must always bear in mind the fundamental principle that the I. W. W. is the only labor organization justified by modern conditions. For some unexplained reason it alone is influenced by "economic determinism."

Consequent on the above contradiction the bulk of the I. W. W. flatly deny that the trade unions are making any progress. But there is a newer element.

As an illustration of this autonomy—since its inception, the International Shingle Weavers' Union, now the International Union of Timber Workers, has not received even one suggestion from the A. F. of L. as to how it should be run.

They can't altogether blink this evident progress. But laboring under the same contradiction as their fellows they proceed to explain it by still more and wonderful intellectual flights. According to them this progress is due to the activities of the I. W. W. Thus the I. W. W. stands as a sort of connecting link between the trade unions and "economic determinism." The trade unions learn nothing from their own experience directly. All wisdom must filter through the I. W. W. to them. To the novice this may seem a marvelous theory, but to any one familiar with I. W. W. dogmas there is nothing extraordinary about it.

For the benefit of those who deny all trade union progress we will briefly cite a few of their more important advances. Then we will respond to those who believe that the I. W. W. is the source of all progress.

In the A. F. of L. proper, far reaching

changes are taking place. One of these is the growing sentiment in the conventions for industrial unionism. All indications point that the A. F. of L. will soon be dominated by it. The foundation of the various departments was a big step in advance. The departments serve to break down the old craft spirit of the unions, and are the beginnings of industrial unionism. The growth of the A. F. of L. also shows progress. It is a significant fact that the "perfect," "modern," "ideal" I. W. W. has decreased in membership from 40,000 (1905), to 7,000 (1914), while the "decrepit," "antiquated," "dying" A. F. of L. has increased in membership from 1,500,000 to 2,200,000 in the same period.

The individual unions also show innumerable signs of progress. In the mining industry the U. M. W. of A. is growing like a weed. It is daily becoming more militant. At its last convention it declared in favor of meeting a declaration of war with a general strike. The affiliation of the W. F. of M. has been secured. A plan is on foot to amalgamate the two miners' unions. In the building trades everywhere the unions are developing more solidarity and power. The building trades councils are being extended and strengthened. The two factions of carpenters have been combined and the wood workers amalgamated with them. The steamfitters and plumbers have joined forces. The two factions of electrical workers are being brought together. The stone cutters and the bricklayers have formed an "offensive and defensive" alliance. A big move is on foot to combine the three unions of stone workers. It is also proposed to join the plasterers and bricklayers to this combination, etc.

In the garment trades the tailors have expanded into an industrial union, and are working to amalgamate the three garment worker unions.

In the printing trades, as in all others, the principle of having all agreements expire at the same time is being ever more widely adopted. Strong efforts are being made to bring all the printing trade unions into one union.

Among the railroad unions the signs of progress are innumerable. First in importance is the wide expansion of the epoch making federations of shop organizations. These federations are performing wonders in breaking down the old craft spirit that has held the American movement back so much. At their last convention a strong effort was made to amalgamate them all into one union. Among the operating employees the spirit of federation and solidarity is also spreading rapidly. Of this growing solidarity the brilliant strikes on the D. & H. and the S. P. are examples. The engineers and firemen, for years the bitterest enemies, have decided to henceforth make joint agreements and to fight as one union. The brakemen and conductors have done likewise. System federations among the Brotherhoods are becoming common. A national federation of all the Brotherhoods is now inevitable. Later on the shop men will doubtless be included.

In the metal trades it has been decided that hereafter all contracts shall expire at the same

time. Various of the unions are widening out to take in the unskilled. The recent convention of the officers of the machinists endorsed amalgamation of all the metal trades unions into one union. This is now before the rank and file on a referendum. The machinists and electricians are now making joint agreements, etc.

And so it goes on in practically all the unions. The Shingle Weavers have extended their jurisdiction to take in all the workers in the lumber industry. The Cigar Makers are voting on a proposition to include in their union all the workers engaged in the making of cigars. The Longshoremen's and Water Front unions are federating and amalgamating. The women barbers are being organized and as never before attempts are being made to organize the unskilled.

The central labor councils are also waking up. They are beginning to demand the autonomy necessary to their growth and development. This was seen in the Electrical Workers' dispute. They are also furthering the labor movement—a method of organization which is perhaps the best yet devised in the world's labor movement.

Numerous unions are adopting revolutionary preambles and repudiating the doctrine of the identity of interest. The contract has lost much of the sacredness that used to be attached to it. In a thousand ways the trade unions are reflecting the growing intelligence of the working class. Only those who are stone blind with prejudice fail to perceive this. It is indeed a hardy "thinker" who can at this late date say with Vincent St. John that "There is no case in the history of bygone organizations in the labor movement where existing organizations have changed to meet new conditions." But then the I. W. W. is noted in denying all facts that do not agree with its theories and dogmas.

Now for those other wonderful thinkers who consider the trade union progress they can no longer ignore to be due to the activities of the I. W. W.—those who consider the I. W. W. to be a sort of intermediary between economic conditions and common sense, on the one hand, and the trade unions on the other. These declare that it is only when the trade unions feel themselves threatened by the I. W. W. that they become progressive. According to their logic those unions that have been fought the most by the I. W. W. should be the most progressive. But this is not the case. The Barbers, Textile, Boot and Shoe, Hotel and Rubber Workers have been especially combated by the I. W. W., and none of them are showing any great progress. On the contrary their wars with the I. W. W. furnished them with an incentive, nay even compelled them to adopt, in self-defense, the reactionary tactics the I. W. W. condemns, viz., to remain at work while a sister union strikes. It may be laid down as a labor union axiom that where dual unionism exists "organized scabbery" becomes inevitable. The wars between the A. F. of L. and the K. of L., the Brotherhoods and the A. R. U. and the U. B. R. E., the two Shoe Workers' unions, the two

Carpenters' unions, the two factions of Electrical Workers, the Steamfitters and Plumbers, etc., amply prove this. However well intentioned, dual unionism does not prevent, but promotes reaction.

The bulk of the progressive unions are in the building trades, metal trades, mining, railroad, and garment making industries. In all these industries the I. W. W. has been a negligible factor. It has never threatened the existing trade unions. But this difficulty is easily gotten around by I. W. W. thinkers. They assert that the progress of these unions is due to the propaganda of the I. W. W., but examination shows this argument to be fallacious also for the very good reason that the trade unions are not developing along lines advocated by the I. W. W.

The development of the trade unions has been along the lines of joint agreements, federations, amalgamations, all contracts expiring at the same time, labor forward movements, autonomy of central labor councils, etc. Has the I. W. W. ever advocated any of these measures? Most decidedly not. It has been a bitter enemy to them. They have ridiculed system federations, amalgamations and joint agreements as the most reactionary makeshifts. As for the contract, they have consistently advocated its complete abolition. They have never advocated that the various unions all have their contracts expire at the same time. As for the labor forward movement, most of them have no conception of what it is. Likewise with the central labor councils, they haven't yet discovered their existence. The I. W. W. program has consisted simply of a blanket industrial unionism for all industries alike. The movements now agitating the trade unions are products of their daily experience. The dogmas born in the brain of DeLeon and propagated by the I. W. W. have had small influence upon them. This is proven by the fact that the peculiarly I. W. W. ideas regarding low dues, no strike funds, short strikes, no sick nor death benefits, unrestricted immigration, low salaries for officials, intermittent strikes, etc., are finding very slight echo in the trade union movement.

Except in rare instances it can't be shown that the I. W. W. has helped the labor movement. On the contrary, with its constant campaign of knocking and preaching of raw and impossible idealism, it has been a decided hindrance to it. Hundreds, yes, thousands of the best and most effective militants this country has ever produced have been discouraged with the slow progress of the trade unions, which keeps pace with the development of the working class. They have been led to either quit them or to become indifferent to their fate. The loss to the unions in this way has been immense.

The I. W. W., with its Utopian program of creating a perfect union out of an imperfect working class is a sort of labor union measles that the labor movements of the Anglo-Saxon countries seem destined to experience. Only when this childish disease is lived through; only when the rebels quit measuring everything with their Socialist "science" and begin to more closely study the problem in hand and settle down to constructive work, will the American movement take a spurt forward like the English movement has since it has recovered from its attack of I. W. W.ism three years ago.

For those who believe the I. W. W. to be at once the sum total and the source of all labor union progress perhaps the following fable may bear a lesson:

Once a gnat alighted upon a chariot standing still in a Roman arena. Soon the chariot got under way and as it traveled around the arena it raised a great cloud of dust. "Goodness me," cried the "scientific" gnat, "what a tremendous dust I am raising."

It appears from a recent return that 306 sailing vessels were employed in the nitrate trade from the West Coast in 1913, the various nationalities being represented as follows: French, 103; German, 78; Norwegian, 53; British, 42; Italian 16; Russian, 12; Danish, 1; and Belgian 1. These 306 vessels ranged from 13 to 37 years of age, and carried 970,000 tons of nitrate, of which five vessels were totally lost carrying 15,400 tons. The total value of the nitrate carried is put at £9,400,000, and the average premium 3¾ per cent. net to underwriters, or, say, £258,500. The value of the nitrate totally lost was £148,000, which left £110,500 to meet all craft losses and general and particular average claims. It is added that the figure of 15,400 tons for total losses was abnormal, and that the average for the past seven years works out at 10,400 tons per annum.

Demand the union label upon all purchases!

EDITOR PERSON ACQUITTED.

Despite the bitter persecution conducted by States Attorney Williams of De Witt County, States Attorney Everett Smith of Logan County, and special prosecuting Attorney Judge Lot Herrick, whom rumor has it is a special representative of the Illinois Central Railroad, retained to aid in silencing Editor Person by sending him to the gallows, yes, despite all of this armed array of "legal" talent, Carl Person, the persecuted one, was acquitted.

All of our readers are acquainted with the history of this case and to them it is unnecessary to make any statement. But to the few who may not be acquainted with the facts, in brief it may be stated that Antone Musser, former chief of police of Clinton, Ill., a bitter union hater, assaulted Carl Person, knocked him down, and stamped, kicked and was beating him to death when Person, after warning him, shot him down.

When it is borne in mind that Musser, the thug, was a burly brute weighing over two hundred pounds, and Person a man of one hundred twenty-five pounds, the great disparity, and unequal contest can be seen at a glance.

Comerford sprang a sensation at the outset of the trial by getting to the jury the fact that States Attorney Williams conspired to railroad the defendant, by writing an article shortly before the trial under the name of S. Dean Wasan. The article was printed in the Lincoln papers and was so prejudiced against the defendant's cause that dozens of the jurors asked to be excused because they could not give the defendant a fair trial after reading it.

The camp of the prosecution was supported by an army of Illinois Central spies, and private detectives. Excitement ran high.

In the States Attorney's opening statement he charged Person with being a cold-blooded murderer and demanded that he be dealt with according to law.

The prosecutor dropped the mask when in the passion of his opening address to the jury, he assailed the editor of the strike Bulletin for his attack on the Illinois Central and its employees. He said that he would show that Person was of a malicious heart because he wrote up the men who took the bread out of the mouths of the strikers as "scabs."

Attorney Comerford, in his opening address, accepted a challenge and demanded a reason for the man-hunt be given to the jury. He charged the existence of a conspiracy of organized dollars to make a gallows-sacrifice of Person. Over a hundred witnesses were subpoenaed.

But on Monday, Oct. 5, Carl Person was acquitted, the jury composed of representative men, who could not be influenced by the biased prosecutor, firmly brought in a verdict of not guilty, and thus reprimanded the guilty county and State officials who would have convicted an innocent man at the behest of a labor-crushing corporation.

Africa is in third place in the amount of cotton goods consumed. In some sections of Africa 50 per cent. of the unbleached cotton trade is with the United States and only 10 per cent. with England.

TAFT VERSUS GOMPERS.

Editor COAST SEAMEN'S JOURNAL:

A recent issue of your valuable paper contained an article, signed by Chas. M. Albrecht, criticizing Samuel Gompers for certain alleged praise of his policy by William Howard Taft, in a recent issue of the "American Federationist," as follows:

"I congratulate you on the hard fight that you have made, and up to this time the successful fight you have made against the spread of Socialism amongst wage earners. Under present conditions of human nature the Socialist state is an impossible one. We need a tryanny, in contrast with which the hardship or injustice of the present industrial system will seem trivial."

As stated, the foregoing is from an article contributed to the September issue of the "American Federationist," by ex-President William Howard Taft, along with other messages from ex-President Roosevelt and President Wilson. The presumed congratulations of Taft to Gompers seems to have brought vials of wrath down upon the latter from Socialistic sources and the article referred to which appeared in your paper is one of the many efforts of the self-styled radicals to discredit and belittle the grand old man of the American Labor movement. It is rather surprising that a paper like the COAST SEAMEN'S JOURNAL, which has always been conducted along sane lines, and under the responsible editorship, can afford space for the wretched howls and dismal vaporings of the grand army of destructionists and knockers.

The attempt to put Samuel Gompers in the same category as William Howard Taft because he has the misfortune to receive congratulatory messages from the latter is ridiculous. Gompers has devoted a life of energetic and able effort in behalf of the men who toil: while Taft is well known as a reactionary of the first order. For further light upon the matter of the Taft congratulations I respectfully call attention to the Taft-Gompers correspondence appearing in the October number of the "American Federationist."

Trusting that you will find space for these few lines, I remain, Respectfully,
MARINE ENGINEER.

The seamen of the Hamburg-American and North German Lloyd steamship lines, whose vessels in New York were tied up at the beginning of the war, held a meeting recently at Imperial Hall, Hoboken, under the auspices of the seamen's section of the German Transport Workers' Union, to hear a report of a committee which conferred with the authorized representatives of the two lines. At the time the vessels were tied up the seamen were not discharged, as they had signed at the home ports for the round trip, and the committee at the conference refused to entertain the proposition to accept reduced rates of wages during the tie-up and demanded that full wages be paid for the time they are detained in this port. The committee reported that the demand for full wages had finally been granted by the two companies. One-half of the wages, it was agreed, is to be paid to the seamen here and the other half to their relatives in Europe.

For fair products of all kinds consult the JOURNAL's ad columns.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Science Blighted by War.

The Medical Record expresses the opinion that a long-drawn-out struggle in Europe will retard the progress of medical science abroad for many years.

"It may be premature," says the editor, "to attempt to prophesy the ultimate effects of the insane struggle in Europe upon the progress of medical science, but there can be no doubt that in Europe, where the torch of science has been carried high, the economic losses resulting from a long-continued war would dim its radiance for many years to come. Attainment in science and in the liberal arts is favored by unrestricted leisure and freedom from the stresses and cares of daily life, and the dissipation of a country's resources cannot but react unfavorably in halting the onward march of science.

"In addition to the diminishing endowments for research which will presumably follow the war, there is another important factor that will hamper medical investigation. The mobilization of the large European armies must drain the laboratories and the clinics of their brilliant young workers, who, as reservists, volunteers, or members of the Red Cross, will be added to the medical corps of the respective armies. On the other hand these men, or such of them as survive, will return with an experience which may perhaps more than compensate for the interruption in the orderly prosecution of research; but even research is not altogether paralyzed by war."

Cigarmakers and Stogie Makers Agree.

The Seattle Convention of the American Federation of Labor instructed the Executive Council to continue efforts to bring about the amalgamation of the National Stogie Makers' League and the Cigar Makers' International Union. In compliance therewith, a conference was called by Samuel Gompers, President of the American Federation of Labor, of the representatives of the two organizations primarily in interest, to be held at Cleveland, O., September 18, 1914. The participants in the conference were G. W. Perkins, Thomas F. Tracy, and Wm. Strauss, representing the Cigar Makers' International Union of America; W. H. Riley, Charles Huggins, and F. W. Sonderman, representing the National Stogie Makers' League, and Samuel Gompers, representing the American Federation of Labor.

After a thorough discussion of terms and conditions of the amalgamation by which the National Stogie Makers' League would become amalgamated with the Cigar Makers' International Union, the following declaration and terms and conditions of amalgamation have been agreed to:

The necessity is recognized for the thorough organization of all persons employed in the cigar and stogie industry, so that the best interests of all the workers therein may be the better protected and promoted.

That all stogiemakers who are in good standing in the Stogie Makers' League shall be admitted into the Cigar Makers' International Union of America and placed in full fellowship therein without the pay-

ment of an initiation fee, provided the local union of which they are members shall place its funds in the general funds of the International Union.

(For the information of all parties in interest and who may be unacquainted with the fact, it is here stated as a fact that the general funds of the International Union are held by the local unions in trust for the general purposes and benefits of the members of the International Union, and are not forwarded to the International headquarters.)

If the funds of the Stogie Makers' League amount to five dollars (\$5.00) per capita, the members shall be immediately entitled to strike benefit and to \$50.00 death benefit. If the funds of the Stogie Makers' League shall amount to \$10.00 per capita, they shall be immediately entitled, in addition to the foregoing, to a sick benefit, as provided in the laws of the International Union. It is agreed that the members shall be entitled to all of the benefits as soon as they have been members of the International Union the length of time provided in the laws thereof. That an organizer shall be appointed for a term of at least two years, in the effort to organize stogiemakers. Not less than half of the organizer's time shall be devoted to this herein declared purpose. The organizer shall be familiar with the stogiemaking branch of the industry, and, all other things being equal, the preference shall be for a stogiemaker to act as such organizer.

That stogies, cheroots, tobies, or cigars, or anything coming within the jurisdiction of the Cigar Makers' International Union shall be defined as follows:

First—All cigars shall be known as such when made of long fillers, or scraps, or both, with or without a binder and a paste head, whether pasted down around and smooth, twisted on or cut off.

Second—A stogie shall be defined and known as follows: When made with curl or twist head, in which no paste is used in shaping or fastening the head, and which is generally known as a stogie.

That the President of the C. M. I. U. of A. shall have made and printed a label for stogies as follows:

"Issued by Cigar Makers' International Union of America, _____, President. The Stogies contained in this package are the product of Union Stogiemakers, members of the C. M. I. U. of A."

In no case shall the Stogie Union Labels be issued or allowed to be used on stogies made for less than \$3.50 per thousand.

That the whole question and plan of amalgamation be published in four consecutive issues of the Cigar Makers' official journal and one copy of each issue be furnished to each member of the Stogie Makers' League; these issues of the journal to be also open for letters and articles, on the subject of amalgamation, to the members of the Stogie Makers' League.

In all respects, other than in this agreement provided, the laws of the International Union shall govern all local unions and members, regardless of the branch of the

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The committee representing the New South Wales unions organized on an industrial basis has decided that wages boards or courts with a purely craft basis are a reactionary step, which should be resisted by the industrial unions.

According to returns supplied to the Danish Statistical Office, 5.1 per cent. of the 114,400 members of trade unions reporting were unemployed at the end of April, as compared with 8.8 per cent. at the end of the preceding month, and 4.5 per cent. in April, 1913. The average number of days lost through unemployment in April was 1.3 per member, as compared with 2.0 in the previous month and 0.9 in April, 1913.

The number of paupers relieved on one day in June, 1914, in the 35 urban districts of the United Kingdom corresponded to a rate of 186 per 10,000. Compared with May, 1914, the total number of paupers relieved decreased by 1,005 (or 0.3 per cent.), while the rate per 10,000 remained unchanged. The number of indoor paupers decreased by 2,538 (or 1.5 per cent.) and the number of outdoor paupers increased by 1,533 (or 0.9 per cent.). There were increases in 14 districts, the greatest being in the Leicester district (11 per 10,000); in 16 districts there were decreases, the greatest being in the Cork, Waterford, and Limerick district (12 per 10,000). All the London districts showed small decreases. The remaining 5 districts showed no change.

All emigrants landing in Canada between March 1 and October 31 must possess \$25 and children \$12.50 each, and between November 1 and the last day of February \$50, and \$25 respectively, and sufficient traveling money, except that the following need have sufficient traveling money only: (1) Farm laborers and female servants, if going to assured employment as such; (2) certain relatives of residents in Canada. Employment has somewhat improved in several places; but there are still considerable numbers, both of skilled and unskilled laborers, out of work, and several factories are running short time. According to the British Labor Gazette the above restrictive regulations, therefore, are being rigidly enforced, and no mechanic or laborer should go to Canada now, unless he goes to assured work.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshop Act during June, 1914, was 40, of which 37 were due to lead poisoning, 1 to arsenic poisoning, and 2 to anthrax; none of these cases was fatal. In addition, 32 cases of lead poisoning (6 of which were fatal) were reported among house painters and plumbers. During the six months ended June, 1914, the total number of cases of poisoning and of anthrax reported under the Factory and Workshop Act was 298, as compared with 330 during the corresponding period of 1913. The number of deaths in 1914 was 20, as compared with 16 in 1913. In addition, there were 110 cases of lead poisoning (including 18 deaths) among house painters and plumbers in the first six months of 1914, as compared with 135 cases (including 21 deaths) in the corresponding period of 1913.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

CLOTHES SATISFACTION

IS THE RESULT WHEN YOU CONSULT

S. G. SWANSON

For the BEST there is in TAILORING
641 SOUTH BEACON STREET, next door to Postoffice
Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

A SAILOR'S BANK

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

— in the —

SAVINGS DEPARTMENT
of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersen, A. -1645	Kremer, Sigurd
Andersen, Rasmus	Kalnam, Andvej
Andersen, Martin	Kolodzie, George
Andersen, Axel	Kristiansen, Nils
Andersson, E. -1762	Karstin, Hugo
Andersson, H. -1883	Leideker, E.
A., Mr. -1504	Lang, Chas.
Andersen, Edward	Lindner, J. -1750
Anderson, Gust	Lundberg, T.
Alln, Emil	Lyngard, Jorgen
Anderson, David C.	Mesak, E.
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Martinelli, Walter
Bringsrud, Marald	Mennicke, Fritz
Berg, S.	Miller, Wm.
Brogard, N.	Mayers, P. M.
Bergqvist, Wm.	Michaelsen, A. -1105
Boy, A.	Morris, M. H.
Cirul, M.	Mattison, J. -1320
Christensen, A.	Maklan, K.
-1095	Nilson, Edon. C.
Cotter, J.	Olsen, A. O. -759
Carlson, Kalle	Olsen, Hans
Ceelan, John	Olsen, Ole Willh
Clausen, J.	Osterberg, S. J.
Chilton, Harry	-1284
Caddel, Adolf	Olsen, O. Mart
Carlson, Carl	Paader, Hugo
Dreger, Jack	Paulson, Gust
Esson, Carl	Perez, Antonio
Ellingson, Ivar	Plant, Billie
Fasholz, Jan	Peterson, C. E. -903
Folvik, Lewis	Rutel, Ernest
Grigoleit, E.	Robbins, Jack
Gunther, Dick	Sandstrom, Ivar
Gustafson, Alf	Svensen, Nick
Gusek, B.	Svensden, S. -1717
Gronlund, Oskar	Steen, J. C.
Holmborg, Frank	Steady, Oskar
Hansen, Marius	Samuelsen, Victor
Holm, Arthur	Schultz, Albert
Hansen, H. T. -1446	Schultz, Axel
Hansen, Johannes	Sanseter, Paul
Ilakonsen, P. O.	Schmidt, George
Haro, Aarp	Schager, E.
Harrold, Henry	Svenningsen, S. N.
Hermanson, Fritz	Schultz, Robert
Johansen, Ed. -2240	Tell, Olaf
Johansen, Emil	Tvedt, Olaf
Johansson, N. A.	Thomas, Joseph W.
-280	Vohs, Heinrich
Jensen, Oscar M.	Wagner, Billy
Johnson, John A.	Zimmer, Walter
Jorgensen, H. P.	Packages.
Johnsen, George	Johansen, Nils A.
Karlson, Richard	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our French Dry Cleaning Process which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer in

CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE

GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)

KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Goteborg, Sweden. 9-23-14

Pacific Coast Marine.

The Canadian Marine Court has exonerated Captain P. J. Hickey of the Canadian Pacific Railway liner "Princess Victoria" of blame in the collision recently with the "Admiral Sampson," when eleven lives were lost.

The Canadian Pacific Railway announce that as their transpacific steamers have all been taken over by the British Admiralty in the event, unless they can charter suitable steamers service to the Orient is entirely suspended for the time being.

Benson and Hammond logging companies have announced that no more log rafts will be sent from the Columbia to California this season. Each company has a raft ready to go, but both will be held until next summer. The Benson Company has sent three and the Hammond Company two rafts south this season.

Word was received from Commissioner of Navigation Chamberlain at Washington by Collector of the Port Davis that American registry had been formally granted to the former Kosmos steamship "Alexandria," now the "Sacramento," of the Northern and Southern Steamship Company, and that her official certificate number would be 212,688.

It is admitted by the Great Northern people that "English interests" are negotiating for the big liner "Minnesota," but whether these interests are the Canadian Pacific, the Grand Trunk Pacific (which is thought to have ambitions in the direction of establishing a transpacific line from Prince Arthur) or agents of the British Admiralty is not known. The "Minnesota" would make an excellent troop ship.

According to reports, extensive improvements are to be made on the Miner fill (San Pedro) at the instigation of Andrew Weir, the London shipowner, who is now on his way to the Pacific Coast. The property consists of 157 acres of land reclaimed by the Outer Harbor Dock and Wharf Company, which is now owned by the Union Oil Company. Over a mile of wharves have already been built and new warehouses and tracks are to be built. A system of electric conveyors and trucks has been installed.

The Canadian Pacific Railway Company, owner of the steamer "Princess Victoria," has filed counter charges, of neglect of maritime regulations on the part of the officers of the steamer "Admiral Sampson" and made denial of responsibility or blame of the "Princess Victoria" for the collision in which the "Admiral Sampson" was sunk. The petition constitutes the company's answer to the \$670,000 libel suit filed by the Pacific Alaska Navigation Company, owner of the lost vessel. The Court is asked to limit the liability of the company for damages to the extent of the company's interest in the "Princess Victoria," and blame for the collision is shifted entirely to the officers of the "Admiral Sampson."

Damages in the sum of \$31,000 have been awarded to the Puget Sound Tugboat Company by the Federal Court at Seattle, against the Coast Shipping Company, of San Francisco, for the sinking of the tug "Sea Lion" by the schooner "Oceania Vance." The "Sea Lion" was sunk off the Strait of San Juan de Fuca June 19, 1909. "Oceania Vance" rammed the "Sea Lion" in a dense fog, sinking her in 72 fathoms of water. No lives were lost. In a written opinion Judge Neterer stated the evidence indicated the "Oceania Vance" was sailing before the wind, with most of her canvas spread, and that she was making nearly seven knots, although in a dense fog. She was proceeding through a fog at a dangerous rate of speed and showed carelessness, the opinion holds.

Confirmation of the published report that at the time of the bombardment of Papeete (Tahiti) by the German cruisers "Scharnhorst" and "Gneisenau" an American schooner was moored at the dock and in the direct line of fire, has been received in a letter from a friend at Papeete to Captain Walter H. Ferguson. The letter states that the schooner "William Olsen," Captain McDonald, which arrived at Papeete from Seattle on September 19, was moored at a wharf directly in front of the American Con-

sulate and a number of mercantile establishments. During the bombardment a number of shells from the German vessels damaged the "Olsen's" rigging and one passed through her bows. The position of the vessel, it is stated, saved the consulate and other buildings from being demolished, acting effectively as a shield to them. The "Olsen," which is owned by the local firm of Hickman, Masterson & Co., was being repaired at the time the letter was dispatched, and it was expected that she would sail for Seattle on October 1.

Shipping along the western coast of South America has been almost suspended owing to the reputed presence in these waters of the German cruiser "Leipzig," which is reported to have sunk several British ships during the past few weeks. British lines operating ships from Balboa to the south have withdrawn their sailings, thus delaying the mails from Santiago, Chile and points beyond. Only Chilean and Peruvian boats are now plying to the ports on the west coast. According to reports reaching here, the "Leipzig" is sailing north, but it is impossible to verify these rumors. Nor is there any confirmation of the reported sailing around Cape Horn of British men-of-war, which are believed to have orders to destroy the "Leipzig."

The Danish East Asiatic Company's new motor-ship, the "Malakka," a vessel of 10,000 tons, got away from Genoa about September 15 for San Francisco and other North Pacific ports. The vessel is a sister ship of the Siam, which created much interest in shipping circles during her visit here several months ago. The motor-ship "Malakka" was loading at Antwerp for Pacific Coast ports at the time the European war started, but was unable to finish loading, consequently the owners placed the steamer "Kina" on berth at Copenhagen, Gothenburg, Christiania and Genoa. Since then they have replaced her with the "Malakka." The "Malakka" is a twin-screw motor oil propelled vessel, 425 feet over all, 55 feet beam and 38.6 depth of hold. She is of the shelter deck type, with four masts, six hatches and twenty-four derricks of steel tube type. The vessel's propelling machinery consists of two eight-cylinder Diesel oil engines developing 3200 horse-power.

Reports received from the west coast of South America indicate that conditions worse than anything known in many years now prevail, as a result of the European war. The conflict which is now occupying the attention of the world has virtually halted marine traffic along the Pacific Coast of South America, thus putting an end in large measure to the importation of many necessities of life. There is reason to believe that many persons in the coast towns are in actual want as a result of the stagnation of business and that thousands are out of employment. Business in all ports as far south as Antofagasta, is declared to be virtually at a standstill, and a number of the largest important export houses are said to have ceased doing business while they await a resumption of better conditions. The proclamation of a partial moratorium at Lima, permits banks to refuse payments in excess of 5 per cent. of their deposits weekly, while the Peruvian Government has ordered the stoppage of the exportation of gold. Conditions at Guayaquil and other Ecuadorian ports, as well as ports in Colombia, are believed to be equally bad, judging from reports received from these localities. Ships are clearing from Balboa, the Pacific end of the Panama Canal, with little cargo and few passengers, and several vessels are being laid up at Balboa pending better traffic conditions. The business situation in Central America is believed to be a little better than further south.

PILEMEN WANTED BY STATE HARBOR COMMISSION.

The California State Civil Service Commission announces that applications for employment as pilemen in connection with the State Board of Harbor Commissioners in San Francisco will be received at the office of the Commission, State Capitol, Sacramento, on or before October 31, 1914. The salary is \$5 per day. There are now several vacancies to be filled.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento. Applications must be properly executed and filed with the Commission on or before October 31, in order to be considered for this examination.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main. P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65.
ARERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 14, 1914.

CRIMINAL CARELESSNESS.

The Sailors' Union of the Pacific has formally requested the U. S. Steamboat Inspection Service to make a thorough investigation into the causes which led to the sinking of the steam-schooner "Francis H. Leggett," off the Oregon coast on September 18.

Rumor has it that the "Leggett" and other vessels of that class have, for years, by degrees, increased the size of their deckloads, until even amateurs could plainly see that safety had become a second consideration—that, in fact, safety received no consideration at all if it interfered with the deckload.

It is reported also that in the proverbial hurry to get the ship to sea and to "make time" at all hazards, the battening down of hatches has been gradually dispensed with, because it was held that the deckload would hold down the hatches much better than all battening. Of course, this presumption does not take into account the fact that deckloads have to be jettisoned occasionally, and when that is done, as was evidently the case in the "Francis H. Leggett," it is too late to batten down hatches.

Surely, it is high time to begin making haste slowly, and the Steamboat Inspection Service cannot afford to let the "Leggett" disaster pass by without a most thorough and searching investigation into all phases of the wreck.

Steps should also be taken to definitely ascertain whether the normal, present day deckload of lumber can be carried in all kinds of weather, consistent with safety. And if it has become the custom to conveniently forget about battening down the hatches before taking on the deckload, the men in authority ought to be held personally responsible for criminal negligence.

The "Leggett" disaster snuffed out some seventy lives. And while we shall never have conclusive evidence that those seventy human beings were sacrificed because of

the heavy deckload, all signs indicate that such was the case, and everything within our power ought to be done to prevent a similar occurrence.

LABOR GOVERNS AUSTRALIA.

Another great national political contest in Australia has been concluded and the Labor party has won a magnificent victory.

The Labor party will have forty-one members in the House of Representatives and thirty-two in the Senate. The Fusion Liberal-Conservative representation in the House will be thirty-three and in the Senate four. The Labor party, therefore, made a net gain of four seats in the House and three in the Senate.

It is said that Andrew Fischer, the miner, will again officiate as Prime Minister of Australia, and with a safe working majority of eight in the House and overwhelming odds in the Senate it is likely that he will be able to put through considerable constructive legislation, as promised in the Labor party program. It will be recalled that a new election was ordered on the issue of the government giving preference to union labor in employing workers, the opposing Fusion party headed by Cook, a renegade labor-man—believing that the anti-union sentiment was still strong enough to return him to power with an increased working majority, as he had a margin of but one in the former House.

While this "preference" issue was kept well to the front and denounced as rank discrimination by the Cook crowd, the breaking out of the war in Europe gave them additional encouragement to believe that the Fusion administration would be returned by a substantial majority. But the British-Jap alliance never was popular in Australia and the electorate of Australia did not look with kindly eyes upon the injection into the campaign of war issues. The Labor party made its own issues and stuck to them throughout the campaign, notwithstanding the most strenuous efforts of the Fusionites to switch public discussion to other subjects.

One of the big items in the program submitted by the Labor party provided for the establishment of "national steamships," i. e., a government-owned steamship line. We quote from one of Mr. Fischer's speeches:

We propose to establish a line of steamers between the mainland and Tasmania and also overseas. The latter should be of increased speed, with resultant advantage to the passengers, shippers, and the general public alike. Fierce and unfair criticism of State enterprises has too long deterred a progressive people from taking steps to protect their own interests against overcharges and monopolistic influence.

In view of the fact that the United States Congress is considering legislation along similar lines we shall watch developments in Australia with added interest. It is a certainty that steamers owned by the Commonwealth of Australia will not be manned by coolie labor. A Government that refused to give "preference to unionists" has been ousted and its successor will not be found wanting in that respect.

Here's to Australia's Labor Government. May it long remain in power. And may it always be true to Labor!

In practice, "piece-work" and "part payment" are synonymous terms.

CREATING A MERCHANT MARINE.

The recent issue of the "Pacific Marine Review" is especially devoted to the up-building of an American Merchant Marine.

Among the contributors are Mr. R. P. Schwerin, of the Pacific Mail Steamship Company; Captain Robert Dollar, of the Dollar Steamship Company; Mr. G. W. Dickie, the shipbuilder; and others. The plans for rehabilitating a Merchant Marine, as advanced by these gentlemen, originate with the building of Noah's Ark and were developed and fostered during the time when galley slaves furnished the motive power for most of the larger crafts afloat.

In brief, these pillars of modern society submit the following plans:

1. No Governmental restrictions of any kind whatsoever, i. e., a further sacrifice of the present inadequate safety regulations.

2. Permitting American vessels to carry the cheapest available crews. They enjoy this privilege at present, but "labor agitators" sometimes interfere—so they would like to have "labor leaders" either muzzled or wholly eliminated. Upon this point their plans are not quite clear.

3. Subsidy, subvention and a general mulcting of the National treasury to put the poverty-stricken shipowners on their feet and enable them to give successful battle to all native or naturalized American seamen who want to earn a decent livelihood upon the sea and banish the pauper labor of the Orient.

Upon this basis, we are told, it will be possible to build an American Merchant Marine. Upon this basis, and no other, may we have the pleasure to see the Stars and Stripes wave from a fleet of fast and commodious foreign-going ships!

We do not know how many Americans want a Merchant Marine under those conditions, but we do know that no American worthy of the name will ever go into spasms of joy over a fleet of foreign-built ships, manned exclusively by alien crews, from skipper to deckboy, even though the fleet be labeled "American"!

Attention is called to the correspondence appearing in this issue under the caption, "Taft versus Gompers." As stated at the head of the editorial page, the JOURNAL welcomes communications from seafaring readers but is not responsible for the expressions of correspondents. The JOURNAL did not endorse the views of the correspondent who reflected unfavorably upon the President of the American Federation of Labor. The JOURNAL does, however, believe in giving both sides a hearing.

When we reflect that one of the chief purposes of the trade union is to restrain the aggressiveness of the Government, the idea of the compulsory arbitrationist that the Government should be vested with authority to supersede the other chief purposes of trade unionism is a striking instance of inconsistency.

Conciliation and arbitration are, of course, well worth seeking. In the present imperfect state of industrial morals, however, it is apparent that the hope of attaining these ends lies chiefly in the power of either or both parties to fall back upon the sterner alternative.

LABOR CRUSHERS EXPOSED.

Organized labor is on the eve of a complete victory in the war started by the Merchants, Manufacturers and Employers' Association of Stockton, Cal.

J. P. Emerson, with several sets of initials and a number of aliases, who for many weeks was the pet sleuth of the Merchants, Manufacturers and Employers' Association, has made some interesting confessions.

Emerson is about as prolific with confessions as he was with reports to his employers—copies of which have, for some time, been in the possession of the union labor officials.

In his first confession, he implicated H. C. Brokaw and a number of "higher-ups" in the labor crushing combine. Brokaw and his attorneys then spent two hours in Emerson's cell in the Martinez jail, and after this visit John P. Irish Jr. and Mrs. Emerson called, with the result that Mr. Emerson made another confession wherein he exonerated Mr. Brokaw from any guilt or connection with the dynamite frame-up and plot against the unions and labor officials in this State.

In all of his confessions, Emerson admitted that the whole dynamite plot was a frame-up on the unions, and that no member of union labor had any knowledge of what the perpetrator was doing. Of course, in this he makes a mistake, because copies of his reports portraying his operations are, and have been for weeks, in the possession of trade union officials of the State. These have all been turned over to the Stockton and San Joaquin County authorities, together with a large amount of evidence which is fast being accumulated every day against the directors and managers of the M. M. & E.

The labor officials of Stockton and the authorities of San Joaquin County are not satisfied with the way Sheriff Veale of Contra Costa County handled the case. They believe he has been trying to protect the high officials of the Merchants, Manufacturers and Employers' Association—notably John P. Irish Sr. and John P. Irish Jr. They claim to have evidence which tends to prove their contention in this regard. A further exposé which will show up the wonderful ramifications of this case may be expected any day. At any rate, it is understood that Emerson will plead guilty to the three charges placed against him and take his medicine.

It is alleged that the Merchants, Manufacturers and Employers' Association will take care of his family, and also that Mr. Emerson, after he serves a short prison term, will receive an easy berth. However, no one can tell when Emerson will make a new confession which may upset the M. M. & E.'s program. This is the essence of the confession he first made, while the tears were rolling down his cheeks:

J. P. Emerson, acknowledged by H. C. Brokaw of the Merchants, Manufacturers and Employers' Association to be an operative in the employ of the M. M. & E., made a complete confession in the Martinez jail late Friday afternoon of the alleged facts of his connection with the association and the bringing of dynamite to Stockton to be "planted" here and later

"discovered," the blame for the presence of the explosive to be laid at the door of the labor unions.

As a result of the disclosures made by Emerson, Richard Carlisle and Fred Wilson, other operatives employed by the M. M. & E. through H. C. Brokaw, who had charge of the strikebreakers and so-called "gunmen," were also taken into custody. They were questioned at length by District Attorney Foltz and Chief of Police Briare, and finally locked in the county jail by order of District Attorney Foltz.

Warren Atherton, an attorney who states that he is employed by the Merchants, Manufacturers and Employers' Association, remained at the jail with Carlisle and Wilson throughout the rest of the night.

Emerson, in his confession, declared that H. C. Brokaw told him that members of the M. M. & E. were becoming dissatisfied and were beginning to complain. Brokaw said, according to Emerson, "We've got to pull off something or we won't be able to hold our jobs."

Emerson stated that he was given instructions by Brokaw to rob boxcars containing dynamite and to bring the explosives to Stockton. Brokaw told him, he said, that it would be best to rob the cars "in transit." According to Emerson, the dynamite was to be brought to Stockton and planted in four places, to wit: The Sperry flour mills, the Hotel Stockton, the Samson Iron Works and Totten & Brandt's mill. The men were instructed, Emerson says, to place no dynamite caps in the stocks of powder, but they were to provide fuse so that it would appear that the dynamite had been planted and was ready to be touched off. Emerson said he was instructed to be very careful and have no dynamite caps, as they didn't really want any explosion to occur. Emerson said a sensational exposé of the dynamite plants was to be made, and the unions were to be accused of doing the jobs.

The foregoing are some of the sensations sprung by Michael Casey and Olaf Tveitmoe at a labor mass meeting held at Stockton in the Yosemite Theatre, when Casey and Tveitmoe made a dynamite conspiracy charge against the Merchants, Manufacturers and Employers' Association.

The evidence, reports, affidavits and confessions, written, signed and sworn to by paid sleuths and gunmen in the employ of the M. M. & E. were read and submitted by Michael Casey.

There were also exhibited by Casey a Colt automatic revolver, the property of L. S. Calkins, secretary of the association, with which Calkins armed one of the detectives in his employ; and blackjacks and one of the twelve revolvers purchased by the M. M. & E. for use by the army of "sluggers," sleuths, detectives and gunmen in its employ.

Then there was presented to the audience, as "Exhibit A," Hans Le Jeune, residing at 445 Franklin street, San Francisco, one of the sleuths employed by the M. M. & E., who submitted a written confession, sworn before a notary public, which was read by Michael Casey.

Casey challenged any member of the M. M. & E. to deny the truth of any statement contained in the confession, and offered to turn over to them their property, consisting of

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 13, 1914.

A synopsis of the minutes of the regular meeting held on the above date will be published in next week's issue.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 5, 1914.

No meeting. Shipping and prospects poor.

R. TOWNSEND, Agent.

518 Yates St. Phone 1325.

Vancouver, B. C., Oct. 5, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 5, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 5, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 5, 1914.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 5, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 5, 1914.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 5, 1914.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 28, 1914.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 8, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 1, 1914.

Shipping slow; plenty of men ashore. Nominated officers for the ensuing term.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Oct. 1, 1914.

Shipping better; shipping improving. Nominated officers for the ensuing term.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Oct. 5, 1914.

Shipping improving. Nominated officers for the ensuing term.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

The following members were drowned in the wreck of the steam-schooner "Francis H. Leggett," Sept. 18, 1914:

August Allen, No. 1900, a native of Russia, age 29.

Arvid Kollgren, No. 1073, a native of Sweden, age 26.

THE PROBLEM OF PROPERTY.

There is more trouble in the world over the division of property than flows from any other source; to the discerning it can be traced from the multiplied miseries of the slum districts to the divorce court troubles of the over-rich. It is the great foundation social problem.

There are just two kinds of property in this country to-day. One is property made by law, and the other is property made by labor. The first is called real property by the lawyers, probably to conceal its artificial character. The second is called personal property, and improvements upon land lumped together with land and called real estate, which also adds to the mental confusion of people, and keeps them from recognizing the fundamental difference between the two things which are in their nature wholly dissimilar.

One reason why law-made property is called real is because its possession enables the owner to get personal property easier and in larger quantities than by any other method. In this sense it is very real indeed.

In a wholesome and rational society there would be but one kind of property, and it would consist of the things made by labor alone. No other kind of property would be tolerated in a truly civilized state.

The reason for this is apparent when the real nature of law-made property is candidly and carefully considered. Property in land, franchises and patent rights is law-made. These things depend for their validity wholly upon the law. * * *

More than half of the national wealth enumerated by the statisticians, totaling 120 billions, is purely fiat property; it is tribute-levying power capitalized into unthinkable sums, made by pure fiat of law and upheld by it.

This is not true of the other half. Law-made property does not pay insurance. There is no fire risk. It does not rot and rust and melt away like labor-made property. It is not perishable.

When a city is destroyed by fire, the owners of labor-made property lose everything. The owners of law-made property lose nothing.

Not only do they not lose by the fire and earthquake, but they gain enormously. Ask any real estate man in San Francisco what effect the fire had on land values, and he will tell you that in many cases it doubled the value of the land in many quarters before the ashes were cold, because the very prospect of a newer, finer and more modern city, built by labor out of steel, concrete, terra cotta, brick and stone, made building sites more valuable. Such is the power of land monopoly backed by the law.

Now, the only real reason why law-made property is valued by its owners is because it enables them to take an enormous amount of labor-made property from those who produce it, without giving anything in exchange. This is the real alchemy that transmutes base metal into gold in the twentieth century.

Were it not for this peculiar quality, this toll-taking capacity, law-made property would have no advantage whatever and no one would want it. And it is precisely because it has this power that investors seek it everywhere. * * *

Wealth is made by labor, not law. The law cannot make wealth. The law can only take it. This is the chief function of the law: to first take it and then safeguard it. This is the big thing in investments. Great is the law.

Our whole civilized society revolves around the idea of conserving investments rather than conserving men, and when the major portion of property holdings are law-made and law-sustained, it follows in logical sequence that, in order to maintain the integrity of investments, as they are recognized today, men must be sacrificed by the million. And so they are, and the women and children of the poor are thrown in together for good measure. And it must be so; it cannot be otherwise while law-made property exists on the scale that it does today.

If society continues to guarantee the integrity of law-made property, it can do so only at the expense of labor-made property and the producers thereof. There is no other way of doing it.

This is the true explanation of the high cost of living, and no other explanation fits the case, in the face of the colossal productive powers of the twentieth century.

The tribute-levying power of law-made property is limited only by the tribute-paying capacity of the makers of labor-produced property.

This is the true reason why the unskilled laborer's life is a nightmare instead of a holiday, as it should be, with science at his beck and call, as it is today, and this is why the skilled man feels every day more insecure, and the whole world of labor is groaning under the burdens heaped up by the certain but intangible processes of the law.

Law-made property is the foundation evil of modern society. It is subterranean in its operation, all-powerful, irresistible and mysterious. To the uninitiated it is complex, but to any one who can analyze a problem and separate in logical fashion its several elements, the matter has an easy solution.

The problem is wholly economic. It is not a war of classes. * * *

The friction is between men and an institution, woven into the very warp and woof of our industrial civilization. It is an irrepressible conflict between property produced by men and property produced by law, and nothing short of its utter neutralization will avail us of the twentieth century anything; nothing short of this heroic and yet necessary treatment will save our social lives, and individual lives as well, in many cases.

We cannot avert national destruction if we permit property to cover its present enormous territory. It is too expansive. Its boundaries are too wide. It must be contracted to fit its proper sphere and fulfill its proper mission. It must be limited and fixed. Only that is property that is produced by human toil.

This is the simple, scientific, just, obvious, logical, defensible and necessary limit upon property. Until we fix such a limit we shall always be confronted with the certainty that property will devour mankind.—Henry H. Hardinge, in Reedy's Mirror.

AN ENGLISH VIEW OF THE WAR.

It is a sad reflection that nations which are the leaders of European culture should be involved in a brutal and devastating conflict. Everyone feels that it is wretched to be engaged in warfare against a nation which has made so great contributions to science, art and literature as Germany has, and on all sides the sentiment is heard: "We have no quarrel with the German people; it is Prussian bureaucracy that has forced us into this."

This is in part an explanation, but it is not enough. There remains the question, why did the common people of Germany, France, and Britain, who will pay for it in blood and suffering, permit their rulers to declare war? In a great measure because the common people, if not actuated by hostile feelings to the common people of other countries, are filled with suspicion of them through ignorance, and that ignorance is due to the fact that they are all exploited by unrighteous economic adjustments which concentrate wealth in the hands of a few and leave the masses poor. A degree of economic emancipation which would permit the ordinary citizen of one country to become acquainted with the citizens of other countries in their own homes, and become acquainted with their literature and their ideals, would make war an impossibility, for no ruling class could get the popular support necessary in order to carry it on. . . .

Swiftly and surely war will exact its tribute of money and blood and suffering from every family in the country; and they have grounds for saying so who say that war is madness; but there are other madn— the economic madness, which day after day takes its toll of wretchedness and suffering. If only the casualties in the battle of life were all collected and published day after day in an Official Gazette! Then we should read: Killed by evil housing conditions, so many; killed by long toil and low wages, so many; killed by starvation, who could not get enough bread to keep them alive, so many. And then the long list of the wounded—those blighted and careworn lives! And the women and the little children.

It is natural that humanity should be moved by the vivid sufferings of war, but it is eternally wrong and sad and unjust that so little should be done for the sufferings of peace. Little is done to relieve them, still less is done to eradicate the causes of suffering. Let not more spectacular things withdraw too much attention from the main object that all should have in view—to put an end to economic exploitation. In order to put an end to war madness we must put an end to economic enslavement. Territorial aggrandizement will not be an objective of peoples who are allowed to make use of the land of their own country. Culture and leisure too will come when mankind are allowed to use to the utmost the kindly earth which is the source of all wealth. And with culture and leisure will come that international solidarity which all must desire, the mutual understanding, trust and forbearance which will make war impossible.—Land Values (London).

For fair products of all kinds consult the JOURNAL'S ad columns.

Demand the union label upon all purchases!

DISRUPTED.

We have often asserted that an organization of workers, once fairly established, can safely meet all attempts to defeat its purpose that may be directed from the outside.

Disruption, if it comes, must come from within. Disappointed office-seekers; revolutionists in a hurry—men who can not wait for the slow but necessary processes of evolution; plain crooks masquerading as advanced union advocates—these are the disruptive forces that may bring about the dissolution of any or all of the great organizations of the toilers.

A case in point is the situation at Butte, Montana. Whether those who are responsible for the complete smashing of the powerful organization there had any real grievance we are not prepared to say. If they had they themselves have destroyed every ground on which they might have based their grievances.

They claim that a small clique ran the affairs of the union to their own liking and to the detriment of the great majority. To admit their claims to be just would mean that the great majority were careless, cowardly, or both.

If they had real grievances the courts of their organization were ever open for them.

It was to find out whether their complaints were meritorious that brought President Moyer of the Western Federation of Miners, and President James Lord of the Mining Department of the A. F. of L., to Butte.

What was the evidence presented to them?

Destruction of the union hall; the looting of the safe in which might be expected to be found all evidence bearing out or contradicting their contention. A cowardly attempt upon the lives of the officials of the organization who had come to the city to investigate the grievances. These actions spoke louder than words that they could not bring forward record of facts to bear out their complaints.

But the situation as it exists at present!

The contention of the disruptors is that they expected to build on the ruins of the union that had done so much for them and for humanity, a better, fairer organization.

But the men who had sacrificed and suffered in the upbuilding of the wrecked union will have none of them. They only see the ruin and the destruction wrought. They do not believe, nor can they be expected to believe, the ultimate benevolence of the intentions of these wreckers.

A labor organization must have the confidence of nearly all the workers e'er it can expect to become a force for good.

The union men of Butte, they who have built up the reputation of that city as the "Gibraltar of Unionism," will never repose confidence in the so-called leaders, whose only claim for consideration is the havoc they have wrought.

And so we behold the workers hopelessly divided. The employers who were once favorable to organized labor, forced to appeal to the Government for protection from the contending factions.

Butte, Montana, must stand as a warning to honest impossibilists of the havoc that can be brought about by ill-advised, unreasoning violence. It will also be considered by the enemies of organized labor

as an object lesson, pointing the only way by which the forces of labor may be hopelessly divided, and thus left helpless to their tender mercies.—United Mine Workers' Journal.

MAGNETIC COMPASS DOOMED.

The magnetic compass—the "needle" of the sailor—is doomed. In warships and the great liners, it is now being replaced by the gyroscopic compass whose governing principle is that the axle of a rapidly rotating disc tends always to align itself with the axis of the earth. In fact, the shaft of every flywheel, of every dynamo and motor, is striving vainly, against the restraint of its bearings, to turn to the geographic north. This directive action of the earth is very feeble, but, in the gyroscopic compass, it is reinforced by electric power, so that it shall act instantly at any change in the ship's course and thus keep the axle of the disc always pointing northward. In effect, then, this axle is now the "needle."

In 1851 Foucault, the French physicist, while demonstrating the rotation of the earth, detected this effect of terrestrial action on the gyroscope which he was using. His discovery is the basic principle of the gyroscopic compass as perfected sixty years later by an American engineer, Elmer A. Sperry. Thirty-five of our battleships and 20 of our submarines are now equipped with it; it is used also by many foreign navies. In battleships, the standard magnetic compass must be placed in the cage mast to reduce the effect upon it of the tons of steel in the hull. The non-magnetic gyroscopic compass is located in a protected position below the water line, and, by electricity, actuates auxiliary repeating compasses at the wheel and in the conning tower. In a submarine, the magnetic compass is subjected to many disturbing influences and is almost useless, while the gyroscopic compass is unaffected.

"True as the needle to the pole" is poetic license, since the needle points to the magnetic, not the geographic, pole, and it is deflected from the magnetic north by the amount of the "variation" due to local magnetic conditions and by that of the "deviation" due to the fact that a steel ship is itself a magnet. In changing his course, the navigator must allow for both these factors in his fairly complex problem. When all is said, however, the passing of the magnetic needle from its long and noble service on the oceans of the world will bring a thrill of regret to many an old sailor.—Public Ledger.

VERSATILE WILLIE HEARST.

Says the New York Herald: Our distinguished friend, Mr. Hearst, is "all things to all men." He is the only original neutral, and he defies any one to offer a better brand of neutrality than he does. In his various English papers he is the greatest friend of the allies, while in his German sheet they receive scant courtesy.

On Wednesday the American published a picture with the line: "This is the type of English soldier who is doing such tremendous work on the battle-front in France."

But on the same day the German edition, publishing the very same "cut," marked it: "British troops who are able to sprint so fast that German soldiers cannot catch up with them."

NOTICE TO SEAMEN.**IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.**HEADQUARTERS:****LAKE SEAMEN'S UNION**

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSEBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.**HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSEBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.**HEADQUARTERS:**

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSEBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.**MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

industry of which they are made up or in which they are employed.

If the plan of amalgamation is ratified by popular vote of each organization, the amalgamation shall take effect April 15, 1915, and the National Stogie Makers' League shall in that event and on that date, namely, April 15, 1915, automatically disband and cease to exist as such, and all properties and funds of the National Stogie Makers' League, not otherwise determined by the laws of the C. M. I. U. of A. and this agreement, shall be forwarded to the headquarters of the Cigar Makers' International Union of America, Chicago, Ill.

The referendum vote to be taken by each organization during the month of March, 1915.

German Unions Helpful.

It is gathered from scattering reports coming from war-bound countries that the German trade-unions are assisting in providing for the families of those who have been drafted for service in the present war. It is stated that the German trade-unions are also paying relief to the unemployed and in some cases war relief. For instance, the Vorwaerts gives the following rates of relief being extended:

Wood Workers, 6 shillings per week for married men and 4 shillings for unmarried or unemployed. For the support of families of those drafted for war, 3 shillings per week. Printers are paying unemployment benefits. The Textile Workers have reduced their unemployment benefits to two-thirds the usual amount, and a quarter of this is granted as war relief. The Brewers, Millers, Stokers, Enginemen, and Transport Workers are paying out unemployment benefits, but war relief is urgently needed, and the Miners have voted \$250,000 for war and relief purposes. Tobacco Workers are receiving 6 shillings per week for unemployment and 2 shillings for support of families of those drafted for war. Saddlers are paying a levy varying from 5 to 10 per cent. increase on their usual subscriptions, and unemployment benefits are being paid out at the rate of 7 shillings per week for men and 5 shillings per week for women.

Record of Immigration Legislation.

For years the American Federation of Labor has persistently advocated the passage of an immigration bill which will restrict immigration. The Congressional Commission, appointed in 1907, made a thorough investigation of the immigration question, and its main recommendation was that a literacy test be incorporated in a bill regulating immigration. It is interesting to note that in the last eighteen years there have been nineteen votes in Congress in favor of the reading test for aliens. Three of these were votes in Committee of the Whole House on the State of the Union and sixteen were votes passing a bill, of which two were votes to pass over a Presidential veto. The dates and the votes are as follows:

1896.

May 20—House, 195 to 26.

Dec. 17—Senate, 52 to 10.

1897.

Feb. 9—Senate, 34 to 31.

Mar. 3—House, 193 to 37 (over President Cleveland's veto).

1898.

Jan. 17—Senate, 45 to 28.

1902.

May 22—House, 80 to 7 (in committee).

May 27—House, No division.

1906.

May 23—Senate, Test added by amendment.

June —Senate, No division.

1912.

April —Senate, Test added by amendment, 57 to 8.

April 19—Senate, No division, but only 2 votes against.

Dec. 18—House, 178 to 52.

1913.

Jan. 17—House, 149 to 70.

Jan. 25—House, 166 to 71.

Jan. 27—House, Agree to conference.

Jan. 27—Senate, Agree to conference.

Feb. 18—Senate, 72 to 18 (over President Taft's veto).

Feb. 19—House, 213 to 114 (on veto).

1914.

Feb. 5—House, 252 to 126.

There have thus been seven record votes in the House, and the average of these votes was 192 to 73; and five record votes in the Senate, the average vote being 52 to 19.

KILLING THE BOYS.

The German, like the French, standing army is, of course, composed of boys between the ages of eighteen and twenty-four. Each year a third of the army goes back to civilian life and a new third is recruited. None of these are, of course, married; hence there are few widows being made by the German fighting around Liege, if this is any compensation for the loss of the flower of the country's youth. It is only when the French and German reservists join the first line that married and older men are in action. This is, by the way, quite unlike the record of our own volunteer regiments in which so many of the men were married. As for the French and German non-commissioned officers, they are, of course, in large part professional soldiers and family men, like their officers. But their soldiers are too often mere boys just out of school, without the faintest appreciation, perhaps, of what the war is all about. In a sense, these armies are democratic, because the sons of rich and poor alike serve; the educated for a year only, and perhaps in crack regiments; but there is no class in France or Germany that will not pay a terrible price in young men for the inhumanity that is going on to-day.—New York Evening Post.

He is indeed a bold prophet who pretends to forecast either the probability or improbability of future usefulness of any raw material. As has been illustrated by the radium mineral carnotite, the mineralogic curiosity of one decade may become the valuable ore of the next. Again, the principal ore of aluminum, bauxite, was not even mentioned in a list of useful minerals published by the United States Geological Survey 25 years ago. (Bulletin 599, U. S. Geological Survey.)

DISTRIBUTION OF FISH.

Secretary of Commerce Redfield has just been informed by the Commissioner of Fisheries that advance reports received from the fish-cultural stations of the Bureau of Fisheries in all parts of the country indicate that during the fiscal year which closed June 30, 1914, the number of food and game fishes propagated and distributed by the Bureau was considerably in excess of that of any previous year. The output was approximately 4,000,000,000, of which 485,000,000 represented the migratory food fishes of the Atlantic Coast streams, 1,000,000,000 the commercial fishes of the Great Lakes, 2,250,000,000 the important food fishes of the North Atlantic Coast, over 200,000,000 the salmon of the Pacific seaboard, and the remainder the fishes of the minor interior waters.

Distributions of fishes suitable for stocking barren waters, or for restocking public waters which have become depleted, were made in practically every State of the Union and in Alaska, while thousands of small inland ponds and lakes, the majority of them located on farms, were stocked with black bass, crappies, sunfishes, catfishes, and other desirable species.

Of the enormous output for the year, 98 per cent. represents the commercial food fishes and a very large percentage of these were hatched from eggs which would have been entirely lost had it not been for the activities of the Bureau of Fisheries.

Coincident with the augmented output there has been a decided improvement in the effectiveness of various branches of the fish-cultural work, as an example of which may be mentioned the rearing to the fingerling and yearling stages of many millions of fish formerly distributed as fry. This feature of the work is to receive even greater attention hereafter, as most decided advances may be made along this line.

Owing to the fact that Sweden has enormous peat deposits, many attempts have been made during the last few years to invent and develop devices for utilizing these deposits. Many experiments have been made in stoking stationary engines, and the results have apparently been satisfactory. Quite recently experiments have been made in stoking railway engines, and it is claimed that these efforts have also been crowned with success. The heating power of Swedish peat is such that one and eight-tenths tons of clod peat are equivalent to one ton of English steam coal. A young Swedish engineer has been conducting the experiments with railway engines under official control. With a device invented by himself he has made trial stokings with pulverized peat on one of the state railway engines with coal and peat simultaneously, and has even made one and three-tenths tons of peat do the work of one ton of coal. As a result of these tests peat-powder stoking has been introduced on the Halmstad-Nassjo Railroad and the Kalmar Railroad, besides which the Swedish state railways have procured a trial railway engine for peat-powder stoking. The Finnish government railways are now constructing four railway engines to be stoked in this manner.

For fair products of all kinds consult the JOURNAL's ad columns.

LABOR CRUSHERS EXPOSED.

(Continued from Page 7.)

ing of the exhibit of blackjacks and pistols, if they would step to the platform and claim them. The challenge was not accepted, although a number of members of the M. M. & E. were in the audience of 3000 people.

Tveitmoe and Casey charged the M. M. & E. with being responsible for the plot hatched by their emissaries to plant dynamite under a building in Stockton, to which J. J. Emerson has already confessed, in order to throw suspicion on and discredit the labor unions.

There was also read the "hospital list" of the M. M. & E., containing the names of twenty prominent trade-unionists whom the hirelings of the M. M. & E. had been instructed to "get." For this work they were to be paid from \$25 to \$50 per man, according to the importance of the "labor agitator."

Tveitmoe announced that the information given to the public was only preliminary to the exposé of the tactics of the M. M. & E. to be made at the trials of its paid emissaries now under arrest or for whom warrants have been issued.

Tveitmoe said that it had been planned to make a full exposé at the mass meeting but since the arrest of Emerson and Carlisle the authorities had requested that the most incriminating evidence be withheld until such time as the men shall be brought to trial.

Here is the statement sworn to by one of their gun men:

Affidavit by Strikebreaker.

City and County of San Francisco, State of California—ss.

The undersigned, being first duly sworn, deposes and says as follows:

My name is Hans Le Jeune. I am a native of Germany and have been in the United States for about eight years. My residence at present is 445 Franklin street, San Francisco. I have been employed off and on by the Merchants, Manufacturers and Employers' Association of Seattle and Portland as a strikebreaker and a director of strikebreakers in those cities for the last seven years.

On or about August 1st I was sent by Mr. Francis of Portland to Stockton, California. There I reported to Calkins and Mr. Bailey of the Merchants, Manufacturers and Employers' Association of Stockton. Mr. Bailey directed me to get some more men and take charge of them, which I did. I engaged eighteen men all told. Among them being C. H. Miller, R. Carlisle, A. D. Duncan, B. Steffens, J. H. Chadwick, William Roberts, Fred Wilson, J. A. Hill, A. Andrea, W. H. Weir, W. C. Gray, Frank Purfura, R. S. Fitzgerald, J. J. Emerson; that these men with others reported to me in Stockton at the Santa Fe depot, whereupon I took them to the Hotel Bronx and assigned them to their work, which consisted of protecting the non-union men at work, and also as members of the employers' slugging crew; that these men were all furnished with pick handles and a number of them with blackjacks, and some of them with revolvers; that I was given a special 38-caliber Smith & Wesson and a 32-caliber Colt automatic, the latter being the personal property of Mr. Calkins; that I bought twelve 38-caliber police special Smith & Wesson revolvers on an order furnished by Mr. Calkins upon a hardware store located on the square near the Stockton Hotel; that I also bought a number of belts, holsters and cartridges; that I was directed by Mr. Bailey to issue the guns and the cartridges, belts and holsters to the men; that I was further instructed to order the men to go out on the different jobs and visit buildings in course of construction, shops and mills; that Mr. Bailey said: "One good turn deserves another." If trouble occurs, dig right in and beat them up." This I understood to mean both for men and women, as the women particularly were making trouble by their presence; that H. C. Brokaw, the general in command of the M. M. & E. strikebreakers and slugging brigade, directed me to take a crew of four men and beat up two union electricians; that I took with me Miller, Steffens and Wilson; that we did not beat up the two men as directed; that we were later discharged because

we did not beat up the union electricians; that upon the special direction of Mr. Bailey and the order of Calkins, I secured three known gunmen—namely, Chadwick, Wilson and Duncan—about the 4th of August, to "get" Johannsen; that I met Mr. Carlisle at Third and Market streets, San Francisco, who introduced the men to me, whereupon I told them to meet me at the Ferry depot at about 2:30 o'clock; that we went to Stockton that afternoon together on the Western Pacific Railroad; that upon arriving at Stockton I gave them \$5 apiece, and one of them a blackjack, and told them to go and look for Johannsen; that I had an understanding to pay them \$25 apiece to "get" Johannsen and make a good job of it, and that it was up to them to do it. I understand that at least one of them was armed with a revolver, and that all of them had blackjacks; that Brokaw told me to "get" all the members of the union strike committee, and especially "Tincan" Smith; that Carlisle has what he terms a hospital list, which contains the names of union officials and members aggregating more than twenty in number; that during my employment by the Stockton M. M. & E., I paid out to the men \$825; that this money was furnished me in various amounts by Mr. Bailey, Mr. Brokaw and Mr. F. J. Viebrock of the Austin Hardware Company; that Mr. Viebrock of the Austin Hardware Company said when he gave me the seventy-five dollars (\$75) on Thursday, August 6th, in the office of the Austin Hardware Company, that he did not want to be known in it or mixed up in the affair, and that I should forget that he ever gave me any money, or words to that effect; that the money paid to me by Viebrock was taken from the cash register in the store of the Austin Hardware Company and was to pay the three men who were to "get" Johannsen; that Mr. Viebrock two days thereafter furnished me with two dozen pick handles; that on or about August 7th at the Stockton Hotel I had a conversation with R. Carlisle, wherein he related to me that there was a plot by the unions to blow up the Sperry Flour Company's mill; that Johannsen and Mooney were instigating it; that Mooney was in Stockton at that time, looking for a flat-bottom motor boat wherewith to make his "getaway," as there was only one way to approach the mill, which was from the slough; that Johannsen and Mooney were each carrying a fuse in their pocket with which to set off the charge; that the unions had promised \$5000 to the man who pulled off the job, payable the next day; that Carlisle told me I had a chance to make \$6000 to catch them and get the evidence; that Carlisle said Emerson was on the trail of Johannsen and Mooney, and that Emerson could have all the money he wanted from the Merchants, Manufacturers and Employers; that I met Carlisle in front of the Stockton Hotel Wednesday morning, September 23d; that he asked me what I was doing in Stockton, if I was looking for a position, whereupon he told me that he would be able to put me in a good place, as there was a job to be pulled off in the Sperry flour mills; that I told him that I would not go to work for the Merchants, Manufacturers and Employers again unless I received \$15 per day and expenses, and a ninety-day contract; that Carlisle then said he did not know whether the Merchants, Manufacturers and Employers would pay that salary or not.

That it is my firm belief, best impression and settled opinion, from these conversations had with Carlisle, that the agents of the Merchants, Manufacturers and Employers' Association of Stockton were framing a dynamite job on the unions and the members of the unions' strike committee and other officials of the union labor organizations; that Fred Wilson, who drives an automobile, told me Saturday morning, September 26th, that he (Wilson) had been out on a joy ride "yesterday." Friday, September 25th.

That on or about the 25th of August, I met Mr. Francis at the Palace Hotel in San Francisco; that I complained to him about the treatment I received in Stockton, and he asked me in what way; that I told him that the Stockton people had not treated me right; that Mr. Francis then said, "Why did you not beat up those two union electricians that night?" That I told him the Merchants', Manufacturers and Employers had a man on the job unknown to me furnishing information; that there were people at the depot watching us; that Mr. Francis then said, "Why did you not get them all?"

That Mr. Bailey was sent from Portland by Mr. Francis to Stockton, and that he is a member of the firm of Bailey & Torrey, on Second street, Portland; that Mr. Brokaw came to Stockton from San Francisco.

That I am making this affidavit of my own free will, without consideration, promise of pay or any other remuneration; and further affirm saith not.

HANS LE JEUNE.

Subscribed and sworn to before me this twenty-eighth day of September, in the year of our Lord 1914.

WILLIAM B. BUSH.

Notary Public in and for the City and County of San Francisco, State of California.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1403½ Western Ave., P. O. Box 575.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The New York State Commission on Workmen's Compensation granted to George Jones \$11 a week for life. He was working for a gas company and was so injured that a hand and foot had to be amputated. Previously he had lost an arm.

A 5 per cent. increase for telegraphers along the lines of the Southern Pacific system is announced, after a controversy that has lasted almost a year. At one time a strike vote declared in favor of ceasing work between New Orleans and Portland, Ore., but continued conferences finally resulted in a satisfactory adjustment.

Immigrant arrivals at Philadelphia for the three months ended August 31 show heavy decreases when compared with the corresponding three months of last year. According to figures furnished by Immigrant Commissioner Greenwalt, only 927 aliens came into this country by way of Philadelphia, as against 24,079 during June, July, and August of last year. The war is responsible for this temporary condition. Observers declare that all immigration records will be broken when European hostilities cease.

Journeymen Tailors' Union No. 390 of New York is conducting an agitation for the abolishment of home work, the establishment of an eight-hour day and higher wages, as follows: Minimum of \$27 a week for first-class and \$24 a week for second-class tailors; \$24 and \$22 for bushmen, and \$19, \$17, and \$15 for helpers who are to be employed and paid directly by the employers; extra time for overtime. The union also demands sanitary conditions in the workshops. Meetings are being held for the purpose of strengthening the organization before these demands are submitted to employers.

The scope of the Government's big clearing-house for laborers and homeseekers has been extended by the establishment throughout the country of distributing zones with headquarters in eighteen cities. Information relating to the needs of employers, the supply of workers, and opportunities for settlers will be exchanged among the headquarters under direction of a division of information in the Department of Labor. More speedy distribution of labor will be accomplished under the system, officials believe, and give impetus to the movement to aid dwellers in crowded centers to find places of greater opportunity in the country.

Machinists of Boston have signed a year's agreement with the United Metal Seal Company which provides for an eight-hour day and a minimum wage rate of \$3.50. Overtime shall be paid for at the rate of time and one-half. Sunday work shall be double time, and outside work at the rate of \$4 a day. Apprentices will not be less than sixteen years and not over twenty-one years of age at the beginning of their apprenticeship term. They shall serve four years and be employed at day work only. None but members of the International Association of Machinists shall be employed, and a representative of the association shall be permitted at all times to enter the shop and examine the books of its members. A thirty days' notice is necessary for either party to change or cancel the agreement.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner
Allen, John
Alonzo, John
Anderson, A. -1821
Andersen, Ragnvald
Aylward, J.
Alfredsen, Andrew
Albers, Geo.
Anderson, Julius I.
Benter, Henry
Bruce, Robert
Bode, Fred
Rye, Sigurd
Backman, F. J.
Bahr, Walter
Brodie, W. G.
Carlson, J. -861
Campbell, Frank
Daly, W. O.
Decker, O.
Die Christ O.
D. M.
Davis, F. A.
Doddy, C. W.
Engstrom, Carl
Engstrom, Carl
Erikson, C.
Erikson, Erik
Erikson, John
Fenes, Ingvald
Foss, A. F.
Frammis, Ivar
Gardner, James
Gundersen, D.
Geiger, Joe
Graae, P. C.
Hacklin, C. B.
Hagstrom, Victor
Haester, Otto
Halversen, Hans
Hansen, Nils -2072
Holstrom, J. A.
Hansen, Henry
Hellsen, H.
Hager, P. B.
Johnson, Julius
Johansen, Arvid
Johansen, Geo. W.
Jacobsen, Johan
Jacobsen, Oscar
Johnsen, Ernest
Johanson, Knut
Johnson, Jacob
Jorgensen, Agge
Kallio, F.
Krouss, Ernest
Kristiansen, Tryve
Kruger, J.
Larsen, Hans -1595
Ljungstrom, Steen
Lundwald, Nils
Lamb, Herbert
Lof, Oscar
Lorentsen, John
Loo, E. Van
Lundgren, Carl
Lutten, T.
Markman, H.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND

EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.

Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

Tacoma Letter List.

Anderson, John
Almkvist, Emil
Corty, Casar
Dobbin, Harry
Doering, E. W.
Englund, Gust E.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthausen, Otto
Linea, W.

Line, Wiktor

Melgall, M.

Murphy, Daniel

Nilsson, Teodor

Nielsen, C. V.

Olsen, Martin E.

Paterson, John

Pettersson, C. H.

Voss, H.

Whermann, William

Wilbrandt, Harry

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL— Try —
EUREKA CHOP HOUSECor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Ereksen, Anton
Ellison, Sam
Englund, Gust
Hansen, Harald
Hansen, Harry
Haldorsen, Adolf
Ingebretsen, Alfred
Lawrence, Harry
Lomas, Richard
Thorsen, Fred'k. N.
-1827 (Photo)

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderharm, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Taber 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
 Anderson, Gust.
 -1808
 Andresen, Anton
 -1635
 Andersen, Mike
 Bergman, Karl W.
 Berglund, Ed.
 Bjorkman, Chas.
 Brun, Mathias
 Bults, Ernest
 Bakkeren, Peter J.
 Carlsen, J.
 Christensen, H. P.
 Carlson, C. Erland
 Campbell, Frank
 Dahl, Henry
 Deswert, William
 Day, Aca
 Danielsen, Nils J.
 Edstrom, John
 Erman, A.
 Ekham, Frans
 England, E.
 Freltag, Franz
 Fristrom, S.
 Geiger, Josef
 Gordia, Piet
 Gynther, John
 Gravier, Eugene
 Grell, Ben
 Hansen, Max O.
 Henriksson, William
 Hellman, Albin
 Hendricks, Woldemar
 Hedlund, Albert
 Holm, Aage
 Hunneig, Hans
 Hansen, H. F. C. C.
 Johansen, Chris
 Jansson, L. -2166
 Johansson, Arvo
 Jacobson, A.
 Karlson, August
 Kluge, Frank
 Kelly, Patric
 Laine, Frank
 Larsen, John
 Lewik, Karl
 Lutzen, Wald.
 Mathison, Nils
 Mathiasen, Sigurd
 Maass, R.
 Meckerman, Ernest
 Marx, Thorwald
 Mikalsen, Andreas
 Moberg, Karl
 Neilsen, C. J.
 Nilsson, Axel
 Nielsen, Kristian
 Narberg, John
 Olsen, Arthur
 Olsen, Ansgar
 Olson, J. W.
 Olsen, John Andreas
 Phillip, Max
 Petterson, Einar
 Peterson, Hans
 Pettersson, M.
 Pettersson, W. H.
 Pelz, Gottfried
 Pohland, Max
 Petersen, John
 Rautio, Jacob
 Reincke, Herman
 Rhodes, F.
 Schmidt, Hans
 Swanson, Carl O.
 Simens, O. L.
 Scott, James
 Schulz, Alfred
 Wierprecht, Ernest
 Weisen, J.
 Walter, John
 Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
 Arnell, John
 Behn, Alfred
 Bowen, J. J.
 Butler, J. E.
 Bergman, L. J.
 Christensen, Albert
 Carlstrom, John
 Debus, F.
 de Lange, Ingolf
 Doyle, W.
 Ernanides, Frisco
 Eriksson, -333
 Evensen, Krist
 Forde, S. C.
 Graf, Otto
 Gronros, Oswald
 Hansen, Ove Max
 Husche, H'y
 Ingebreetsen, J. A.
 Jacobson, Arthur
 Johansen, Hans
 Johansen, A. H.
 Joutaft, Sigurd
 Kallas, Alek
 Kristiansen, -1093
 Koski, Chas.
 Kustel, V. J.
 Loining, Hermand
 Lengtsen, Gottfried
 Lornin, G. L.
 Larsen, Hans
 McLean, H.
 Martin, James
 Mackenzie, Hector
 G.
 Munsen, Fred
 Nordgren, Chas.
 Nilsen, Alf. W.
 Oksanen, Juko
 Olsen, Oswald -1059
 Olsen, Andrew
 Olesen, Chas.
 Peterson, Axel
 Petterson, Karl
 Petersen, J.
 Petterson, Olaf
 Peterson, Nels
 Rundblad, Oscar
 Roberts, I.
 Sim, Gunder
 Schmidt, Heinrich
 Simensen, Isak
 Scheftner, Bernhard
 Sormato, Matti
 Strom, C.
 Schultz
 Toves, H. C.
 Thorne, John
 Thompson, S. K.
 Uddy, Harold
 Vilen, T.
 Walder, Olsen N.
 Zebe, G. V.
 Packages.
 Glazer, Y.
 Gorgensen, Olaf
 Hansen, John
 MacGuire, O. F.
 Solberg, Peter
 Stanners, W. S.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
 GENERAL MERCHANDISE
 and MEN'S FURNISHINGS

Everything Guaranteed
 Union Made Goods
 Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
 212 Eighth Street, Hoquiam, Wash.
 209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691 Stand:
 At Sailors' Union Office
 ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
 SHOES, COLLARS, SUSPENDERS,
 GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
 BEE HIVE

Very best union made Hickey Shirts,
 Oil Clothing, Eureka Boots, Hats, Shoes,
 Underwear, Beddings, Tobaccos, and no-
 tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
 Near Sailors' Union Hall
 Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our
 advertisers, always mention the Coast
 Seamen's Journal.

Home News.

New York City has borrowed \$100,166,617 in gold to pay off a foreign indebtedness of \$80,000,000 and other debts.

By unanimous vote the House of Representatives bestowed the thanks of Congress upon Col. George W. Goethals and those associated with him in building the Panama Canal. The bill also makes Col. Goethals, who is Governor of the Canal Zone, a major-general. The same bill would make Col. William C. Gorgas, now a surgeon-general, a major general of the medical corps.

By order of President Wilson as commander-in-chief of the Army and Navy, the wireless station of the Marconi Company at Siasconset, Mass., was closed on September 25, because it declined to recognize the right of the Federal Government to exercise a censorship over the plant. The Navy Department took no cognizance of the fact that the Marconi Company had filed in a Federal Court an application for an injunction to restrain the naval officers from closing or censoring the station. The wireless company finally decided to offer no resistance and the station was closed at 1 p. m.

It is reported semi-officially from Washington that a fleet of seven square-rigged vessels owned in Boston but now sailing under the British flag, is seeking to be admitted to American registry. The vessels comprising this fleet, said to be one of the finest of the olden type now on the high seas are: The "Avon," 578 tons; the "Brynild," 1502 tons; the "Pass of Balmah," 1571 tons; the "Rhine," 1690 tons; the "Timandra," 1579 tons; the "Gael," 1630 tons, and the "Snowden," 1112 tons. They are of steel construction and are now employed in carrying lumber from north Atlantic to South American ports and in bringing back cargoes principally of hides.

With the recent action of the International Association of Bridge and Structural Iron Workers, the plan for a great central bank that has been discussed in labor circles for a year or more appears to be fairly on the road to complete realization. The iron workers, in convention, adopted resolutions approving a central labor bank in Indianapolis, and authorized the appointment of a committee to confer with other labor organizations for working out the details of organization. Twenty-seven great international unions have headquarters in Indianapolis, and the deposits in the banks of that city run into the millions.

The Postoffice Department has issued a special circular in which the public is informed that the prompt payment of European money orders cannot be guaranteed. It sets forth that the mobilization and movement of armies in the war in Europe is seriously interfering with the usual methods of communication and transportation, and that "until the restoration of peace and normal conditions persons who apply for international money orders payable in any European country should be informed that the Postoffice Department cannot insure the correct or speedy payment thereof." Such business, it continues, "is accepted subject to the delays and risks incident to the state of war now existing."

Headquarters for
 UNION MADE GOODS
 Clothing, Furnishing Goods
 Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN WASHINGTON

Phone 342 Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen, Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

The use of the Blue Ensign by British merchant vessels has been prohibited from August 24, and no vessel is now allowed to fly the Blue Ensign except under special Admiralty warrant issued subsequently to August 24.

The Duke of Abruzzi has been made commander-in-chief of the Italian Navy. The Duke, who was born in Madrid in 1873, was formerly a captain in the Italian Navy, and in 1900 took part in an expedition to the North Pole, penetrating nearer to the Pole than had previously been done at that time.

The British freighter "Floriston," grain laden, from Montreal to London, which struck an iceberg in the Straits of Belle Isle and was beached on the Newfoundland coast, is reported at safe anchorage in Port Saunders, having been floated subsequently. The steamer will probably be brought to either Quebec or Halifax for repairs.

The White Star-Dominion Line announces that it will receive for third-class passage to Liverpool only, any nationality with the exception of Austrians, Germans and Hungarians. In the case of Russians and Finlanders, however, the passengers are required to have \$35 in their possession to pay for forwarding from Liverpool.

The French Government has given notice that the use of wireless telegraphy on merchant vessels is prohibited in French ports and territorial waters, and the antennae of the apparatus must be dismantled. Foreign transports may be excepted from this requirement by special license issued by the naval authorities.

During the fiscal year ended March 31, 1914, there was a notable increase in shipping at the ports of the Bahama Islands. The total clearances of steam vessels was 807,237 tons, which shows a gain of nearly one-third as compared with 605,706 of the preceding year; sailing craft, 15,256, or about one-sixth less than 18,609, of 1913.

It is reported that Philippine waters are being constantly patrolled by British, French, Russian and Japanese warships to intercept German merchantmen. The "Hampshire" is west of Luzon, a Russian cruiser with seven destroyers is patrolling to the north, while the French armored cruisers "Kleber" and "Dupleix" are to the southward.

Sir Courtenay Bennett, the British Consul-General at New York, announced that the steamer "Lorenzo," registered as a United States merchantman, and the Norwegian steamer "Thor" had been captured by a British cruiser in the act of coaling the German cruiser "Karlsruhe" at sea and had been taken to St. Lucia to await the disposition by a prize court.

A brisk demand for the product of the paper and pulp mills in the interior of Newfoundland has resulted from the conditions growing out of the war in Europe. Steamers are rapidly arriving at St. John's to take on board cargoes for England. It is expected that the mills will be obliged to supplement their present equipment, and it is anticipated that new pulp and paper concerns will shortly be in operation. The demand is due chiefly to the increased needs of the newspapers in London and other Berlin cities.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!

NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery. Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaltos, W. O. -1780
Abboos, Arne
Abolin, Chris.
Abrahamsen, Anton
Adolfsson, F. H.
Ahl, Theo
Ahlstrom, Elis
Alberson, Chris
Alexander, James
Allen, James
Amundsen, Albert
Andersen, A.
Andersen, Henry
Andersen, Nela
Andersen, Peter
Baars, Hans
Backman, Paul
Bauer, Andrew
Beck, Johannes
Behr, H.
Beimeir, Peter
Benson, D.
Benson, Gus
Benson, Severin
Berg, John
Berghalm, Edward
Bertelsen, Alf
Binder, Herbert
Bjorklund, Eric
Bjorksten, Conrad
Bjorkstrom, Arthur
Bjorksteth, Knut
Blanco, D.
Callon, Josh.
Campbell, D. C.
Campbell, Geo.
Cariera, Pete
Carlson, A. A.
Carlson, Charley
Carlson, H.
Carlson, John
Carlson, P. S.
Carlstrom, John
Carr, Peter A.
Carter, Sidney
Christensen, Albert
Christensen, Fred R.
Dahlm, O. W.
Dalen, Wm. K.
Danbbs, Paul
Davis, Frank A.
Davis, Gala
De Brun, B.
Debus, Fredrick
Des Hayes, F.
Deswert, William
Eaton, William H.
Eby, Ivar. D.
Eckhoff, Otto
Eggers, John
Egbert, Ernest
Einardt, John
Einelus, A.
Ellis, E.
Ellsworth, James
Farnen, M. S.
Fiedler, Emil
Fillhol, F.
Finn, Clas
Fischer, Wilhelm.
-707
Gaby, Jim
Gasch, William
Geary, Albert
Gjholm, Albin
Giortz, Petrus V.
Gjars, Petrus
Gjasdal, Elling
Gordon, Geo.
Granstrom, Nestor
Haave, Norvald
Haggard, Fred
Hall, S. C.
Hallen, Victor
Halvorsen, H.
Halvorsen, Olaf
Hammargren, Oscar
Hank, A. E.
Hansen, Bernhard
Hansen, C. T.
Hansen, H. P.
Hansen, Jeronias
Hansen, Jerry
Hansen, J. -2156
Hansen, Marius

Anderson, E. -1781
Anderson, Edvard
Anderson, Emanuel
Anderson, F.
Anderson, Johannes
Anderson, Martin
Anderson, Sam
Anderson, S. M.
Anderssen, E. -1477
Anderssen, S. P.
Andreassen, Morgan
Antonsen, Herman
Antonsen, John
Attel, Alf
Austin, Tom
Blauert, Willy
Buckner, John
Boers, M.
Bohn, Franz
Borgen, John
Boro, Severin S.
Bowman, William G.
Boy, Geo.
Brander, Willam
Brennet, Waldemar
Bryan, John
Brynjulfson, Halvar
Burndez, Charles
Buse, D.
Bye, Sigurd
Byglin, O. O.
Bynum, Joe
Christiansen, L. P.
Christiansen, Peder
Cherniawski, M.
Classen, Henry
Clausen, Chr.
Coakley, John
Cockell, Frank
Connolly, Stephen
Contreras, Julius
Cordia, P.
Costa, Casimiro
Cord, P.
Crosman, Geo.
Digman, Carl A.
Dixon, John
Douglas, George
Dowda, C. W.
Dowe, John
Drenkhahn, M.
Dreyer, Carl
Duval, Bennett
Durhail, Harry
Elofson, John
Elone, Emanuel
Eriksen, Bernhard
Erikson, E.
Erikson, G.
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evensen, M.
Fitzpatrick, P.
Folvik, Lewis
Fraser, Thomas
French, Jack
Firth, R. -799
Gravit, Carl
Griffin, Jas.
Grigolet, Ed.
Gronnqvist, Isack
Gulbranson, Bjorn
Gundersen, Chas.
Gustafson, Gus
Gustavsen, Olaf
Gutman, Charles
Hansen, Nicolai
Hansen, Olaf
Hansen, Oscar
Hansen, Thomas
Hansen, W. H. C.
Hanson, Charles G.
Hartoz, John
Haskins, C.
Haws, Arthur
Hawkins, Fred
Heckel, Max
Heldal, Trygve
Heldap, August
Henrickson, Chas.
Henry, H. A.

Hensen, J.
Hermansson, Gustaf
Hewitt, Peter
Higgs, H.
Hiks, Gustav
Hilke, Karl
Hoffman
Hogan, A.
Hogelund, Andrew
Hollman, Martin
Ikivallo
Illig, Gus
Jacobsen, John
Jacobsen, Martin
Jamsch, Ed W.
Jensen, Fredrick
Jensen, Halvor
Jensen, C.
Jensen, Hans
Jensen, Harry
Jensen, Just
Jensen, William
Jersch, Wilhelm
Johannesen, Einar
Johansen, Alf
Johansen, Edward
Johansen, Bernard
Johansen, Einar M.
Johansen, Johan
Johansen, S. W.
Johansen, Thos. W.
Jones, Berthson
Kasher, K.
Kindlund, Otto
Kine, Conrad
Klebingat, Fred
Klette, Ernst
Kohne, Ernst
Kolberg, Arvid
Konopacki, Martin
Kristiansen, L. P.
Kroeger, Henry
Kruetman, K.
Kuhn, John
Leckcher, Henry
-1684
Lewis, Rev B.
Lidsten, Chas.
Lindelop, Charles
Lindner, J. -1750
Lindgren, Richard
Line, W.
Linquist, G.
Lohne, E.
Lundblad, Ernst
Lund, Pete
Macrae, Alexander
Malmstrom, C. A.
Maltin, J.
Mansfield, Jack
Markley, Paul
Markman, Harry
Markmann, Heinrich
Martens, Paul
Martens, C.
Martensen, I. C. -2191
Marthwarz, Carl
Mathisen, Christian
Matsen, H.
Matson, O. -2016
Maves, J. B.
McConnell, David
McCourt, Joe
McKeating, R.
McMahon, J. T.
Mugel, Alf
Nar, P. Niels
Nelsen, Ernest C.
Nelsen, Fred
Nelsen, Victor
Nelson, C.
Nelson, W.
Neumann, J.
Newbert, Herman
Nicholson, F. E.
Ober, C. W.
Ober, Mauris
O'Connor, W. F.
Olmann, P.
Onu, Tobias
Olsen, Alfred
Olsen, Ferdinand
Olsen, Gus
Olsen, Olaf
Olsen, O. -1283
Olsen, Otto
Olsen, Oswald
Olsen, Peter
Olsen, William
Olsen, Geo. W.
Palm, A.
Palmer, P.
Parrell, William
Paulsen, Alex.
Paulin, Martin
Pearson, Victor
Pedersen, Carl
Pedersen, Ellif
Pedersen, Hans
Pedersen, Paul

Holmstrom, Oscar
Holm, S.
Holst, R.
Holtberg, Ernest
Hovring, H. J.
Hultberg, Ernest
Hubner, C. F. W.
Huse, Eduard
Hyde, Carl
Isakson, Karl
Johanson, Edwin
Johansson, Nathanael
Johanssen, Emil
Johnsen, Ole
Johnsen, G. -950
Johnsen, Jakob
Johnson, A. R.
Johnson, D.
Johnson, E.
Johnson, Einar
Johnson, Gus
Johnson, Jack
Johnson, Pete
Johnson, Robert
Johnson, Steve
Johnston, W.
Jokstad, Sigurd O.
Jones, Berthson
Kasher, K.
Kindlund, Otto
Kine, Conrad
Klebingat, Fred
Klette, Ernst
Kohne, Ernst
Kolberg, Arvid
Konopacki, Martin
Kristiansen, L. P.
Kroeger, Henry
Kruetman, K.
Kuhn, John
Leckcher, Henry
-1684
Lewis, Rev B.
Lidsten, Chas.
Lindelop, Charles
Lindner, J. -1750
Lindgren, Richard
Line, W.
Linquist, G.
Lohne, E.
Lundblad, Ernst
Lund, Pete
McMalo, Victor
Mechan, Frank
Meriult, Gaston
Meyer, W.
Miller, Christ
Miller, Herman
Moberg, A. W.
Mortenz, Paul -2262
Mogelberg, Harry
Mohr, Ernst
Monsen, Martin
Moore, C. C.
Moren, E. H.
Morris, Benjamin
Morrison, Wm.
Moure, Peter
Mueller, A. R.
Mudda, A.
Muircheek, W.
Muller, Fred
Murray, C. P.
Nielsen, Ingolf
Nielsen, L.
Nielsen, N. C.
Nilson, Ragnar
Nilsson, Johan -937
Nilsson, -1141
Nurken, H.
Nurmi, Victor R.
Nyman, A.
Nyman, Oskar
Olson, James
Olson, Machial
Olson, M.
Olson, Marius
Olson, S.
Olson, Sam
Olsson, C. G. -1101
Olsson, G. B.
Ondrasek, Ralph
O'Neill, James
Osall, Oscar
Osman, T. B.
Osterhoff, Heinrich
Ottom, Aksel
Ovarnstrom, H.
Pedersen, O. -1392
Pedersen, Peter A.
Pedersen, Walter G.
Pederson, Sofus R.
Pera, Gust
Peters, J.
Peterson, -1564
Peterson, John A.
Peterson, Olav -1595
Peterson, S. A.

Peterson, Oscar -1558
Peterson, Soren
Pettersen, A. -1136
Pettersson, Chas.
-1901
Pettersen, F. -1526
Pettersson, Adolf
-1622
Raalsen, Fred
Ramberg, B. A.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Regan, John
Reine, G.
Repson, Ed.
Richardson, E. O.
Richter, Niels
Saarinen, Werner
Saderlund, Uno
Sager, Ed.
Salger, Julius
Salvesen, S.
Sancherd, Vincent
Sandblom, K.
Sandstrom, Ivar
Sandstrom, O. H.
Sanlos, Ben
Scheffler, Samuel
Schmidt, E. A.
Schmidt, Bernhard
Schroder, E. W.
Schultz, F. J.
Schulz, Robert
Schulze, Paul
Scott, Emil
Seidel, Will
Seiffert, Johannes
Shallgreen, John
Shem, A.
Sherry, J. H.
Shields, J. J.
Simonds, J.
Skoglund, Harry
Slanning, Joseph
Tamanen, Erland
Tamanen, Krispin
Tasnase, E.
Taucer, Chas.
Thearin, John E.
Tho, Johan
Thomas, Edward
Udekull, C.
Uhlman, Axel
Vanderberg, Geo.
Vangelder, William
Van Katwijk, J. W.
Velson, Frank
Wagner, W.
Waldhouse, John
Wallgren, I. M.
Walsh, B.
Wanderlid, J.
Welson, R.
Welure, J.
Westgaard, John
Westman, A.
White, Fred
Wiback, Walter
Zankert, Karl
Zornig, Harry

Pettersen, Karl
Petz, Fritz
Pewhland, M.
Pillson, Eduard
Porath, Ben
Prannels, W.
Prinz, Carl
Punis, Antony
Rimmer, Chas.
Roberts, John
Robinson, E.
Rosenblad, Axel
Rosendahl, Knud
Rosenquist, A.
Rulse, -
Rundquist, O.
Rutte, Peter
Ryerson, Geo.
Smalberg, Otto
Smith, D.
Smith, Percy S.
Snell, Adolf
Solit, J.
Sonnenberg, J. C.
Sorby, Olaf
Sorensen, C. J. T. G.
Sorensen, James
Sorensen, Peter
Speller, H.
Sponer, Emil
Stallbaum, Eberhard
Stein, Emil
Stenberg, Alfred
Strasdin, Hans
Strauss, Walter
Strom, Karl
Swansen, O.
Swanson, Jack
Swanson, John
Swansson, Oskar
Swartley, Norman
Sundl, Oscar
Sundberg, K. K.
Sundharm, Fred
Thompson, E.
Thompson, Thomas
Thoren, Gus
Ticsman, Chas.
Tollefsen, Hans
Tommasa, Valmo
Tuchel, Gustav
Ulmar, John
Verfard, Frank
Vesgaard, Jens
Veg, Frank
Voorhies, Firman
Wilhelm, Ewald
Willards, Fred
Willert, Charles
Williams, John
Wilson, Billy
Wimmer, Geo.
Winter, Harry
Wirta, John
Wittenborn, Hans
Wortman, Wm.
Zwakten, Rudolph

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Anderson, Axel
Athanasole, Demetre
Beling, Oscar
Carter, H.
Cealan, John
Christoffersen, Olaf
Ellesfen, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Karl
Hansen, Marius
Hendricks, Hagbart
Heningway, George
Hill, John
Hoffman, J.
Iversen, Iver
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluf
Klette, E. F.
Knappe, Ad.
Laas, J.
Laydon, D.
Lundberg, Oskar
Mehrtens, H. K.
Miles, I. P.
Olsen, Arne
Olsen, Carl -1101
Olsen, Marinus
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rulersen, A. L.
Roslin, Robert
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT

'Nuf Sed

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-sen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 per day. \$1.25 per Week and up. Special rates for Housekeeping. Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

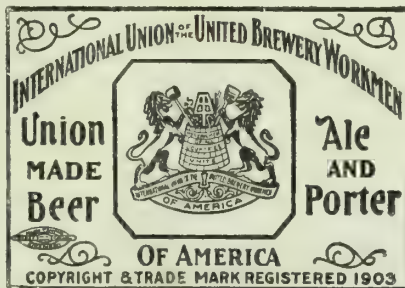
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

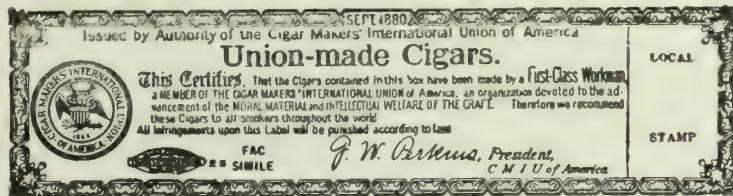
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods

General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

News from Abroad.

Germany has endeavored to influence public opinion in Italy with pamphlets, the latest of which, written by German leaders, has been published in Italian and widely distributed. It bears the title, "The Truth About the War."

The principal Scottish railway companies intimated that in view of the conditions brought about by the war they had decided to postpone the payment of dividends. Throughout Scotland distress has been caused by the non-payment of dividends, and a movement is on foot in favor of payments on at least the preferred ordinary stock.

The Berliner Tageblatt announces that Sweden is now beginning to join with Holland in exporting provisions to Germany. It is reported that two large transports of live cattle have been brought over by the ferry at Sassnitz, together with large consignments of fish. The scarcity of the latter article of food had already begun to make itself felt, so that the present supply is a cause for great satisfaction, particularly as the fishing season has been exceptionally good in Sweden this year.

Such details as have been given out by the British and German governments place the loss of life from the sinking of the three British cruisers by a German submarine on Sept. 22 at about 1400. The work was done by a single submarine, and the whole operation occupied less than one hour. Minor engagements are reported from the Baltic between the German and Russian ships, and from the Adriatic between the Austrian and French ships. Nothing of the nature of a naval battle has yet taken place.

Antwerp surrendered on Oct. 9 and the forts surrounding the city are now in complete possession of the Germans, but the greater part of the Belgian army is said to have escaped. It took the Germans just eleven days to capture the strongest fortress in the world. The fall of Antwerp is evidence that even the most powerful forts are no match for the colossal howitzers which the invaders have successfully employed against every fortified place that stood in their way. These huge guns open gaps through which the besiegers find an entrance for their field artillery and infantry.

Sir Ernest Shackleton and the members of his transantarctic expedition left London on September 18 in two sections for the South Polar region. One party, headed by Sir Ernest Shackleton, departed for South America; the other half of the expedition left for Ross Sea, on the New Zealand side of the Antarctic, by way of Tasmania. Sir Ernest hopes to meet the Ross Sea contingent in April of next year, or, failing in that, by March of 1916. The Shackleton section will have seventy dogs and also motor sledges. The other party will have twenty-six dogs. One great difficulty that confronted the expedition was the lack of scientific instruments. These had been ordered in Germany, but had not been delivered because of the war, and it was necessary to replace them in England. The Ross sea party will board the exploration ship "Aurora" at Hobartstown, Tasmania. Sir Ernest hopes to leave Buenos Ayres October 18 by the ship "Endurance," which is now en route to South America.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

With the Wits.

Suspicious.—"So your husband kept house and cooked his own meals while you were away. Did he enjoy it?"

"He says he did; but I notice that the parrot has learned to swear during my absence."—Boston Transcript.

Understandable.—"The President seems to be having a hard time among bankers and financiers securing members of the Federal Reserve Board."

"Yes. But you must remember that the idea of this board is to have on it only honest men."—Life.

Woman's Work.—She—Don't you think we would better go back through England again on the way home?

He—But we did England.

She—I know it. But since we were there think of all the lovely new ruins the suffragettes have made.—Life.

A Warning.—Woman is certainly coming into her own. Even in tender romance she is exerting an influence.

The young man had just been accepted. In his rapture he exclaimed, "But do you think, my love, I am good enough for you?"

His strong-minded fiancée looked sternly at him for a moment and replied: "Good enough for me? You've got to be!"—Judge.

Strategy.—Hans and Fritz, two small boys, had gone to the rink to skate. Hans's overcoat hampered him and he wanted to get rid of it. The German coatroom person does not check your coat unless you pay your fee. The fee was only a penny, but Hans did not have the penny. He was at a loss.

"Huh! it's dead easy," spoke up Fritz. "Give me your overcoat. I'll take it to the man at the checking place and say I found it. He'll put it away. When you are ready to go home you go to him and ask him if anybody has turned a lost overcoat in to him. Then, of course, you'll get yours."—New York Evening Post.

Children's Accounts

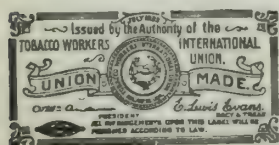
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, S. F., Next to SAILORS' UNION HALL

MADE TO ORDER SUIT CLUB

Union Label in Coat, Vest and Pants

OUR CUSTOMERS ARE UNION MEN. WE SELL UNION MADE
GOODS ONLY.

Phone Douglas 1737

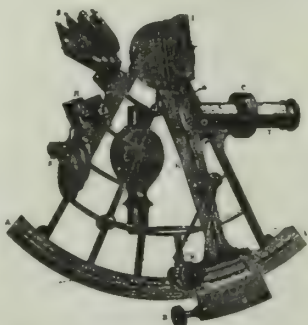
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James P. Sorensen
Free and Free.

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Less Than Three Months Now to SAVE CHRISTMAS MONEY

Are You Saving It?

HERE'S A 50c SAVINGS BANK TO HELP YOU.



These Banks are strongly made of oxidized steel, worth One Dollar but sell for 50c at HALE'S. Secure one of these Banks NOW and begin immediately to save your extra change.

—It will hold any size coin.

It is handy and convenient.

Kept in a conspicuous place in the home it is a constant reminder to save.

You keep the Bank we keep the key.

—Bring the Bank to the Store when you want it opened.

Do what you like with the money On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET

72 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

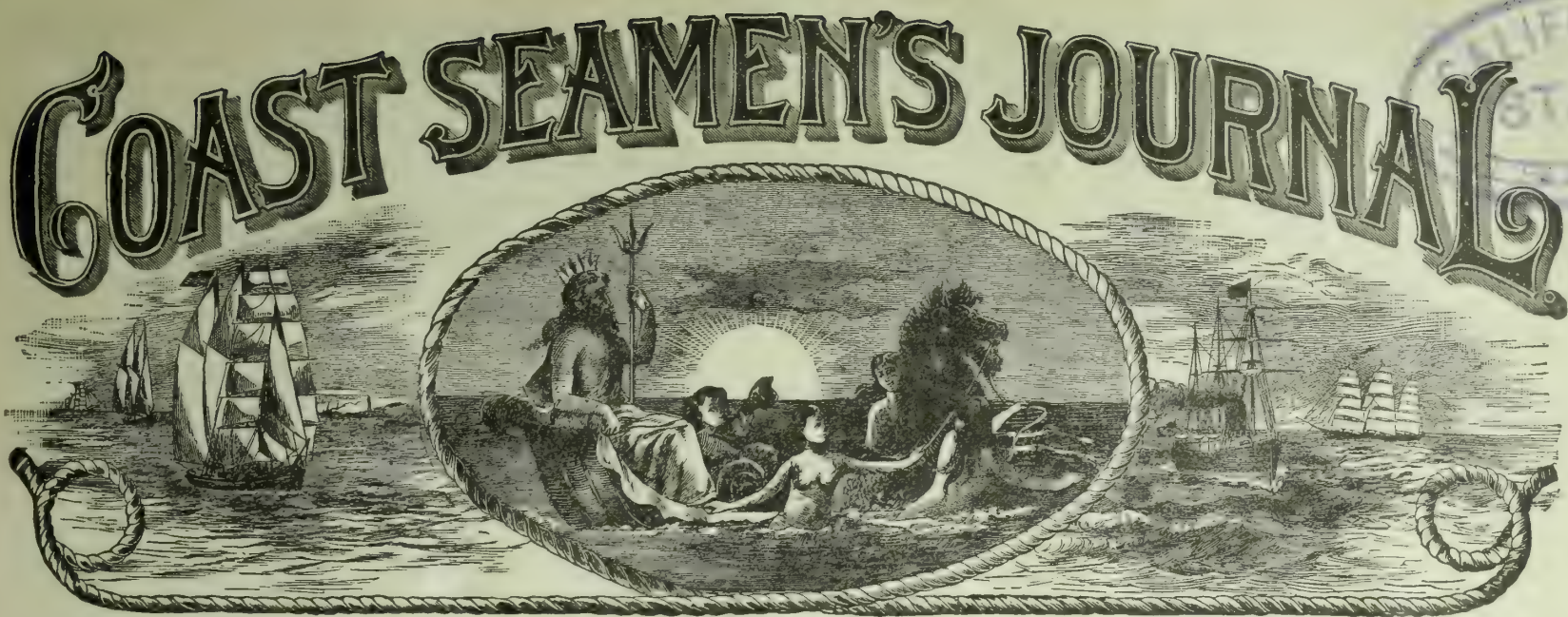
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 6.

SAN FRANCISCO, WEDNESDAY, OCTOBER 21, 1914.

Whole No. 2300.

TO TAX LABOR SAVING DEVICES.

An Outline of a Plan to Shift Taxation From Man to Machine.

Congressman Michael J. Gill of Missouri advocates a tax on automatic machines and other machines of industry which have displaced human labor, sufficient at least to run the Government.

His argument upon this subject, made in the House of Representatives, on September 25, 1914, is worthy of careful perusal, and is therefore reprinted herewith, in full:

Mr. Gill. Mr. Speaker and gentlemen of the House, in the short time allotted me in the final discussion of the war-tax bill now pending, I wish to confine my remarks specifically to the machine, and more particularly to the automatic machine now in general use in industry.

Human labor, Mr. Speaker, is the universal element which enters into all conceptions of value. That which the world recognizes as concrete wealth has embedded in its heart the applied stored-up labor of a past time. Wring from your myriad indices of wealth this universal factor and you transform them back again to a state of nature. Our own continent in all that makes for outward, tangible wealth is the richest in the world's history. At no time in the chronology of past centuries has any nation approximated its billions upon billions of visible symbols of wealth. And yet on that October day in 1492 when Christopher Columbus found a new continent, it was absolutely void of a dollar's worth of value. It is almost inconceivable that in the short space of 422 years the human beings who have since made this continent their home could, by the application of their brain, bone, and brawn, to the plastic material of a virgin continent have transformed it from a trackless wilderness into the thriving, prosperous communities which now so resplendently adorn each and every country of this Western Hemisphere. Speech is powerless to adequately measure the boundless wealth which still sleeps within the bosom of its future, and a wise statesmanship will always have in mind the proper conservation of those factors inherent in its life and growth.

All political economists are agreed that labor is the one universal element which enters into and becomes the necessary factor of each and every object of value known to civilized man. That function of labor—its universality, and because of it, the responsibility of parenthood toward the creatures of sense compels it to take on what to me is the function of labor—its universality, makes it the principal element in the life of objective value. Rob any object of its inner life-giving labor element and it immediately becomes dead, useless, and valueless.

Now, sir, I am prepared at this stage of my inquiry to approach the analysis of the bill before this House (H. R. 18891, the war tax measure) with as large an element of candor, fairness, and justice as human insight into its problems can give to man. The great European war has brought on an absolutely unlooked-for condition. No superior foresight of statesmanship could have given ample warning of its

coming. It is here and we must face it. Our able President has so brilliantly outlined what our duties are, and I, as a humble Democrat, am here to offer my loyal and unqualified support to him and his administration in this crisis. Let us have a war tax such as he suggests, and let us get busy and furnish it without too much delay. But in doing this I wish to utter a solemn warning, do not shackle labor with too onerous a burden. Remember, gentlemen, labor, the universal element in all forms of value, must not be taxed to death. Each separate entity of creation has its finite limit, beyond which endurance can not and dare not go. Wise conservation of society's labor element would call for the energizing instead of the enervating deed. Tax labor with too many burdens and you enervate the one substance which gives health, virility, and stability to the body whole. A wise, social husbandman would seek to keep alive and vigorous its ever-necessary labor factor.

Mr. Speaker and gentlemen of this House, I am ever ready to give the eye and ear of patient inquiry into the social need and shall hold myself ready to co-operate with all reasonable haste toward that consummation. But I am too much of a Democrat—aye, too much of a lover of my kind—to blindly stand aloof and permit an unreason do that for me and mine which spells misery, squalor, and actual want to millions of humble toilers in our land.

Gentlemen, our age is clamoring for quantity. Its great cry is more, and ever yet more. It reckons not sympathy and knows no kin; nor youth, nor age, nor man, nor woman are subjects in the category of its reason. They know what they want, and call for what they know. It has transpired that in the domain of experience they have found a neuter thing called a machine, which does more with less trouble than the human which it has supplanted. It has no conscience, likewise no heart. It does not think and can not complain. It has no sense of time nor of place, and with a slight modicum of care and attention it whirrs away in ceaseless activity by day, by night, winter or summer, year in, year out, week day or Sunday, without let or hindrance. This creation of man's brain has taken his job away from him. The owners of it are waxing fat and great in the golden streams that flow from its loins. All admit that the profits or advantages of machine ownership are real, are ever-increasing. In the domain of political economy we designate this an advantage enjoyed. Therefore, Mr. Speaker, I think it both right and logical that for the advantage which the State ever gives in the security of life, liberty, and happiness to the least of its component parts the machine be asked to contribute back to the State an equitable pro rata share of the burdens of the State's maintenance. I insist that the war tax contemplated by this bill, under the extraordinary conditions now prevailing, in their proper proportion be also shared by the machine owners of industry, who receive the lion's share of its profits. I am not asking more than has ever been the vogue from time immemorial in regard to the person of the citizen in a State.

He is ever expected by tradition, by custom, and by law to render his personal service back to his State in times of war as in the walks of peace, and why not demand the same obligation of the machine which has usurped his sphere?

Is it wrong in any sense to expect such a return from a machine-owned industry in order that our common country may still enjoy the blessings of government and peace among men? Is it asking more in its fair proportion than you as individuals already have and expect from the men and women of this Republic in the days of its imminent peril? And would not every loyal man and woman in our great country leap with bounding joy at the prospect of succoring our common country's need when danger stalks abroad? I ask nothing unreasonable. I ask only that which I deem is right. Let us get from the machine of modern industry its fair proportion of taxation, in conjunction with that of all of its citizens, that our great country may live and thrive and continue ever the land of the world's oppressed and a haven of peace. To that end let us conserve all of our processes of life and apportion its proper pro rata share of taxation to each and all alike—the personal as well as the impersonal elements of our economic structure.

In the evolution of human society it has happened that the newer and more complex needs of the social whole have gradually substituted the machine-made goods for those which were distinctively the immediate product of man's labor expended thereon. We are compelled to admit by all the unanswerable proofs of the senses that we are in the age of the machine. The products of labor are now mediated through the machine before they get into the market for the consumer's need. The day of handmade commodities is past. We do not want nor is there a desire on the part of the least of us to turn back the dial of time and stay the hand of progress. We welcome the machine as a blessing to mankind. We have learned the blessing of the cooperant-labor products, and are only asking that these blessings be extended downward as well as upward through all the grades of human society. The proper dispensation of the blessings of cooperant labor calls for consideration certain necessary factors of production and distribution which are inherent in the constitution of society. They may be properly grouped into those which make for development and those which conserve society's processes.

In the category of development of society's processes a proper regard must be had, first, to the physical make-up of the man; and, second, to the tools he has found necessary to invent to supplement his bodily labor effort in winning from nature a proper support for himself in health and happiness. Man must apply himself at first hand to the things within the compass of his horizon which will sustain his body in health against the opposing elements always at hand to wear out his bone and tissue. Labor properly directed in an environment favorable for its employment will accomplish this result. This favorable environment

must be there. If in any degree it is curtailed, labor's applied effort is lessened, and if not removed, in time, will be valueless, as far as the human being using it is concerned. Favorable opportunity and health of body and mind must always be present to accomplish more than the minimum of aggregate results.

As man emerges out of a distinctively simple form of society, where the labor effort is closely connected and associated with what it produces and takes its stand alongside of and in company with other labor of a kind, then the problem of subsistence becomes intensified in the ratio of increased labor power exerted on a common environment, which calls for an ever widening circle of labor opportunity. Should this opportunity fail to appear or become irregular or intermittent then the precariousness of labor in the field of its employment is again complicated by the struggle among the labor units to find a proper field for its functioning. This struggle, as society advances and becomes more complex, becomes ever and anon a mad race for the coveted goal—which is, after all, nothing more than the original status of man in the primal society—of an opportunity to so place his labor power in a favorable environment as to win for his body its support in health and happiness. At heart our modern complex society is no different from its simpler primal social status. Man in any event in the domain of sociology must so place his nature-given labor power as to win his own proper sustenance from mother earth. Rob him of his God-given right to apply his labor in the smallest degree possible and you place a burden on his back which again lessens the dynamics of his personally applied labor effort. In the domain of experience he has only too early learned that this has been his heritage.

From savage culture up the long and toilsome pathway of the ages he has only too early found out that his fellow man, either from greed or an overweening egoism or avariciousness, has inflicted untold tortures on his weak and unprotected brother; and we find the annals of man's work strewn with countless and refined methods of cruelties inflicted for selfish personal gain. On closer analysis nearly all wars in history have been nothing more than an inner expression on the part of the combatants of some economic advantage about which they could not come in agreement. This persistent strife for advantage has been the prolific mother of discord in all time, and it is but uttering a trite commonplace in discussing the component parts of this measure of taxation when it is pointed out that some part of the aggregate whole is to be benefited or harmed in the specific case. I simply dwell on this fact at this time so as to bring home what is very clear to all observers—that our present economic structure of society presents the phenomenon of a very few millionaires, and all the rest beside paying tribute to their arbitrary but, I hope, temporary assumption of power. The ownership by our few millionaires of large industries, employing millions of human beings who are working in many instances on what are almost perfect automatic machines, makes our problem of special taxation one of great importance to the country at large. A very vital question which here obtrudes itself is the one which asks, Who will you tax? Will it be the human being slaving long hours under the prospect of a constantly decreasing purchasing power of his wage, or will this Congress have the courage to see its duty to the great masses of mankind, whose opportunity is gradually slipping away from them and becoming embalmed in the ever-increasing sphere of the automatic machine in industry? Or can we see and locate the ever-increasing responsibility that inures to the ownership of automatic machines in industry of a kind? Mr. Speaker and gentlemen of this House, are you aware of the magnitude of the statement I have just made? Are you not cognizant of the fact that in nearly if not all the great staple industries of our economic structure the bulk of the work is now being done by the almost human machine of perfectibility? That being true, are you not also aware of the other terrible fact that the army of workers chained to the toil of these machines, in the great average, man for man, aye, woman for woman, are but minor and secondary factors in industry's economic life? The one and unmistakable sign of supremacy is that the machine as now constituted is the main factor of industry's existence. Our machines are nearly perfect in their mechanism, and the products that flow from them ought in all justice and equity be called on to carry the social burden of a tax.

Mr. Speaker, my point of contention is—and I cannot make it too strong—that the product of the almost automatic machine ought to bear the brunt of this taxation. Some one will cry out, Why designate a thing so specifically? Do not you think that would be special or "class" legislation? I answer back as quickly as I can, most assuredly so; and because they, as a part—a very small part or class—of the whole of society, are enjoying—I might add monopolizing—the total profits of a socialized industry, to the exclusion of the great mass of our country who are not of the elect of that favored few. I am not craven coward enough to withhold my honest convictions when I see, and know from experience, what is transpiring in our very midst. Mr. Speaker, the trusts of

our land—the interlocking group of industry owners—own the Frankensteins of production, aye, the marvelously complex machines which in evolution's gradual progression have come into our midst, and by reason of this ownership can, do, and ever increasingly will command the great markets of supply and demand and arbitrarily fix the price which the ultimate consumer will have to pay—who in our day and time is no one else than the millions of dependent toilers of our great country leading a hand-to-mouth existence by reason of the curtailed opportunity.

Mr. Speaker, the progressive, up-to-date workman of our country looks not with hate at the machine which has taken his job from him. In the days of his harvest and plenty he had gone to school in the many senses in which that term can be used. In this school he has learned the great lessons of the social need for the very instrumentality which has taken his means of livelihood from him.

As a law-abiding citizen and a man of family, he has bravely taken his bitter medicine in calmness and stoic humility. His is that ever-present human element which the oceanic upheavals of society have cast upon the shores of time; and before going out forever the only sound heard above the din and roar of the breakers is the plaintive wail of sad-eyed mothers and children as they sit and hope and wait for the father's return. Ah, what frail tragedies are enacted in the homes of labor, where the nemesis of the machine has overtaken the skill and dignity and self-respect of the craftsman of a now vanishing past. The inexorable need of an ever-expanding social progress has called for and received its victims, and the votaries of a newer time can never know the many gaping wounds and desolate homes it has cost to buy this meed of progress for the future. Ah, this human element, Mr. Speaker. What waves of sadness well up in me when memory brings back the sterling figures of fellow workmen who have succumbed to the inevitable. Why the retrospect? The light of that time is becoming dim and hazy, and as the shadow figures disappear below the horizon I am aware that night has come, and fagged brain and tired limbs call for rest—the night of labor whose enveloping folds draw unto itself the feverish quest and lagging footsteps of a father, out of work, an only too true type of a workman displaced by the machine. Why ask less from a machine into whose ever insatiable maw pour the swollen streams of social profit and gain? If the greatest proportion of social profit and gain inures to machine ownership, then as social stewards of control this Congress must lay the hand of governmental authority on the shoulder of machine ownership and say, "Gentlemen, our country's common need in this period of extraordinary conditions looks to you, asks you—aye, commands you by law—to render back to its parent source a proper pro rata tax or share of the parent's present support." Is not this practical? Is not this fair? Is not this just? Is not this right?

HURRY UP, SENATOR.

After the "Titanic" disaster Wm. Alden Smith, Senator from Michigan, vigorously declared himself, publicly, in favor of legislation to safeguard life at sea and to give justice.

A bill which will make life safer for the toiler of the sea and the traveler by sea is now before the national legislative body.

It is now being held up by the Committee on Commerce of the Senate.

Senator Smith is an important member of that committee.

President Stanley Anderson of the Federation of Labor telegraphed the Michigan Senator urging him to do his best to have this measure made into law at this session of Congress.

This is Senator Smith's answer:

Oct. 4, 1914.

My Dear Sir:—

I am just in receipt of your telegram complaining of the progress being made on the Seamen's Bill, now pending in the Senate. I know you desire to be fully informed as to the present situation in the Senate. The Seamen's Bill is before a sub-committee of the Committee on Commerce. The sub-committee is composed of three Democrats and two Republicans. You will readily understand that it is not in the power of Senator Burton and myself to control the action of the sub-committee, and we have made no efforts to do so. I have been anxious that no unnecessary burden should be placed upon our lake shipping, but I am very strongly in favor of every practical safeguard against disasters at sea, and I voted for the Nelson Bill two years ago and will support any just measure now. I understand that the representatives of

foreign governments are responsible for the present delay.

With kindest regards, I am,
Cordially yours,
WILLIAM ALDEN SMITH.

Mr. Stanley Anderson,
Detroit, Mich.

Senator Smith, why bluff any longer?

Come out into the open.

Detroit labor believes in common with labor throughout the country that one Wm. Alden Smith, member of the United States Senate from Michigan, and an important member of the Committee on Commerce, which has to do with this safety measure, can decide this important matter without delay.

Will he do it?

Which does he think deserves help most—the Dollars or the People?

Senator Smith, Michigan labor will watch you.

Michigan labor knows that the Great Lakes Millionaire Shipping Corporation wants this bill killed.

President Livingstone and other men of the shipping interests on the Lakes were not in the great storm of a year ago, in which so many toilers of the sea met watery graves.

If they were they might look at matters in a different light.

Their concern is dollars, dollars, dollars.

They don't want the Seamen's bill to become law.

They and the kept press will do their best to defeat the proposals of the toilers and those who place safety above the dollar.

This Seamen's bill ought to be law now. Three times has it passed through the House.

Twice has it passed through the Senate.

Now it is delayed.

Senator Smith, step out like a man and place humanity before greed.

President Wilson also has a duty to perform.

In his inaugural address President Wilson said that measures ought to be taken to protect seamen.

President Wilson has many qualities admired by all.

We cannot believe that President Wilson declared, the other day, that he did not think it necessary to act on the safety-at-sea matter during the present session.

The ship-owning interests seek delay.

Labor demands that those who hold positions of public trust do their duty.

Senator Smith, the next move is yours.

If you decide to help the bill through it will go through the Committee on Commerce without delay.

It's your next move Senator, so hurry up.—Detroit Labor News.

The African possessions and protectorates of the European powers now at war are more than three times as large as Continental United States. They are more than three times as large as all of Europe now plunged in war, and are eleven times larger than England, France, Germany, and Belgium, which control them. The largest individual holder of African territory is France, with 3,812,000 square miles, more than a million and a half of which is the Sahara Desert. England controls 3,618,245 square miles; Belgium, with Belgian Congo as its sole possession, 802,000 square miles, and Germany 1,035,086 square miles.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Friends of Seamen's Bill Urged to Press Its Passage By U. S. Senate.

Trade unionists, sympathizers, and all other citizens who favor safety of life at sea are urged to immediately telegraph or write their respective United States Senators, urging them to favor the passage of the Seamen's bill, which passed the Senate last fall and was passed in an amended form by the House on August 27.

This bill is now in the Committee on Commerce of the Senate, where it is liable to remain unless those who favor lessening sea disasters become alert to the danger of the bill remaining in committee during these closing days of the present Congress.

The Democratic textbook, issued by that party for use in the coming campaign, predicts the passage of this bill as follows: "At this writing the bill is in conference, but it is certain of becoming a completed 'achievement' before Congress adjourns."

Because this session of Congress is nearing an end, trade unionists are not the only ones who refuse to accept this roseate view, as is shown by the following editorial, published in the Washington Times, issue of October 5:

"Pass the Seamen's Bill.

"More than two years ago it passed the House. The short session of the Fifty-third Congress passed an emasculated bill that was pocket-vetoed by Taft. On the 23d of October last year, the Senate passed a good bill. The International Conference on Safety of Life at Sea was used as an excuse for delaying action in the House. When the conference had completed its labors, the Senate Committee on Foreign Relations refused to indorse the action taken at London, except in a modified form. The last month for ratification of the London conference on safety of life at sea is December coming. It has not been ratified and plainly will not now be.

"About a month ago the House passed a substitute, which is now in the Committee on Commerce of the Senate. The excuse for delaying action now is possibly international complications, in which no one really believes. The real purpose seems to be the opposition of the ship owners, who are utterly opposed to any real change.

"The 'Titanic,' the 'Volturno,' the 'Monroe,' and the 'Empress of Ireland,' aside from several other vessels, the latest being the 'Leggett,' on the coast of California, have been lost with large numbers of people, and yet no legislation to remedy the present ineffective law dealing with life-saving appliances and men to handle them. The testimony is unanimous that the difference in the cost of operation is, under existing law, so much in favor of foreign vessels that we cannot compete. It is equally conceded that the passage of the Seamen's bill would place us in a position to compete; and yet when the different bills that are to be passed prior to adjournment of this session are enumerated, we do not find the Seamen's bill among them.

"All the information that can possibly be obtained on this subject has been obtained. It is purely a question of getting the bill

into conference and getting it passed. Both political parties are equally pledged to this legislation. The pledge was not made to the seamen, it was made to the people of the country. It was not made in haste or without consideration, it was made after careful investigation that followed the loss of the 'Titanic.' There can be no legitimate reason for not passing this bill before Congress adjourns. Let the bill be passed and the promises kept."

Justice Wright Resigns Office.

Justice Wright, of the Supreme Court of the District of Columbia, has handed his resignation to President Wilson, to take effect November 15.

It is agreed the resignation will be accepted, as this action of Justice Wright has been expected for some time.

The Congressional impeachment investigation that has been conducted for some time as to the judicial fitness of Justice Wright will probably be dropped.

The charges were made last March by Representative Park, of Georgia, in the form of a resolution instructing the Committee on the Judiciary to inquire and report whether action by the House is necessary "concerning the alleged official misconduct of Daniel Thew Wright; whether he has accepted favors from lawyers appearing before him; whether he has permitted counsel for a street railway to indorse his notes while said counsel was engaged in business and causes before his court; whether he has collected and wrongfully appropriated other people's money; whether he has purposely changed the record in order to prevent the reversal of causes wherein he presided; whether he has arbitrarily revoked, without legal right, an order of a judge of concurrent jurisdiction, appointing three receivers so as to favor his friend by appointing him sole receiver; whether he is morally and temperamentally unfit to hold judicial office, and whether he has been guilty of various other acts of personal and judicial misconduct for which he should be impeached."

As the Committee on Judiciary established a precedent a few years ago in the case of a western judge who resigned while impeachment charges were pending, the same course will probably be followed in this case.

Justice Wright attracted attention of a certain kind because of his judicial bearing at the trials and when sentencing President Gompers, Vice-President Mitchell and Secretary Morrison to one year, nine months and six months in jail, respectively, because of an alleged violation of an injunction issued by Judge Gould in the Buck's Stove and Range Company case. In passing sentence, Justice Wright was most bitter and abusive in speech.

When the United States Supreme Court set these verdicts aside, and ordered the case remanded for trial "without prejudice," Justice Wright gave an exhibition of his "judicial temperament" by his appointment of three lawyers who were ordered to investigate and report whether there was

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Proportionate to population, Australia is said to have, in point of numbers, the strongest union movement in the world.

Railway guards at Yass, Moss Vale, and Gunning (N. S. W.) have ceased work because a reduction of wages was threatened, and it is said 3000 men may be affected.

The builders' laborers in the employ of the Victorian Railway Commissioners threaten to strike unless the latter pay the rate of wages fixed by the Industrial Appeals Court.

All citizens in the South African Union must undergo a certain period of training in time of peace for military service, and those between their seventeenth and sixtieth years are liable to serve in time of war.

It is reported that the Government of South Africa has decided to allow the deported union leaders to return to South Africa. Lord Gladstone, who sanctioned their banishment, is now in England and out of public life.

The total number of fatal accidents to seamen reported to the British Board of Trade during June, 1914, was 213 (172 of this number being reported as lost in the steamship "Empress of Ireland"), as compared with 91 a month ago, and 40 a year ago.

The Trades Hall building in Sydney (N. S. W.) cost £39,000. With an object of enlarging it, three pieces of adjoining land were recently bought, and £25,000 more are to be spent in enlarging the hall. The new portion of the building is to contain a large assembly room.

Military training in the citizen forces for a number of days is, subject to certain exceptions, obligatory under penalties in Australia for men under the age of twenty-six; but this obligation does not apply to any person who reached the age of eighteen years before the first of January, 1911.

The tenth biennial convention of the International Brotherhood of Maintenance-of-Way Employees held at Winnipeg, Man., was a successful gathering of representatives of this organization, which has made exceptional gains during the past few years because of its advocacy of trade union principles.

The average weekly number of vacancies notified to all labor exchanges in the United Kingdom for the four weeks ended June 12, 1914, was 25,878, as compared with 28,326 in the previous four weeks, and with 25,725 in the four weeks ended June 13, 1913. The average weekly number of vacancies filled for the same periods were 19,086, 20,700, and 18,882 respectively.

Returns relating to unemployment in May were received by the Dutch government statistical office from trade-unions and municipal unemployment funds with a total membership of 73,497. The percentage of members out of work during the month was 5.9, as compared with 4.8 in the previous month and 4.2 in May, 1913. This percentage is obtained by taking for each of the four (or five) weeks in the month under consideration the number of persons unemployed on one or more days of the week. The proportion of the average of these four (or five) numbers to the total membership of the funds gives the percentage.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER

EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

San Pedro Letter List.

Andersen, A. -1645	Kremer, Sigurd
Andersen, Rasmus	Kalnam, Andvey
Andersen, Martin	Kolodzie, George
Andersen, Axel	Kristiansen, Nils
Andersson, E. -1762	Karstin, Hugo
Anderson, H. -1888	Leideker, E.
A., Mr. -1504	Lang, Chas.
Andersen, Edward	Lindner, J. -1750
Anderson, Gust	Lundberg, T.
Alin, Emil	Lyngard, Jorgen
Anderson, David C.	Mesak, E.
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Martinelli, Walter
Bringsrud, Marald	Mennicke, Fritz
Berg, S.	Miller, Wm.
Brogard, N.	Mayers, P. M.
Bergqvist, Wm.	Michaelsen, A. -1105
Boy, A.	Morris, M. H.
Cirul, M.	Matison, J. -1320
Christensen, A. -1095	Maknan, K.
Cotter, J.	Nilson, Edon. C.
Carlson, Kalle	Olsen, A. O. -759
Ceelan, John	Olsen, Hans
Clausen, J.	Olsen, Ole Wilhelm
Chilton, Harry	Osterberg, S. H. -1284
Caddel, Adolf	Olsen, O. Marthin
Carlson, Carl	Paader, Hugo
Dreger, Jack	Paulson, Gustaf
Essen, Carl	Perez, Antonio
Ellingson, Ivar	Plant, Billie
Fasholz, Dan	Peterson, C. E. -903
Folvik, Lewis	Rut, Ernest
Grigolet, E.	Robbins, Jack
Gunther, Dick	Sandstrom, Ivar
Gustafson, Alf	Svensen, Nick
Gusek, B.	Svensen, S. -1717
Gronlund, Oskar	Steen, J. C.
Holmborg, Frank	Sandy, Oscar
Hansen, Marius	Samuelsen, Victor
Holm, Arthur	Schultz, Albert
Hansen, H. T. -1446	Schultz, Axel
Hansen, Johannes	Sanseter, Paul
Hakonsen, P. O.	Schmidt, George
Haro, Aarp	Schager, E.
Harrold, Henry	Svenningsen, S. N.
Hermanson, Fritz	Schultz, Robert
Johansen, Ed. -2240	Tell, Olaf
Johansen, Emil	Tvedt, Olaf
Johansson, N. A. -280	Thomas, Joseph W.
Jensen, Oscar M.	Vohs, Heinrich
Johnson, John A.	Wagner, Billy
Jorgensen, H. P.	Zimmer, Walter
Johnsen, George	Package.
Karlson, Richard	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc.
We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealer in

CIGARS, TOBACCO, STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE

C. A. BRUCE

GLOBE BOWLING ALLEY AND BILLIARD ROOM

UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)

KANE & BRUCE, Props.

We have the best alleys and pool tables on the Pacific Coast.

CIGARS, TOBACCO, SOFT DRINKS

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Goteborg, Sweden. 9-23-14

A SAILOR'S BANK

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

— in the —

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

Assistant Surgeon L. W. Jenkins of the Public Health Service and four members of the crew of the revenue cutter "Manning" were drowned off the Alaskan coast, according to a report received by the Revenue Cutter Service.

Frank Waterhouse & Co. were awarded the contract for transporting 2000 tons of Government oats from Portland to Manila, as that firm was the only one to send in a bid for the business. The company agreed to transport the 2000 tons to Manila at \$4.50 a ton.

It is said that on account of the steamers "Edgar H. Vance" and "George W. Fenwick" going into the lumber trade between this coast and New York next month, the Hammond Lumber Company is to charter smaller craft for the coast service. Among the latter will be the steam schooner "Olson & Mahoney."

The schooner "Geneva" has arrived at Guayaquil (Ecuador) from Galapagos, bringing Captain Roberts and a part of the crew of the British oil tank steamer "Elsinore," which was sunk by the German cruiser "Leipzig" off the Mexican coast September 11. The remainder of the crew of the Elsinore remains at Galapagos, where they were landed by the cruiser.

President Chamberlin of the Grand Trunk Railway has announced that the Grand Trunk has decided to build one of the largest drydocks in Prince Rupert, at which a 20,000-ton battleship can be docked. Work will be started January 1. A full, complete shipbuilding plant, as good as anything New York can boast of, will be in full swing shortly after the first of the year.

Rates on merchandise and general consignments to ports in the Orient have been advanced 25 per cent. by the lines composing the trans-Pacific freight bureau. The advance is made on account of the extra hazard occasioned by the war. This is the second advance announced within the last few weeks. On August 1 the rates on wheat and flour were raised by the bureau.

The first cargo of Atlantic range coal consigned to the United States Government here—to be moved via the Panama Canal—arrived during the past week in the holds of the new British freighter "Vimeria," Captain Pattie, which was twenty-three days from Norfolk and fourteen days steaming from Balboa, the Pacific terminal of the big ditch. The "Vimeria's" cargo amounted to 8200 tons and is intended for the California City naval bunkers.

Portland steamship men believe that the Government should establish a limit for deckloads, so that no such marine disaster as that of the "Francis H. Leggett" be repeated. This feeling prevails among practically all masters of lumber vessels sailing out of Portland, who assert that the unusually heavy loads are placed aboard to please some managing owner or the part owner-master. It is believed the British regulations applying during the winter should be adopted by the U. S. Government for the Pacific Coast.

Captain E. Beetham, R. N. R., marine superintendent of the C. P. R. transpacific service, has gone to Montreal, and it is presumed that his mission has some connection with the report that the C. P. R. are contemplating taking over a large steamship to maintain some semblance of service on the Pacific. In the event of the Hill liner "Minnesota" being taken over by the C. P. R. it is more than probable that she would be operated, temporarily at any rate, under American registry. This would preclude any possibility of her being chartered by the British Admiralty.

The schooner "S. T. Alexander," owned by the Charles Nelson Company of this city, is a total loss on Toku Island, in the South Seas, according to advices received from Suva. Captain Lorenzen and his crew were saved from the wreck. The "Alexander," which left Puget Sound on July 18 with a cargo of lumber, was bound from Suva for Pago-Pago when she was driven on the island reef. Captain Lorenzen and the crew will return by steamer. The schooner was a four-master of 779 tons and was well known in the offshore lumber traffic. She was built at Fairhaven, Wash., in 1899.

On her maiden voyage in a maiden service the new freighter "Neches," Captain Young, arrived at San Francisco during the past week from Baltimore after a run of twenty-two days via the Panama Canal. She brought a cargo of coal. The "Neches," which plies in the coast to coast service of Sudden & Christenson, is a freighter of the most modern type, and is faster than most vessels of her class. Sudden & Christenson announced that the steamer "Peter H. Crowell," now en route from here to New York, will load at Mobile early in November for San Francisco. This will give Mobile shippers a new service at attractive rates and will result, it is said, in opening up the southern country for a direct water route to the Golden Gate.

"Not guilty," was the verdict reached by a jury in Federal Judge Dooling's court at San Francisco in the case of Captain Harry Stremmel, First Officer Robert Hill, Second Officer Eric Froberg and Purser Robert C. Pitt, of the turbine "Harvard," who were on trial for an al-

leged attack on Louis G. Lull, a waiter on the vessel. The jury had reported several times that it could not agree before it reached a verdict.

The comedy-drama of the American steamer "Sacramento," formerly the "Alexandria" of the German Kosmos line, whose new owners have been unsuccessfully trying for three weeks to have her cleared from San Francisco, reached a near climax at 1 o'clock on October 15, when clearance papers were finally granted, and a full climax several hours later, when the vessel was stopped just inside the Golden Gate by the revenue cutter "Hartley." But everything turned out happily in the end, and at 4 o'clock in the afternoon the "Sacramento" steamed peacefully out of the Gate with a cargo of coal and 1000 tons of miscellaneous merchandise, billed for Valparaiso.

The German gunboat "Geier" from Tsing-Tau, China, arrived at Honolulu on October 15 with a complement of 100 men, twenty-four hours in advance of the Japanese liner "Shinyo Maru." Beyond saying that they intended to coal ship the officers of the "Geier" were silent. The gunboat showed no signs of having been in action, but the scraped appearance of her port side indicated that she might have been coaled at sea. Inasmuch as this is the "Geier's" first appearance in an American port, she is entitled to twenty-four hours' stay and as much coal as will take her to the nearest German port. Since all the German naval bases in the Pacific have been seized, this is equivalent to permission to fill her bunkers, but after coaling she must not revisit any American port for the next three months. This is the second German warship to coal at Honolulu since the war began. The "Nurnberg," which later wrecked the Fanning Island cable station, was the other. With the "Geier" came the North German Lloyd merchantman "Locksun," apparently acting as a collier. She began taking on coal immediately. The two vessels are sixty days out from Tsing-Tau.

Several officials of the operating department of the Pacific Coast Steamship Company, the base of which has been shifted from San Francisco to Seattle, were passengers on a recent north-bound trip of the "President." The party included W. H. Alison, superintending engineer; H. K. Laidlaw, general port steward, and Lawrence O'Connell, who will be chief clerk to Captain J. F. Blaine, assistant manager at Seattle. The action of the Pacific Coast Company in moving one of its most important departments away from San Francisco, has caused much comment in shipping circles. This latest move was presaged several months ago when the Pacific Coast Company decided to give its repair work and outfitting contracts to northern concerns. As an excuse for having all its principal overhaul jobs done on the Sound, it was intimated that local bidders on contracts were less reasonable than their northern competitors. The present shakeup followed an investigation of the various departments by Eastern representatives.

Colonel George W. Goethals, Governor of the Panama Zone, announced on October 16 that it would be ten days before the canal would be ready for traffic, which has been suspended as a result of the landslide on the east side of the waterway, north of Gold Hill, on October 14. The Colonel said that he would have the channel ready for thirty-foot draft ships by October 27, barring accidents. It is planned by then to have the channel 100 feet wide and 30 feet deep along the west bank, where the channel was least affected. In that section there is an average depth of twenty feet. The slide was not as serious as at first reported, although it will require many months of constant dredging to regain the full width of 300 feet and the depth of 45 feet. Captain Hugh Rodman, superintendent of transportation of the Panama Canal, already is preparing to put the maximum number of ships through on the first day the waterway is passable. There are now fourteen ships anchored at the terminal points and others are coming.

PILEMEN WANTED BY STATE HARBOR COMMISSION.

The California State Civil Service Commission announces that applications for employment as pilemen in connection with the State Board of Harbor Commissioners in San Francisco will be received at the office of the Commission, State Capitol, Sacramento, on or before October 31, 1914. The salary is \$5 per day. There are now several vacancies to be filled.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento. Applications must be properly executed and filed with the Commission on or before October 31, in order to be considered for this examination.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 21, 1914.

STATUS OF THE SEAMEN'S BILL.

Congress is going to adjourn very soon—and the Seamen's bill is still awaiting final action.

In October of last year a satisfactory measure, known as the La Follette Seamen's bill (S. 136), passed the Senate. In the regular course of events the La Follette bill went to the House and remained in one of the pigeon-holes of the Committee on Merchant Marine and Fisheries until August of this year. An amended bill, known as the Alexander substitute, was then reported out of the committee and adopted in the House by an almost unanimous vote.

The bill then went back to the Senate and after the House amendments were non-concurred in it was referred to a Conference Committee.

On the following day the motion to refer to conference was reconsidered and the bill went back to the Committee on Commerce—to the very committee room from which it started last October on its round trip in the Capitol.

The Democratic Text-book, just issued for the purpose of furnishing ammunition to partisan newspapers and Congressional candidates on the Democratic ticket, takes it for granted that the Seamen's bill will pass. It is referred to twice in that booklet; one reference being the query, "Would you repeal it?" and another appearing under the assertive caption, "The Titanic Lesson Heeded!"

In the meantime, however, time is rolling along, and the Seamen's bill, having made one complete round trip through the halls, chambers and committee rooms of the building known as the National Capitol, is again anchored in first port of entry.

Hence we repeat the old time-worn appeal: "Now is the time to act for all who believe in freedom for seamen and in effective legislation for safety of life at sea."

Of course, we fully realize that the public as well as the seamen have become rather skeptical upon the whole subject; they have

heard that old war-cry at such regular intervals until they have grown tired and weary in the long wait for this much needed legislation.

The public has learned that political promises are not necessarily followed by performances, and it is no longer a secret that one record disaster of the sea may follow another without creating more than a mere ripple in authoritative quarters.

But the public and the seamen should never for a moment forget that this struggle for the emancipation of seamen and this fight for greater safety of life at sea has been made against tremendous odds.

All "the interests," vested and otherwise, have moved every means, both fair and foul, to defeat or at least delay that kind of legislation. And the tortuous course of the Seamen's bill during this session of Congress, a Congress which is generally recognized as far superior to any of its predecessors for many years past, is in itself sufficient to demonstrate the hidden power and the secret influence that is at work against the bill.

At this late day it would seem useless and needless to re-submit any of the many conclusive arguments that are available. But—personal letters to the respective Senators will to some degree offset the constant pressure from the other side, and remind the solons that the Seamen's bill is the people's bill.

Will you help?

INDUSTRIAL FREEDOM?

The chief apostle of "industrial freedom," i. e., freedom to scab and work for starvation wages, is "General" Harrison Gray Otis of the Los Angeles Times. How this variety of freedom works in practice was clearly and forcibly illustrated by the doughty "General" himself when he testified before the Federal Commission on Industrial Relations in Los Angeles the other day. The following took place concerning the workers on the Times:

"When the men have grievances," Otis said, "they come to us. If their grievance is just we give way; if not, we talk them off their feet and they give way."

"Who decides as to the justice of these grievances?" asked one of the Commissioners.

"We do," said Otis, positively.

A titter which swept the room was promptly suppressed.

Otis insisted that his system of dealing with employes was superior to any other.

"Beyond peradventure of a doubt it is better, and I know it," he declared.

There we have it—real genuine omnipotence. No wonder that titter swept the room. It is only a step from the sublime to the ridiculous and even Open-Shop Los Angeles finds itself unable to swallow all the theories of "freedom" to which the "General" has dedicated his life.

No wonder the laugh was on Otis. In the language of the Sacramento Bee: "The divine right of Kings seemingly is not in it with the divine right of Otis!"

LEST WE FORGET.

The "Hon." William E. Humphrey, of Seattle, Wash., is again a candidate for Congress. It will be recalled that this statesman from Seattle has for years been the most faithful servant of the cheap-labor shipping interests in the House of Representatives.

Two years ago two-thirds of his constituents favored his retirement from public life, but he was returned to office by a very small

plurality over his nearest competitor. Unfortunately, it does not require a majority to be elected to Congress; if it did, that corporation server would have been eliminated long ago.

Humphrey is a hold-over from Cannon regime. He is a reactionary of the type that knows no shame; but there is grave danger that he will again succeed himself, there being no less than three candidates desirous of taking his place.

The JOURNAL makes no special plea for either of Humphrey's opponents, but we do earnestly appeal to all friends of progress, and to all the liberty-loving men and women who reside in Washington's First Congressional District, to bestir themselves from now until November 3, and put an end to the infamous public career of "Chinese" Humphrey!

The United States Commissioner of Navigation has written a letter calling attention to the requirements of the British Merchant Shipping act, providing that where a British vessel is transferred at any port out of British dominions any seaman belonging to it shall be discharged unless he consents in writing to complete the voyage. If a seaman is so discharged without his consent in writing he is entitled to full wages up to the time of discharge, and, in addition, at the expense of the master he must be returned either to the port from which he was shipped or to the country to which he belongs or to some other port agreed to by the seaman. If the seaman is the subject of a British possession he may be returned to a port in the United Kingdom. The German Seamen's Ordnung (paragraphs 72 and 76) provides that if the flag of a vessel is changed in a foreign port the seaman is entitled to one month's extra wages and either to be returned to the place where he shipped or to a sum of money deemed equivalent to paying for such return. These laws are the same in principle as section 16 of our Act of December 21, 1898. Other nations have similar laws.

According to recent advices from Australia the Marine Cooks, Bakers and Butchers' Association of Australasia and the Commonwealth Steamship Owners' Association have entered into a three years' industrial agreement dating from August 1. The rate of wages to be paid is as follows:

Passenger vessels of over 4000 tons gross register: Chief cook, £16 a month; second cook, £10; extra second cook, £9 10s; third cook, £7 10s; ship's cook, £9; assistant ship's cook, £5 10s; steerage cook, £9; assistant steerage cooks, £5 10s; baker, £12; assistant bakers, £7 10s; butcher, £9; assistant butcher, £6 10s; sculleryman, £6 10s; assistant sculleryman, £4.

Vessels of 4000 tons and under: Chief cook, £14 10s; second cook, £6 10s; third cook, £7 10s; baker, £11; butcher, £8; sculleryman, £6 10s.

Collier and cargo vessels: Cook, £11; assistant cook, £6. Extra payment to be made to galley staff if they have to work in port after 5:30 p. m., when there are no passengers on board, and if they have to work in port after 6:30 p. m. when there are passengers on board, at the rate of 1s. per hour per man.

Not "What has posterity done for us?" but "What will posterity do to us?" is the question that statesmanship may well consider in its treatment of the child labor evil.

Incessant Labor organization is the price of industrial democracy.

DELEGATES' REPORT.

San Francisco, Cal., Oct. 13, 1914.
Sailors' Union of the Pacific.

Comrades:—Your delegates to the California State Federation of Labor herewith report that we have attended the sessions of the Fifteenth Annual Convention of that body at Stockton, October 5-10 inclusive.

There were present 258 delegates representing 147 affiliated local unions and city central bodies, also fraternal delegates from the State Building Trades Council of California and the Women's Union Label League of Stockton. During the session fraternal greetings were exchanged with the State Federation of Labor of Arizona, then in convention at Phoenix.

The convention was welcomed by the mayor, who has earned the esteem and gratitude of the working people for the fair manner in which the city government has acted during the lockout in progress in that city, and for his efforts to effect a settlement of the difficulty. Addresses were also delivered by Rev. Bird and Editor Martin, of the Stockton Record, both of whom have publicly espoused the cause of the locked-out men and women.

In addition to the reports of officers, the General Organizer and the delegate to the 1913 convention of the American Federation of Labor, 40 resolutions were presented to and acted upon by the convention. The reports of the officers show a decided progress both in point of increase of membership and improvement of working conditions in nearly every part of the State. The report of the Secretary-Treasurer states that, in spite of dull times and prevalent unemployment, and determined organized opposition from the employers in many localities, the paid-up membership has increased from 67,000 to 69,000 during the year. The following statistical information gives an idea of the growth of the Federation:

	1909.	1914.	In-crease.
Paid-up membership.....	25,000	69,000	44,000
No. of affiliated locals.....	151	562	411
No. of city central bodies..	11	18	7

The income of the Federation during the year was \$7,960.12, and its expenses \$7,774.83.

The work of the Federation is along two lines; first, promoting the passage of legislation in the interest and for the protection of the men and women who work; second, to strengthen and further organization in all fields of labor.

In accordance with the precedent set in the State campaign of 1912, the Executive Council of the State Federation has again conducted a campaign of publicity for the purpose of assisting in the election of good men to represent the people in Congress and in the State Legislature. The method employed is to publish and distribute the records of the various aspirants for office as compiled by the legislative committee of the American Federation of Labor and of the State Federation. However, as this means does not reach those who have not before served the public in an official capacity there has been instituted the additional method of questioning candidates as to their attitude on certain important and live questions of the day. Ten such questions were submitted to candidates for U. S. Senate and the House of Representatives, and twelve other questions were

asked of candidates for the State Legislature. The result was gratifying because it clearly put every candidate on record in some particular form. Even the fact that a candidate refuses to answer implies his possible indifference or opposition to the subject-matter of the questions. The result of the questioning was published throughout the State both before and after the primaries, and has already accomplished the elimination of several bad actors. A pamphlet, containing these replies, entitled: "What They Promise to Do For Labor," will be extensively distributed within the next few weeks and the labor press will publish the parts thereof affecting the respective sections of the State.

The Executive Council submitted the drafts of several bills covering legislation recommended by the last convention. In addition the Council presented a report on the amendments to the State Constitution and other referendum and initiative propositions to be voted upon by the people next November, intended to advise the working people relative to such of these measures as particularly affect their interests. The Convention approved the recommendations of the committee, except upon Constitutional Amendment No. 99 (proposition No. 44 on the ballot), which proposes to authorize the Legislature to enact minimum wage law for women and minors, and to enact any and all legislation which it shall deem necessary for the protection of any and all employees; the intent of the latter provision being to prohibit the courts from declaring so-called labor measures unconstitutional. The convention, after a spirited debate, went on record as being opposed to the amendment, believing it to be a dangerous move to entrust the government with power to regulate wages; also that it would be unwise to entrust the Legislature with unlimited power to enact legislation in all matters concerning labor. The most vigorous opposition to the Amendment came from the organized women.

A list of these propositions and action thereon by the convention is appended to this report.

The convention also declared in favor of extending the provisions of the Workmen's Compensation Act to occupational diseases; inspection of bake shops; and increased protection to miners and other employees in extra hazardous employments. Appeal to Congress for the extension of the Chinese Exclusion Act so as to embrace in its scope, Japs, Hindus and all other Asiatics was also ordered. A resolution introduced by the Maritime delegation renewing petitions to Congress for the passage of legislation sought by the seamen, was adopted.

Owing to the lockout instituted in Stockton by an organization of employers, calling itself the Merchants, Manufacturers and Employers' Association (formerly known as the Citizens' Alliance), organizing work by the Federation in other localities had to be neglected during the year. This struggle has been on since last March, and has been waged with unexampled savagery and brutality on the part of the employers and with dogged determination on the part of the workers. From affecting more than two-thirds of the organized workers of the city, the lockout has gradually been narrowed down to one-third,

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 13, 1914.
Regular weekly meeting came to order at 7 p. m., E. Ellison presiding. Secretary reported shipping dull. The number of men around the hall is increasing. Delegates to the California State Federation of Labor convention submitted their report, which is printed in full in this issue of the Journal.

Headquarters, San Francisco, Cal., Oct. 19, 1914.
Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping slack. A Constitutional Amendment, relating to the election of officers, was introduced and referred to a vote of the Coast.
JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 12, 1914.
No meeting. Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Oct. 12, 1914.
No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 12, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 12, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 12, 1914.
Shipping slack; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 12, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 12, 1914.
No meeting. Shipping medium.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 13, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 5, 1914.
Shipping fair; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 15, 1914.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. The full Shipwreck Benefit was ordered paid to one member wrecked on the schooner "W. H. Dimond" off the Alaska coast.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 8, 1914.
Shipping very slow.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Oct. 7, 1914.
No meeting. Shipping slow; prospects uncertain.
HARRY POTHOFF, Agent.
P. O. Box 54.

DIED.

The following members are reported as having perished in the wreck of the steamer "Karluk" in the Arctic, in the fall of 1913:

Charles Baker, No. 1831, a native of Argentine, age 35.
John Brady, No. 1902, a native of England, age 26.
Edmund Jackson, No. 2197, a native of India, age 28.
Thomas Stanley Morris, No. 1866, a native of England, age 31.
Hugh Williams, No. 1238, a native of England, age 26.

NOTES FROM DENMARK.

The following is a translation of the minutes of a special meeting held by the Marine Firemen's Union in Denmark for the purpose of providing aid for the members unemployed by reason of the war in Europe, and also to make provision for reasonable compensation for the risks run by members in certain trades, owing to the war.

The minutes are given in full, because they are fairly descriptive of conditions affecting the seafaring craft resulting from the tremendous conflict now waging in Europe.

As announced in our recent issue, war has broken out between England, Russia, France, Belgium, Servia and Japan, on the one side, and Germany and Austria, on the other. This war, of course, has deeply affected the means of livelihood, not alone in the warring countries, but in the other countries of Europe, among the latter also Denmark. Maritime business has suffered most seriously, and as a consequence a number of vessels have been laid up indefinitely, and many of our members have been thrown out of employment.

To consider means of providing support for these members, a special general assembly was convened Thursday, August 13. Another question which was discussed was the demand made by the firemen in steamers trading to British ports in view of the extra hazardous conditions to navigation in the North Sea, due to the mines sowed by the German navy. After negotiations, wages were raised from 70 kr. to 140 kr. per month, with a guarantee of 4000 kr. to the heirs in case of death resulting from any accident caused by the war.

The presiding officer welcomed the members in attendance and stated that at his request Mr. Peter Hedebo, Secretary of the "Samvirkende Fagforbund" (Federation of Labor), was present.

The chairman explained the result of negotiations with the shipowners, in Esbjerg, for improvement in wages in vessels trading to British ports, and stated that he considered the results obtained satisfactory. He also explained that he had gone to Esbjerg on the request of the Social-democratic party's business manager, in order to effect a settlement of the strike there pending. It was the desire of the Social-democratic party that any industrial conflict that might result in injury to the country generally should be avoided during the progress of the war. A number of prominent gentlemen also took part in the negotiations. The result was as already stated. This report was received with considerable satisfaction on the part of the members present.

The chairman further stated that owing to the fact that the wholesale coal dealers had broken their contracts, and now demanded 100 per cent increase in the price of coal, which they had bought at rates prevailing before the war and before the import of coal had stopped, the Board of Directors of the Union had determined that the firemen also should take the opportunity to obtain a share of the tremendous earnings of the wholesale coal dealers. For this reason notice had been given the Association of Coal Importers and the Danish Shipowners' Association abrogating the existing agreement, with a demand for a general increase of wages. The dangerous condition of navigation was made the ground for demanding compensation for the widows and children, in case of accidental death.

Secretary Hedebo was then granted the floor. He stated that the present situation must be viewed from the background of the frightful catastrophe which now threatens Europe from the almost general war. We hope that we shall succeed in preserving the peace for Denmark, and that the present government which has every qualification for accomplishing this mission, may remain in power. No one can tell, however, whether we shall be permitted to keep neutral. But, under all conditions, the war will have a crushing effect upon our economic life, especially our maritime trade. Trade to Germany and Russia is at a standstill. Our trade to Great Britain and on the Mediterranean, as well as East Asia is uncertain and may be stopped at any time. Great unemployment will result in this country, because we shall be unable to import raw material for our factories. Under these conditions society generally is in feverish excitement, and we organized workers must be careful not to arouse a public sentiment against us; this would seriously injure our cause.

But, the seamen have the right to demand reasonable compensation for the dangers surrounding their calling at this time, especially from the mines adrift in the North Sea. At the same time I would recommend self-control and careful consideration in this threatening crisis, and it seems important to me that the Executive Board should have the right unhampered to take the steps necessary in each given emergency. We should especially consider the peculiar character of the export of our farm products, the importance of which can not be exaggerated, and which, if it should be stopped, will be the ruin of the country. For the present, the marine firemen will suffer greatly from unemployment in common with the men of all other crafts, and the State and municipal governments should at once take steps to deal with this situation. The Workingmen's party will do all in its power to promote this work.

The present situation is, as we all know, anything but encouraging; it demands common sense and self control in us all, in order that a public resentment may not be aroused against any part of the organized labor movement. It is necessary that we do not act so as to give the anti-labor forces in this country the opportunity they are looking for to defeat the present government and to injure the cause of labor, the marine firemen included.

The chairman extended the thanks of the assembly to Mr. Hedebo, and promised on its behalf to exercise the greatest caution; consistent with a demand that the wholesale coal dealers deliver a part of their booty to the firemen. The Coal Dealers' Association has broken its contracts with its customers and we demand our proper share. The demanded increase is only intended to last as long as the war.

The Workmen's party has made an offer to assist us in our negotiations with the shipowners; they have already assisted us in the negotiations concluded in Esbjerg, and we are still working together with the party to seek an adjustment of conditions.

PAYMENT OF BENEFITS TO MEMBERS OUT OF EMPLOYMENT.

The Chairman: The Executive Committee has considered the matter of paying out-of-work benefit; but, as is known, we have recently enacted a rule which provides that no more than 3 kr. can be paid each member per week. This provision has been repealed

as far as the Executive Board is concerned. The reason why we have been compelled to delay payment of benefits is that we desired the General Assembly to indorse the action of the board.

The chairman further stated that when out-of-work benefit is being paid, the members receiving same are in duty bound to accept such employment as is offered them.

C. C. Sorensen proposed that out-of-work benefit be fixed at 12 kr. per week, regardless of whether the member was married or the number of children.

Svend Svendsen also favored that like provisions should be made for married and single members, but advocated payment of 1 kr. extra for each child.

Martin Jensen proposed that the rate be fixed at 12 kr. per week for all, with a little extra for each child.

Dyrberg recommended that payment should not exceed 14 kr. per week. The chairman supported the latter proposition. It was determined as follows: Out-of-work benefit will be paid to married and single members, 12 kr. per week; families with one child will receive 13 kr.; for two children, 14 kr., but the maximum shall be 14 kr. per week.

The chairman then stated that out-of-work benefit would be paid each sixth day, and made the inquiry as to how long a member must have been in the Union in order to be entitled to such benefit. He answered his question by proposing that such benefit be paid to all regardless of the length of membership. This motion was adopted unanimously with the understanding that no new members would be accepted during the period in which out-of-work benefit should be paid.

The chairman then explained that refusal to accept employment offered would forfeit the right to support, and such members as have been idle a long period before the war broke out were also excluded from this provision. If any member shall consider that he has been unfairly treated, he has, of course, the right to appeal his case to the Executive Board and from that body to the General Assembly.

Svend Svendsen: If a man is at outs with the chief engineer is it intended that he shall be compelled to accept employment with such chief engineer? The Chairman: No.

The motion was unanimously adopted.

It was further resolved that the treasurer shall only pay out-of-work benefit, and that idle members shall be required to report daily, and their reports shall be received each alternate day by the chairman, the treasurer and the business agent. If these three can not provide the necessary control for the unemployed, the Executive Committee may employ other members to assist them.

The chairman further explained the arrangements made for keeping daily control and reports of the unemployed members, as well as the system for keeping proper account between the Union and the members.

It was further determined that benefit shall be paid as follows: For the first week of idleness, no payment shall be made; for the second week payment shall be made, but not until the week is complete. Those who are now entitled to benefit will receive the first payment next Saturday.

The chairman further explained that the vessels owned by Brix-Hansen's firm had been struck, because of the refusal of that company to comply with the demanded increase in wages. This was unanimously indorsed by the assembly.

ONE MAN'S VIEWS.

It is not easy to be patient with those workingmen and women who oppose minimum wage legislation. Their line of reasoning is so inept and palpably out of plumb as to raise the suspicion that those who pursue it suffer from mental strabismus, or else willfully seek to becloud a perfectly plain proposition.

What would you say if we seamen were to oppose ourselves to legislation providing for a minimum scale of provisions and a minimum fore-castle space? Why, you would probably say—and be quite right in saying so, too—that we were a parcel of overgrown dunderheads, knowing, as we do, the traditional proclivities of shipowners in those directions. And yet the board and lodgings provided for seamen on board a ship is wages just as much as is the actual cash paid them for their services.

Now, Mr. Worker, please get this into your nut:

A legally established minimum wage will leave you as free as you now are to wrest from your employer as much higher a wage as the strength of your organization will permit you to.

A legally established minimum wage is not an immutable wage. A wage commission will have full control of the matter. Labor will have a representation in the body of the commission equally with the employers. Whenever the minimum wage is proven inadequate to the needs of the workers the commission is empowered to increase it to adequacy.

A legally established minimum wage, wherever it has been tried, has proved itself an unqualified success. In none of the States or countries where it is now in actual operation have the workers evinced anything but appreciation of the plan. Let their experience teach you.

Of course, when we get the co-operative commonwealth we shall not need either minimum wage or eight-hour legislation. But we live under the capitalistic regime now, and—well, as the ancients said, when you're in Rome do as the Romans do. If you want anything from capitalism you'll have to fight it, like the devil, with its own weapons. And the weapons of capitalism, as we all know, is constitutional law and order—as duly made, provided and construed by capitalism itself. See the point, brother? If you don't, pass on and God be with you. You'll need His help badly.

Some means must be found, and that soon, to shorten the official ballot, or nothing on earth will save direct legislation from the wrath to come of an exasperated electorate. Reducing a thing to an absurdity is about the surest way to kill it. And that's just what we are doing here in California, reducing direct legislation to an absurdity. Can you imagine what would be said of a trade union or other organization of individuals which should submit for the serious consideration and decision of its membership forty odd propositions at one lick?

It would be far better to have an election every week and handle one proposition at a time. In that way the electors would at least be able to exercise their powers of concentration to some purpose should they so choose. And without due concentration

and deliberation on the part of the electors no public question can be intelligently disposed of.

Last month the market quotations on pickhandles broke all previous records in this State. Rumor has it that several large and thriving municipalities have laid in an extra plentiful supply in anticipation of the expected invasion this coming winter of great armies of unemployed and starving men. Whether this move has some connection with past experiences, or is merely the outcome of reading Mr. Roosevelt's essays on "Preparedness for War," is not stated. However, abstractions like these do not, as a rule, interest homeless, starving men. The very exigencies of their plight make them peculiarly close students of the concrete facts of life. And a hardwood pickhandle in the hand of a drunken deputy sheriff is about as concrete a fact as even a down and out, unemployed man would want to bump up against.

Public exhibitions of war films are strenuously objected to by capitalism. Films altogether too realistic. Viewing them might tend to make us all anti-militarists. What then would become of capitalism? Capitalism and militarism stand and fall together. They are like a pair of holdup men on the job. Militarism is the chap who holds a gun to your head while the other fellow goes through your pockets. Fine, profitable game this capitalistic civilization of ours—for the holdup men.

The people of California are going to try mighty hard this coming election to make old John Barleycorn walk the plank. How about it, bo; are you with us on that proposition? You know, and I know, that the old scoundrel is no good, and never was. He's put enough good men on the bum to make Satan's efforts in that line look amateurish. Now let's call the turn on him. 'Raus mit John Barleycorn, fellows; and may the devil have mercy on his soul.

Murder! Another good man gone wrong. William Randolph Hearst, the greatest living peace apostle at large, is now advocating the founding of "twenty more West Points," so that in our next war we may not suffer from a shortage of military officers like the Germans and English are now doing. In the immortal words of that great American, E. Pluribus Unum, wadda you know about that?

How Hearst must be kicking himself because he didn't think of that "Christmas ship" scheme before Mike de Young did.

Have you heard yet of old High Cost of Living taking anything like a tumble to himself because of our "bumper crops"?

"Live and learn" would not do as a motto for Roosevelt. He could never live up to it.

A historic saying brought up to date—O, that mine enemy would run for public office!

The People never give up their liberties but under some delusion.—Burke.

F. H. BURYESON.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.1401 W. Ninth Street
MILWAUKEE, WIS.151 Reed Street
CHICAGO, ILL.314 N. Clark Street
ASHTABULA, O.74 Bridge Street
TOLEDO, O.54 Main Street
DETROIT, MICH.7 East Woodbridge Street
PORT HURON, MICH.517 Water Street
CONNEAUT, O.922 Day Street
OGDENSBURG, N. Y.70 Isabella Street
NORTH TONAWANDA, N. Y.152 Main Street
SUPERIOR, WIS.1721 N. Third Street
BAY CITY, MICH.108 Fifth Avenue
ERIE, PA.107 E. Third Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

"reasonable ground to believe" that the defendants had violated the injunction. The three lawyers had served as prosecutors of the trade unionists in the first case.

Thus ends the official career of "Judge" Daniel Thew Wright, for it is current topic that he will never be a candidate for an elective office and that no President or Governor would appoint him to one.

Settling Labor Disputes.

Of 4566 disputes in the New York industry, filed under the terms of a protocol between employer and employee, 98 per cent. were settled by mediation—that is, without the assistance of third parties, according to a bulletin (No. 145) on "Conciliation, arbitration and sanitation in the clothing industry in New York," issued by the United States Department of Labor.

The bulletin says:

"The growth of the protocol idea in the clothing industry constitutes a great advance toward a practical method for the settlement of industrial disputes. The first protocol, adopted in 1910 in the New York cloak, suit, and skirt industry, benefited, by the peaceful settlement of grievances, some 50,000 people. This was followed in the early months of 1913 by six new protocols in New York and Boston, affecting about 65,000 people.

"The principal features of the protocol idea are conciliation and arbitration through a board of grievances and a board of arbitration, sanitary control through a joint board, preferential union shop, minimum wage standards, determination of piece prices, and prohibition of home work and subcontracting. Strong organization of the parties to the protocol, both employers and employees, and control of the rank and file of each side are recognized in each agreement as necessary for its success.

"When a dispute arises between employer and employee, the aggrieved party must bring his complaint to the board of grievances through his own organization, namely, the Dress and Waist Manufacturers' Association, in the case of employers, or the International Garment Workers' Union, in the case of employees. Two deputy clerks, one representing each side, first investigate and try to adjust the complaint. Failing adjustment by the deputies, cases are next carried to the chief clerks, and if not settled by them, to the board of grievances or the wage scale board. As a final resort, they may be carried to the arbitration board, which is the supreme court of the industry.

"The great majority of the cases were settled by the deputy clerks and chief clerks, only 2 per cent. of union complaints, and less than 5 per cent. of the employers' complaints being appealed to the board of grievances, while in only two cases was it necessary to carry appeals to the board of arbitration."

Glenn Martin, the aviator, says that the fate of Europe will be determined by the work of the aeroplanes. Probably the horseshoer believes that the winning factor will be the well-shod cavalry horses.—Kansas City Journal.

FARMERS AND THE 8-HOUR DAY.

By THOMAS W. WILLIAMS.

The chief and persistent objection to the eight-hour day is that it is impossible to adapt the diversified business interests and particularly farm work to an eight-hour basis.

This objection comes from the large ranch owners who exploit labor, the land speculators, and all Big Business interests.

The big exploiting rancher hires men at small wages for long hours. He owns the most improved machinery. He can thus make larger profits than the small rancher. An eight-hour day will take away this advantage.

The small rancher who does his own work, assisted by his family, and who employs only occasional help or, at the most, one or two hands, has nothing whatever to lose from the passage of this law.

The United States Census Report of 1910 shows that the farmers of the country received \$6,000,000 for their farm products, yet the consumer paid \$15,000,000. Big Business took \$9,000,000 and gave the farmers \$6,000,000.

The Santa Fe Railroad is paying dividends on \$240,000,000 of watered stock. The Southern Pacific is paying dividends on \$500,000,000. The farmer pays most of these dividends. This accounts for the Publicity Fund to defeat the Eight-Hour Law.

The farmer is gouged coming and going. He pays \$125 for a binder for which labor received only \$19 to produce. He pays \$90 for a top buggy; labor received \$8.10. The farmer pays the Trust \$50 for a sewing machine, for which labor was paid \$3.25.

It is estimated that the proceeds of the State agriculturally are:

Cattle, horses, sheep and swine.....	\$ 77,584,300
Dairy products	34,950,552
Eggs and fowls.....	18,205,896
Cereals, hay, potatoes and sugar beets	126,516,800
Orchard and vineyard products.....	114,513,120
Total	\$371,770,668

The Bulletin of the United States Department of Agriculture shows that California spends yearly only \$50,000,000 for farm labor. According to the above statistics, acknowledged by the Farmers and Fruitgrowers' Federation, out of a total agricultural receipt of the entire State amounting to \$371,770,668, labor received only \$50,000,000, or a little more than one-eighth of the entire product.

The consumers of the State of California pay from \$2.07 per 100 pounds for fourth-class freight, to \$3.40 per 100 pounds for first-class freight, and \$8.50 per 100 pounds for two and one-half times first-class freight, from Chicago points. The Japanese and Chinese shippers have the same goods, without regard to cubic measurement, class or commodity, laid down in any one of their home ports for a flat rate of \$1.50 per 100 pounds.

The small farmers of California are not making any money. This is due, not to the wages paid to the hired man, nor yet the hours which he works, but to the exorbitant freight rates and the enormous graft of the commission merchants.

The duty of the small farmer is to recognize that each day makes his interests more and more identical with those of his hired help, and the necessity of co-operating with the workers of California in de-

stroying the octopus which is absorbing the interests of both.

We must destroy railroad monopoly. We must establish State produce exchanges all over the State.

The farmers are producing more now than they can dispose of at remunerative prices.

An eight-hour day will benefit the workers in both country and city. It will benefit the small business man as well as the small farmer. It will destroy the profits of the large ranchers, the land speculators, the Big Business interests which flourish at the expense of the rest of society.

THE STATE INSURANCE FUND.

The operations of the State of California in the field of Compensation Insurance have been so successful that, on January 1, 1915, barring any unusually serious and unexpected calamity, the State Compensation Insurance Fund will be prepared to allow a return of premium to its policy holders equalling 15% of earned premiums and distributed in percentages ranging from 5% to 25% of premiums of employers in various hazards, depending upon the loss experience in the several groups.

The third quarterly financial report of the "Fund" is given below, covering operations during the first nine months:

Statement of September 30, 1914. (Covering nine (9) months' period, January 1 to September 30, 1914.)	
Appropriation, Chapter 180, Statutes 1913.....	\$100,000.00
Premiums written, less premiums returned....	462,514.46
(5360 applications for insurance received)	
Interest received, due and accrued.....	4,502.80
	\$567,017.26
Expenses and salaries (9.37% of premiums).....	41,328.31
Compensation and Stat- utory Medical pay- ments	52,528.21
(2478 accident cases handled)	
* Estimated cost of outstanding Compens- ation and Statutory Medical Payments (see footnote).....	110,456.28
Unearned Premiums....	138,684.06
	\$342,996.86
Appropriation, Chapter 180, Statutes 1913.....	100,000.00
Accumulated Surplus....	124,020.40
Total Surplus.....	224,020.40
	\$567,017.26

* If the Statutory reserve for outstanding payments, required in annual report to Insurance Commissioner, were used, this item would be increased to \$167,456.15.

In 1913 the production of crude borate materials in the United States was 58,051 short tons valued at \$1,491,530, compared with 42,315 tons in 1912 valued at \$1,127,813, according to an advance chapter from Mineral Resources 1913 on the production of borax, now in press by the United States Geological Survey. All the borax in the United States is produced from ores derived from California, and mainly from a few mines in Inyo and Los Angeles counties, although a small quantity was produced in Ventura county. Thus far there has been no output of borax from the potash properties in the Searles Lake region, where the promoters expect to obtain borax as a by-product of the potash mining operations. The imports into the United States in 1913 of borax and borates were valued at \$18,434 against \$11,249 in 1912.

Supported entirely from a horse's collar, a new feed bag permits an animal to have the free use of its head.

Demand the union label upon all purchases!

DELEGATES' REPORT.

(Continued from Page 7.)

and at the time of this writing negotiations are pending for a general settlement. Recent exposures of the purposes and methods of the employers, as well as the willingness of the workers to submit their case to arbitration, have turned public sentiment in favor of the latter; and the generous support rendered by trades-unions throughout the State has also had its effect. An interesting feature of the struggle is the active part taken in it by the women of the city.

Complying with the instructions of the convention, your delegates would urge that this union provide further financial aid for the men and women locked out, and thus do our share toward completing the good work.

When the State Federation of Labor was organized in San Francisco, in 1901, it set out with the object of helping the workers in the smaller country towns to organize and thus equalize wages and working conditions in these towns with those prevailing in San Francisco. This work is almost an accomplished fact. In most of the smaller towns the workers are as thoroughly organized as in the large cities, and everything considered, their conditions are as good, and in many cases better than those of their brethren in the big cities.

During the coming year further efforts will be made, by co-operation with the American Federation of Labor and organized workers generally, to promote organization of the so-called unskilled, migratory workers. There is a general realization that this is the most important problem calling for solution. The legislation enacted recently in this State has helped to make the work easier because it has shown to the "migratories" that the organized workers are interested in their cause and willing to assist in any manner possible.

One of the most interesting documents presented to the convention was the report of the delegate to the recent convention of the American Federation of Labor. We recommend the reading of that report by the busy unionist, as it describes in brief and concise form the trend of the American labor movement, its achievements in the recent past and its plans for the future.

Practically all the incumbent officers were re-elected. Comrade Scharrenberg was honored by election as delegate to the Philadelphia convention of the American Federation of Labor.

Santa Rosa was chosen as the place for the next meeting.

In conclusion we wish to say that the work of the convention was marked by a fraternal and harmonious spirit, not a single roll call being demanded to settle any question, except as to election of officers. On this roll call your delegates, pursuing the established practice, cast the vote of the organization as a unit.

Respectfully submitted,

E. ELLISON,

HARRY OHLSEN,

PAUL SCHARRENBERG.

APPENDIX.**How Labor Stands on Measures.**

This is the attitude of the California State Federation of Labor upon initiatives, referendums and Constitutional Amend-

ments pending before the people of California. The numbers indicate the respective position of the measures upon the ballot:

VOTE "YES."

3. Eight-hour law.
5. Investment companies act.
6. Water commission act.
7. Local taxation exemption (Home Rule in Taxation).
10. Abolition of Poll Tax.
11. University of California Building Act.
14. Voting by absent electors.
16. Condemnation for public purposes, etc.
23. Elections by plurality, preferential vote, etc.
35. Sacramento State building bonds.
36. San Francisco State building act.
37. State Fair grounds.
38. Los Angeles State building bonds.
48. San Francisco harbor improvement act of 1913.

VOTE "NO."

2. Prohibition.
13. Qualifications of voters at bond elections.
44. Women's and minors' minimum wage.

LO, THE POOR CORRESPONDENT!

Doubtless, if one but knew, the fevered daily newspapers deserve as much sympathy as blame in their present attempt to report the war for a bloodthirsty nation of peace-lovers. Let them take heart, however, for one of their brethren, on the New York Evening Post, has taken pity on them. He has constructed for them a cast-iron, indestructible, hammerless, incontrovertible cable dispatch, such as may be used time and again, with varying head-lines, and such as will satisfy all readers, including all foreign born, including the German-Americans:

Paris, or Brussels, or Berlin (as the case may be).—Another notable victory over the enemy was scored by a French (or Belgian or German) infantry regiment at a point somewhere between Iceland and Sicily. Our troops were outnumbered four to one, but our guns carried four times as far as the enemy's artillery and fired four times as fast. They retired with a loss of six thousand men. Our own losses are three men killed and seven wounded, owing entirely to revolting treachery on the part of the enemy. After a desperate encounter the country was cleared of the enemy. Prisoners report that the enemy has no stomach for fighting. Bridges thrown across the river were repeatedly shattered by our artillery. This makes our victory over the enemy twenty miles this side of the river all the more remarkable. Maneuvering skilfully between a mountain and a river, both of which, we assure our readers, are to be found in any respectable atlas, our men made repeated charges through the corn-fields and well beyond into the vineyards which recur at regular intervals between Rotterdam and Lisbon. Similar victories are reported from along the entire front, which we can go so far as to say is facing the enemy without venturing to specify where the enemy is.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Westralian Labor Government is arranging to provide work at the State sawmills for men made idle on account of the closing of private mills through the war.

The New South Wales Government has proposed that all Government employes with salaries of over £300 a year should contribute 10 per cent. of the amount above £200 to find employment for those displaced by the war.

The Common Council of Danville, Ills., not only gave the organized workers the exclusive use of Lincoln Park on Labor Day, but also approved of a donation of \$200 to cover part of the expense of the celebration.

The Missouri State Federation of Labor adopted resolutions appealing to President Wilson, the warring nations and the civilized world to do all in their power for international peace and the permanent suspension of the European war.

President Berry, of the International Printing Pressmen and Assistants' Union, announces that a contract carrying wage increases has been entered into between the pressmen's organization and the Baltimore American and Star newspapers. For the first time in their history, these papers are now thoroughly organized.

The Hospital Nurses' and Attendants' Union, consisting of employes of the State institution in Kankakee, Ills., is increasing in numbers and effectiveness. This organization is chartered by the A. F. of L., as are similar organizations in Dunning and Elgin, which are intended to assure reasonable wages, and hours, and decent treatment.

The House of Representatives has raised wages in the Government Printing Office 5 cents an hour. Over 600 men will be affected. The prevailing rate of wages is 50 cents an hour for printers and bookbinders and 55 cents an hour for a class of employes under the head of "compositors." The amendment adopted puts them all in the same class at 55 cents an hour. The rates for proofreaders, make-up men, linotype and monotype operators, stereotypers, electrotypers and pressmen in charge will be 60 cents.

A two years' agreement has been signed by horseshoers and their employers in Evansville, Ind. No strike can be called or lockout enforced during the life of the contract, which provides for a nine-hour day and \$3 per day for floor men and \$3.25 for firemen and fire and floor men. Overtime and Sunday work, 60 cents an hour. In the event of employers raising the price of horseshoeing, the minimum wage shall be \$3.50 a day. Only members of the union are to be employed. Arbitration and apprentice regulations are agreed to.

The Canadian Trades and Labor Congress adopted a report of its immigration committee advocating the exclusion of Asiatics from the Dominion and urged legislation forbidding Asiatics now in the country to employ white female labor. The report also recommended, for the better regulation of immigration in British possessions, the creation of a central board of the imperial government, with colonial representatives among its members. M. M. Donoghue, of Butte, Montana, attended the convention as fraternal delegate from the American Federation of Labor.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Matson, Eric
Allen, John McPherson, Robert
Alonzo, J. Mikkelsen, K. -1620
Anderson, A. -1821 Moen, Robert
Andersen, Ragnvald Monson, Martin
Aylward, J. Muir, James
Aftedson, Andrew Munis, F. W. D.
Albers, Geo. Muller, Willie
Anderson, Julius L. Maas, R.
Benter, Henry May, N. Rhovald
Bruce, Robert McDonald, Wm.
Rode, Fred Manson, Sven
Bye, Sigurd Nelsen, Bernt
Backman, F. J. Nelsen, H. J.
Bahr, Walter Ness, Louis
Brodie, W. G. Ness, Carl
Carlson, J. -861 Nielsen, P. L.
Campbell, Frank Nashis, P.
Daly, W. O. Norlin, Geo.
Dekker, O. Orstad, Christ
Die Christ O. Osterman, Oscar
D. M. Olsen, B. -507
Davis, F. A. Olson, C. -584
Daddy, C. W. Olsen, A. M.
Engstrom, Carl Olsen, Martin
Engstrom, Carl Olsen, O. P. -1111
Erikson, C. Passo, A.
Erikson, Erik Peterson, Harry
Erikson, John Peterson, John
Foss, A. F. Peterson, Olof B.
Frammis, Ivar Peterson, Victor
Gardner, James Primrose, H. L.
Gundersen, D. Omdal, R. E.
Geiger, Joe Rasmussen, Rasmus
Graae, P. C. Rasmussen, E. S.
Hacklin, C. B. Rasmussen, Olof
Hagstrom, Victor Rohrer, Otto
Haester, Otto Rohrer, Fritz
Halvorsen, Hans Rose, W. H.
Hansen, Nils -2072 Samuelsen, Hugo
Helstrom, J. A. Shepard, Peter
Hansen, Henry Simmingshjem, G.
Hellsen, H. Saunders, R.
Herman, Axel Stover, Harry
Hager, P. B. Stuhur, H.
Johnson, Julius Sundberg, K. K.
Johansen, Axel Svensen, Ted
Johansen, Geo. W. Samuelsen, Harold
Johansen, John Smith, Taine
Johansen, Oscar Soderberg, A.
Johansen, Ernest Staff, C.
Johnson, Knut Strand, C.
Johnson, Jacob Strauss, P.
Jorgensen, Agge Talham, J.
Kallio, E. Thorsen, Tanager
Krouss, Ernest Thorsen, Johannes
Kristiansen, Trygve Thompson, Willie
Kruger, J. Totz, R.
Larsen, Hans -1595 Tahltien, M.
Ljungstrom, Steen Tahti, Hjalmer
Luwald, Nils Tomis, Frank
Lamb, Herbert Valdelev, P.
Lof, Oscar Wenikde, A.
Lorentsen, John Wee, W.
Loo, E. Van Weiler, T. J.
Lundgren, Carl Wilhelm, E.
Lutten, T. Wikstrom, Anton
Markman, H. Zimmerman, Thos.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.
Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Anderson, John Line, Wiktor
Almkvist, Emil Melgail, M.
Corty, Casar Murphy, Daniel
Dobbin, Harry Nilsson, Teodor
Doering, E. W. Nielsen, C. V.
Englund, Gust E. Olsen, Martin E.
Hansen, Johannes Paterson, John
Iversen, Iver Pettersson, C. H.
Johansson, Charles Voss, H.
Johansson, Christian Whermann, William
Karthausser, Otto Wilbrandt, Harry
Linea, W.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co. at San Francisco, Cal. 6-24-14.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Ereksen, Anton Haldorsen, Adolf
Ellison, Sam Ingebrethsen, Alfred
Englund, Gust Lawrence, Harry
Hansen, Harald Lomas, Richard
Hansen, Harry Thorssen, Fred'k. N.
-1827 (Photo)

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust.
-1808
Andresen, Anton
-1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravner, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiasen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelissen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Petterson, Einar
Peterson, Hans
Pettersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Peterson, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Behn, Alfred
Bowen, J. J.
Butler, J. E.
Bergman, L. J.
Christensen, Albert
Carlstrom, John
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Graf, Otto
Gronros, Oswald
Hansen, Ove Max
Husche, H'y
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Jeutaft, Sigurd
Kallas, Alek
Kristiansen, -1093
Koski, Chas.
Kustel, V. J.
Loining, Hermand
Lengtsen, Gottfried
Lorsin, G. L.
Larsen, Hans
McLean, H.
Martin, James
Mackenzie, Hector
G.

Munsen, Fred
Nordgren, Chas.
Nilson, Alf. W.
Oksanen, Juko
Olsen, Oswald -1059
Olsen, Andrew
Olasen, Chas.
Peterson, Axel
Pettersen, Karl
Peterson, J.
Pettersen, Olaf
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Strom, C.
Schultz
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Vilen, T.
Walder, Olsen N.
Zebe, G. V.
Packages.

Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691

Stand:

At Sailors' Union Office

ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

Prohibitionists carried Virginia by 20,000 majority. Richmond voted 4,287 for and 6,011 against.

The discovery of a ninth satellite of Jupiter was announced by Professor S. B. Nicholson of the Lick Observatory at San Jose, California.

James E. Ferguson, who will be next Governor of Texas, announces that although he does not believe Texas women want the ballot he is willing to submit to the voters a constitutional amendment allowing women to vote.

That the citizens of Great Britain are not letting the war interfere with their plans for great industrial exhibits is shown by the arrival on the grounds of the Panama-Pacific International Exposition of several large shipments of British exhibits. These first ones to be received were shipped in September and consist of varnishes and many mining appliances. They are being installed in the Exposition exhibit palaces.

Between 7,000 and 8,000 stenographers and typists in New York City are out of employment. Many of these young women are on the verge of starvation. "Never since the stenographers and typists entered the field has such a condition prevailed," said a proprietor of a typists' exchange. The reason for so much unemployment is the shutting down of importing and exporting houses and firms connected with the Wall Street district.

An order for 4,500 cavalry horses and mules has been placed with American dealers by representatives of the French Government. This is said to be the largest order for army horses received since the Boer war. The order, which is to be filled within the next ten days, will cost France approximately \$750,000. Eight representatives of the French Government, who made the purchase, declared they would remain here six weeks and were authorized to buy a total of 100,000 horses at an expenditure of about \$12,000,000.

Secretary of the Navy Daniels has begun an experiment in navy yard work by designating Captain George E. Burd as "industrial manager" of the New York yard. Rear-Admiral Usher will remain commandant of the yard, with supreme authority, but will be relieved of the harassing details of the management of the 5,000 workmen. He will devote himself to purely naval questions. Captain Burd is an engineering officer and has for some time been in charge of the machine shop in the New York yard. If the experiment proves successful, construction officers will be appointed for the other yards.

Dropping 300 feet from a precipice, a twenty-ton boulder crashed down upon a flying Denver and Rio Grande train eighteen miles east of Grand Junction October 11, killing three persons and seriously injuring fourteen more. The huge rock fell with such force that it crushed a steel car and pinioned a score of men, women and children passengers. A smaller boulder first descended, severing the coupling between the engine tender and smoker. A second later the large rock fell, crashing through the car, and shattered it to bits. A large amount of wreckage was thrown into the Grand River, ten feet from the tracks.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON

Phone 342

Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen, Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

The Kiel Canal has been reopened for neutral vessels, but only a limited number will be allowed at present to pass through.

The South Manchuria Steamship Company, Dairen, has decided to start a South Sea service with the company's steamer "Hokoku Maru," 5,000 tons, formerly the P. & O. steamer "Sunda," having Singapore as the base of operation.

The shipping cleared at Antofagasta last year totaled 1,198 vessels, of 2,707,614 tons. This was an increase of 89 ships and 269,129 tons compared with 1912. British ships were first, numbering 361, of 1,110,035 tons, and were followed by Germany, with 232 ships, of 818,552 tons.

Two libels have been filed against the Austro-American steamship "Martha Washington" in the U. S. District Court by English firms which had supplied it with coal and provisions. The "Martha Washington" has been laid up at her pier at the Bush Docks since the outbreak of the war.

The British battleship "Glory" arrived at Halifax Tuesday with the Spanish steamship "Monsterrat," on board of which were one hundred and fifty men, said to be Austrian and German reservists, in tow. The "Monsterrat" steamed from New York Sept. 6 for Barcelona, Cadiz and Genoa.

The "Indian Prince," sunk by the German converted cruiser "Kronprinz Wilhelm," bound from Santos for New York with coffee, was of 2,846 tons gross, built in 1910 and owned by the Prince Line, Ltd., Newcastle. In addition, the "Moorish Prince," of the same line, 5,943 tons gross, built in 1914, is reported to have been destroyed by cruisers. She was bound from Santos for New Orleans.

England has asked Holland to give a guaranty that no cargo carried by Dutch boats shall ever reach Germany. This Holland refuses, holding that no Government is required to give such a guaranty, but she has offered to England every facility to make investigations in Holland as to the bona fides of the Dutch consignees, with a view to determining whether the ultimate destination of the supplies is Germany. There the matter rests with no decision reached. In the meantime many shipments of foodstuffs, which Holland needs for her own consumption, are being shipped in the name of the Government, which is an adequate guaranty that they will not be sent to Germany.

The "Bowes Castle," which was sunk August 18 by the German cruiser "Karlsruhe," 186 miles east of Barbadoes, was bound from Iquique to United States with a cargo of nitrate valued at about \$400,000, the insurance of which against war risks had been effected almost entirely in the United States. The steamer was valued at £50,000, being of 4,650 tons gross, built last year, and owned by Messrs. J. Chambers & Co., of Liverpool. These owners have consistently insured their fleet against war risks year by year, the rates paid varying from 1/8 to 3/4 per cent. The present policies were effected from January 1 last at 3/8 per cent., about £35,000 being covered on the "Bowes Castle" with companies and Lloyd's, and the balance in the clubs.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!

NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abboos, Arne
Abolin, Chris.
Adolfsson, F. H.
Ahl, Theo
Ahlstrom, Ellis
Albertson, Chris
Andersen, A.
Andersen, Anton
Andersen, Henry
Andersen, Nela
Andersen, Peter
Andersen, Edvard
Andersen, Emanuel
Andersen, Ernst
-1941
Anderson, F.
Baardsen, E.
Baars, Hans
Backman, Paul
Bauer, Andrew
Beck Johannes
Behr, H.
Beimeir, Peter
Benfield, Charly
Benson, Gus
Benson, Severin
Berg, John
Berghalm, Edward
Berlin, Werner
Bertelsen, Alf
Bjorkstrom, Arthur
Callon, Josh.
Campbell, Geo.
Cariera, Pete
Carlson, A. A.
Carlson, Charley
Carlson, H.
Carlson, John
Carlson, P. S.
Carry, Peter A.
Carter, Sidney
Christensen, Albert
Dahlin, O. W.
Dalen, Wm. K.
Daubbs, Paul
Davis, Frank A.
Davis, Gala
Debus, Fredrick
Dempsey, H.
Des Hayes, F.
Eaton, William H.
Eby, Ivar. D.
Ehlert, Ernest
Einardt, John
Elenius, A.
Ellstrom, Axel
Ellis, E.
Ellsworth, James
Elofson, John
Farnen, M. S.
Finn, Chas.
Fitzpatrick, P.
Gaby, Jim
Gasher, William
Gerner, Hans
Giartz, Petrus V.
Giars, Petrus
Gjasdal, Elling
Gordon, Geo.
Granstrom, Nestor
Gravit, Carl
Greame, William
Haave, Norvald
Hafgaard, Hans
Haggar, Fred
Hall, S. C.
Hallen, Victor
Halvarsen, H.
Halvorsen, Olaf
Hammargren, Oscar
Hank, A. E.
Hannus, Alex
Hansen, Bernhard
Hansen, C. T.
Hansen, E.
Hansen, J. -2156
Hansen, Marius
Hansen, Olaf
Hansen, Oscar
Hansen, Thomas
Hansen, W. H. C.
Harmening, Fred
Haskins, C.
Haws, Arthur
Heckel, Max

Anderson, Hilding
Andersson, Johannes
Anderson, Martin
Anderson, Sam
Anderson, S. M.
Anderson, Wm.
Andersson, li. -1477
Anderssen, S. P.
Andreassen, Morgan
Antonsen, Herman
Arntsen, John
Aspe, Teddy
Athanassele, Michael
Attel, Alf
Austin, Tom
Bjorseth, Knut
Blucker, John
Boers, M.
Borgen, John
Bowman, William G.
Brander, William
Brown, S.
Bryan, John
Bryning, W.
Brynjulfson, Halvar
Burndez, Charles
Buse, D.
Bye, Sigurd
Bynum, Joe
Christiansen, L. P.
Classen, Henry
Clausen, Chr.
Coakley, John
Cockell, Frank
Connolly, Stephen
Conteras, Julius
Cordia, P.
Costa, Casimiro
Crosman, Geo.
Deswert, William
Digman, Carl A.
Dixon, John
Dowda, C. W.
Dowe, John
Dreyer, Carl
Duval, Bennett
Elone, Emanuel
English, John
Eriksen, Bernhard
Erikson, E.
Erikson, G.
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Fraser, Thomas
Freiberg, P.
French, Jack
Griffal, Peter D.
Griffin, Jas.
Grigolett, Ed.
Gronnevik, Isack
Gundersen, Chas.
Gundersen, K. -899
Gustafson, Gus
Gustman, Leo
Gutman, Charles
Hedlund, Olaf
Hein, Mike
Heldal, Trygve
Helpap, August
Helin, Paul
Hellinius, Oscar
Henrickson, Chas.
Henry, H. A.
Hensen, J.
Hewitt, Peter
Hiks, Gustav
Hilke, Karl
Hoffman, Jack
Hogan, A.
Hogelund, Andrew
Holdin, F.
Hollman, Martin
Holm, E.
Holst, E.
Hovring, H. J.
Hultberg, Ernest
Hubner, C. F. W.
Hyde, Carl

Ikiwalko

Illig, Gus

Jacobsen, John
Jacobsen, Martin
Jamsch, Ed W.
Jensen, Fredrick
Jensen, Halvor
Jensen, C.
Jensen, Carl
Jensen, Hans
Jensen, Harry
Jensen, Just
Jensen, William
Jersch, Wilhelm
Johannessen, Einar
Johannessen, Anton
Johannessen, John
Johansen, Alf
Johansen, Eduard
Johansen, Johan
Johansen, Louis
Johanson, Nathanael
Johansson, A.
Kaktin, Ed
Kalkin, Fred
Kallio, Frans
Kallios, Alex.
Kalin, E.
Karlsmann, E.
Kappe, A.
Kargen, Fred
Karlsen, Martin
Karsten, Hugo B.
Kayser, C. T.
Kearns, N.
Keating, R.
Lacy, Thos. E.
Lange, P.
Lapschies, Edward
Larsen, Alf
Larsen, A. L.
Larsen, Anton
Larsen, Georg L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Larsen, Alfred
Larsen, K. E.
Leckscher, Henry
-1684

Macrae, Alexander
Malmstrom, C. A.
Maltti, J.
Mardisan, Andrew
Markley, Paul
Markman, Harry
Markmann, Heinrich
Martenz, Paul -2262
Martens, H. -1892
Martens, Paul
Masters, C.
Martensen, I. C. -2191
Mathisen, Christian
Matsen, H.
Matson, O. -2046
Mayes, J. B.
McConnell, David
McKeating, R.
Nagel, Alf
Neisen, Victor
Neison, A. B.
Neison, C.
Neison, W.
Nicholson, F. E.
Nielsen, Harold J.
Nielsen, Ingolf
Nielsen, L.
Oaks, Theo. K.
O'Connor, W. F.
Ohlsson, E. V.
Olmann, P.
Olsen, Alfred
Olsen, Ferdinand
Olsen, Gus
Olsen, Olaf
Olsen, O. -1283
Olsen, Otto
Olsen, Oswald
Olsen, Peter
Olsen, Siegfried
Olsen, William

Isakson, Karl
Johnsen, Ole
Johnsen, G. -950
Johnson, A. R.
Johnson, Asmund
Johnson, D.
Johnson, E.
Johnson, Einar
Johnson, F. -1723
Johnson, F.
Johnson, Gus
Johnson, H. -2213
Johnson, Pete
Johnson, Robert
Johnson, Stefan
Johnston, W.
Jonson, Halvar
Jokstad, Sigurd O.
Jones, Berthon
Jordan, O.
Kenny, James
Keshner, R.
Kindlund, Otto
Kine, Conrad
Klette, Ernst
Klingstrom, G. G.
Kohne, Ernst
Kolberg, Arvid
Konopacki, Martin
Kristiansen, L. P.
Kroeger, Henry
Krutman, K.
Kuhn, John
Lee, Ernest
Lewis George
Lewis, Roy E.
Lidsten, Chas.
Lindolf, Charles
Lindner, J. -1750
Lindgren, Richard
Line, W.
Linhquist, G.
Lohne, E.
Ludwig, Edmund
Lundberg, Torsten
Lund, Pete
Lynch, James

McMahon, J. T.
McMalo, Victor
Mechan, Frank
Meriult, Gaston
Meyer, Frank
Miller, Herman
Moberg, A. W.
Mogelberg, Harry
Monsen, Martin
Moore, C. C.
Morris, Benjamin
Morrison, Wm.
Moure, Peter
Mueller, A. R.
Muirchneek, W.
Muller, Fred
Murray, C. P.
Murray, Edward
Nielsen, N. C.
Niemeyer, Oscar
Nilson, Ragnard
Nilsson, Johan -937
Nilsson, -1141
Nurken, H.
Nurmi, Victor R.
Nyman, A.
Olson, Geo. W.
Olson, James
Olson, Machial
Olson, M.
Olson, Marius
Olson, S.
Olson, Sam
Olsson, G. B.
Ondrasek, Ralph
Osallin, Oscar
Osman, T. B.
Osterhoff, Heinrich
Ovarnstrom, H.

Palm, A.
Palmer, P.
Pappe, G. F.
Parrell, William
Parson, Herman
Paulson, Alex.
Paultin, Martin
Pearson, Victor
Pedersen, Carl
Pedersen, Hans
Pedersen, O. -1392
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, -1564
Petersen, John A.
Quigley, R. E.
Peterson, S. A.
Peterson, A. -1436
Peterson, Chas.
-1901
Pettersen, F. -1526
Pettersson, Adolf
-1622
Pettersen, Karl
Petz, Fritz
Pewhland, M.
Pillson, Eduard
Porath, Ben
Prannels, W.
Prinz, Carl
Punls, Antony

Raalsen, Fred
Rasmussen, Andrew
Raymond, Frank L.
Redinger, M.
Reed, J. W.
Regan, John
Richardson, E. O.
Richter, Niels
Rimmer, Chas.
Rivera, Ben

Saarninen, Werner
Sager, Ed.
Sahlman, Chas.
Salger, Julius
Salvesen, S.
Sancherd, Vincent
Sandblom, K.
Sandstrom, Ivar
Sandstrom, O. H.
Sanlos, Ben
Scheffer, Hugo
Scheffer, Samuel
Schmell, F. A.
Schmidt, Berhard
Schmidt, Louis
Schulz, Robert
Schulze, Paul
Scott, Emil
Seidel, Willi
Shallgreen, John
Shem, A.
Sherry, J. H.
Shields, J. J.
Skogman, W. A.
Slennig, Joseph
Tammann, Krispin
Tammila, Valno
Tasnase, E.
Thearin, John E.
Thomas, Edward
Thompson, E.
Udekull, C.

Vanderberg, Geo.
Van Katwijk, J. W.
Velson, Frank
Verfard, Frank
Wagner, W.
Waldhouse, John
Wallgren, I. M.
Walsh, B.
Wanderlid, J.
Welson, R.
Welure, J.
Westgaard, John
White, Fred
Wiback, Walter
Wille, Max
Zammerling, Fred
Zankert, Karl
Zechel, Walter

Vesgaard, Jens

Veeg, Frank

Vig, Theodore

Voorhies, Firman

Willert, Charles

Williams, —

Williams, John

Winblad, Martin

Wilson, Billy

Wimmer, Geo.

Winter, Harry

Wirta, John

Wirtman, John

Wortman, Wm.

Zirnbauser, Karl

Zornig, Harry

Zwakten, Rudolph

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Anderson, Axel
Athanasale, Demetre
Beling, Oscar
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Karl
Hansen, Marius
Hendriksen, Hagbart
Hill, John
Hoffman, J.
Iversen, Iver
Jespersen, Martin
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluf
Klette, E. F.
Knappe, Ad.
Laas, J.
Laydon, D.
Mehrtens, H. K.
Miles, I. P.
Olson, Arne
Olson, Carl -1101
Olson, Marius
Olson, W. S. -1229
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Reulsen, A. L.
Roslun, Robert
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: .25, .30 and .50 per day. \$1.25 per Week and up. Special rates for Housekeeping. Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

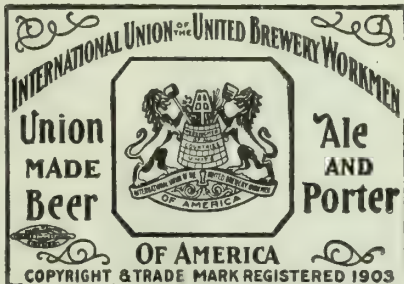
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

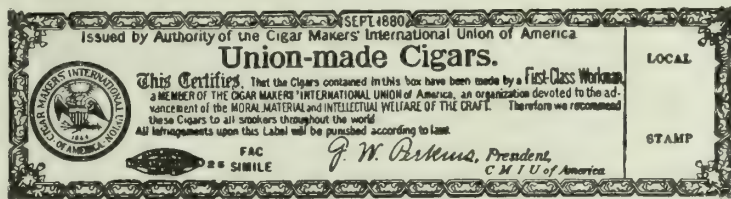
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

News from Abroad.

It was officially announced that the British cruiser "Hawke" has been sunk in the North Sea by a German submarine. Out of a crew of 400 men, approximately fifty were saved.

The French and German Governments are arranging through Washington for the exchange of prisoners of war. A dispatch from Paris says that James W. Gerard, ambassador to Germany, has cabled Germany's acceptance of the plan.

It has been officially announced that a command under Colonel Maritz has rebelled in the northwest of the South African provinces. Martial law has been proclaimed throughout the Union. The rebellion among the forces of the Northwest Cape Province has been brewing since the resignation of General Beyers as commander-in-chief of the Union forces.

It was officially announced that the German cruiser "Leipzig" and the naval tug "Marie" received coal and provisions from the German steamer "Amasis" at Lobos de Tierra, an island off the coast of Peru. The "Amasis" steamed to Lobos de Tierra from Callao.

The influx into Bordeaux in the wake of the President of the republic and the French government is said to continue. The town presents an animated appearance, and accommodation is becoming scarce. Not only have ministers and their families taken up their residence in the southern capital of France, but the Legislature, a large number of officials, as well as many of the great Paris dailies, have moved there.

In a letter to the Norwegian government, Roald Amundsen states that he relinquishes his claim to the grant for money made by the Storting toward his expedition to the North Pole. He expresses his desire to be able in this way to help to lighten the heavy burden which recent events are likely to entail upon Norway. On behalf of the government the Minister for Churches and Schools has forwarded an address of thanks to Mr. Amundsen.

A large number of British trawlers are engaged in the North Sea in mine-sweeping operations. Roughly speaking, these vessels number about 250, and each carries a crew of about 10 Royal Naval Reserve seamen. For such work, and also for the laying of mines, vessels of the trawler type are eminently suitable. In this connection the fact is not to be overlooked that in June Germany bought four large steam trawlers from England, and it is to be assumed that it is these vessels which have strewn the sea with floating mines.

The Swedish government is insisting upon the policy of strict neutrality being observed by the press, and it is generally believed that warnings have already been issued to more than one paper that they must not be biased phraseology, or by the suppression of news from any quarter, give the appearance of taking sides in the present struggle. This action of the government has been due, no doubt, to the fact that not a few newspapers in their leading articles have endeavored to stir up feeling against the triple entente and have undoubtedly given preference to news emanating from German sources.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Hans	Jacana, Carmelo
Christian	Janssen, Axel
Andersen, E. W.	Johnson, Martin
Andersen, Gus	Johnson, John E.
Boers, J. G.	Kathy, Albert
Bloom, A. A.	Lundquist, Fritz
Bernhard, Oscar	Magnussen, Magnus
Colbert, M. J.	Nieman, August
Cohn, W. R.	Olson, John
Ericksen, Earl	Orabrovae
Ericksen, O. E.	Petersen, Chas. F.
Findlay, J.	Roelfs, J.
Hans, Nick	Roelfs, J.
Herno, Fred	Rinta, Carl
Hallen, Victor	Schultz, F. J.
Happmer, H.	Wallen, E.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Flister, Johannes	Pohome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Sinning, Erasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar

With the Wits.

Wife—I want to go into that store for curiosity.

Husband—I didn't think you'd ever run out of that.

Employer—If that bore Smithers comes in tell him I'm out, and don't be working, or he'll know you're lying.

"Isn't it strange how music intoxicates you?" asked the cheerful idiot. "Not at all," replied the boob. "It is written in bars, isn't it?"

When two railroad locomotives come together we say it's a collision, but when two babies come together we say it's twins.

"Let's wait a minute and see the game," said the nearsighted man who was traveling in Holland.

"There's no game."

"What's that just ahead of us?"

"A windmill."

"My mistake! I thought it was a pitcher going through the motions preliminary to sending a hot one over the plate."

A fish peddler was whipping his slow but patient horse in a residential street the other day, and crying his wares at intervals:

"Fresh mackerel! Fresh mackerel!"

A woman, seeing his acts of cruelty, put her head out of the window, and called to him:

"Have you no mercy?"

"No, mum," he replied; "nothin' but mackerel."

Mark Twain was spending a summer in a small town while a subscription was being raised by the citizens for the building of a new fence around a very old and dilapidated cemetery. Mark Twain was asked several times for a contribution, but each request was refused. Upon being asked for an explanation of his disinterestedness, he replied:

"I see no reason for it. Those who are in the cemetery can't get out, and those that are out don't want to get in."

Secure and Profitable

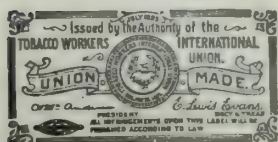
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

\$1000.00 REWARD \$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, SAN FRANCISCO
Next to Old Sailors' Union Hall

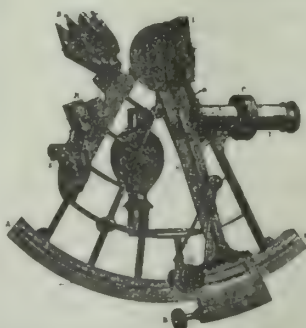
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James P. Sorensen
Free and Free.

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Here's a Certain Way to Have CHRISTMAS MONEY

Start in this very day to save every cent you can. You'll find it an indispensable help first to get one of HALE'S Savings Banks, worth One Dollar but sells for 50c here. One of these Banks kept in sight at home continually reminds you to save, yet defers the daily temptation to open it and spend the savings; because



You keep the Bank.
We keep the Key.
We will open the Bank whenever you ask it.
Do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS
Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

H. SAMUEL

The Old Union Store
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

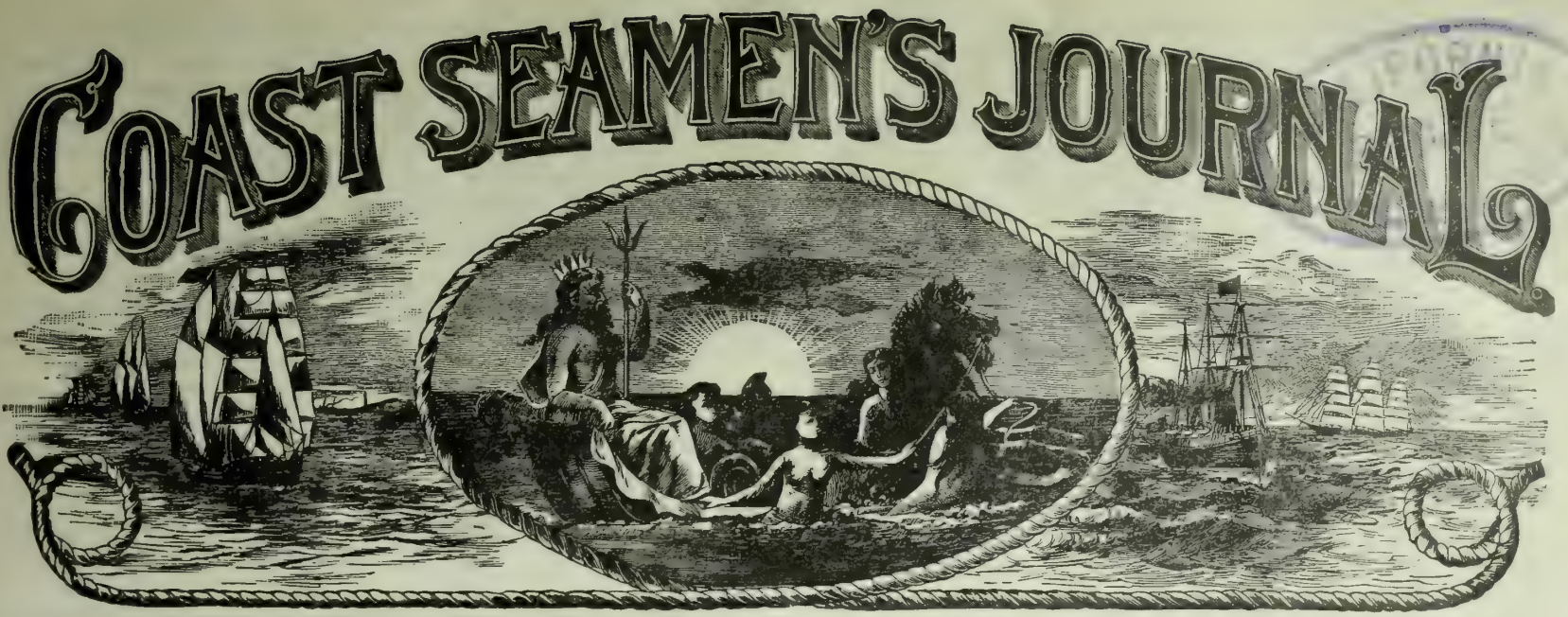
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 7.

SAN FRANCISCO, WEDNESDAY, OCTOBER 28, 1914.

Whole No. 2301.

LABOR'S RECORD OF ACHIEVEMENTS.

Facts and Figures Showing Results of Workers Activity in Legislative Field.

The Journal herewith presents a compilation of facts that should prove a silencer to a certain element among the workers of America that persists in criticizing and denouncing the political policy and activity of the American Federation of Labor as ineffectual. The achievements of the trade unionists of America are little understood by the rank and file of our movement, and totally ignored by the class of critics who feel themselves endowed with superwisdom, evolving infallible plans to circumvent natural law and hasten the millennium. While the critics have been theorizing the trade unionists have been doing, and the result in legislation beneficial to the workers and the people as a whole is one of the brightest spots in the record of advancement of our country.

We have all heard the question, especially from those who are not in the trade union movement, "What has the trade union movement ever accomplished?" We have sometimes heard so-called union men ask "What has the trade union movement ever accomplished outside of increasing wages and shortening the hours of labor here and there?" For the benefit of the former, and Lest We Forget, for the latter, A. E. Holder of the Legislative Committee of the American Federation of Labor, has compiled these facts and figures showing the result of labor's activity, from a political standpoint, not only in the interests of organized labor, but for working men and women generally:

Federal Enactments.

1. Enactment of beneficent homestead laws, Federal and State.
2. Establishment of postal savings banks.
3. Securing constitutional change for popular election of United States Senators.
4. Securing constitutional changes for the collection of an income tax.
5. Establishing the parcel post system.
6. Abolishing the gag rule against United States Government employees which had been put in effect by United States Presidents.
7. Enactment of workmen's compensation laws by the United States.
8. Enactment of automatic brake and automatic coupler laws on railroad trains, thus insuring greater safety to employees and the general public.
9. Enactment of laws requiring safety appliances on locomotives, cars and other railroad equipment in interstate commerce.
10. Enactment of laws providing for locomotive boiler inspection and steamboat inspections by United States Government inspectors, thus insuring greater safety to employees and the general public.
11. Enactment of an eight-hour law for employees of the United States Government and employees of private concerns doing contract work for the United States Government.
12. Enactment of a Federal law establishing a bureau of mines.
13. Enactment of an employers' liability law, by which the old common law defenses—"assumption of risk," "contributory negligence," "fellow servant" doctrine and "waiving of rights"

—have been abrogated for all employees engaged in interstate commerce.

14. Enactment of a law by which all common carriers by railroad engaged in interstate commerce are compelled to report all accidents to the Interstate Commerce Commission.
15. Enactment of a Federal law establishing a children's bureau of labor.
16. The United States has enacted a law establishing a national committee on prevention of child labor.
17. The United States has enacted a Federal law establishing a department of labor.
18. The United States has enacted a law prohibiting the use of white phosphorus in the manufacture of matches.
19. The House of Representatives has passed a bill providing for a bureau of labor safety and museum of safety. At this writing the bill is now before the Senate.
20. At the request of the organizations of labor, the United States Government has made special investigations of labor disputes at Homestead, Pa., Lawrence, Mass., the coal fields of West Virginia, the coal fields of Colorado, and the copper district of Michigan.
21. Enactment of conciliation, mediation and voluntary arbitration laws for employees engaged in interstate commerce.
22. The United States has enacted laws regulating the hours of labor for railroad employees engaged in interstate commerce.

Achievements in the Several States.

So much for what has been accomplished in the way of national legislation through the efforts and continuous agitation of the trade unions. The same efforts exerted in the direction of having State laws enacted for the protection and benefit of the workers have been equally successful, as the following summary will bear testimony:

1. Establishment of free public schools, free text books and compulsory education in practically all of the States.
2. Practically universal adoption of the Australian secret ballot.
3. Ten States have enacted accident insurance laws.
4. Twenty-one States have enacted accident and investigation laws in industries.
5. Twenty-eight States and the United States have enacted laws to report and investigate accidents in mines.
6. Twenty-eight States and the United States have enacted laws to report and investigate accidents on railroads.
7. Twenty-seven States have enacted laws requiring proper ventilation and sanitation in factories and workrooms.
8. Twenty-seven States have enacted laws governing the employment of illiterate children.
9. Four States and the United States have enacted laws prohibiting the importation of alien contract labor.
10. Eight States have enacted laws prohibiting employment of aliens on the public works of such States.
11. Six States have anti-trust acts from which labor organizations are exempt.

12. Twenty-nine States and the United States have enacted laws in reference to conciliation, mediation and voluntary arbitration of industrial disputes.

13. Twenty-eight States have protected the workers by enacting laws in reference to the assignment of wages.

14. Twenty-five States and the United States have enacted laws against blacklisting.

15. Thirty-seven States and the United States have enacted laws establishing bureaus of labor statistics.

16. Six States and the United States have enacted laws establishing bureaus of mines.

17. Forty-three States and the District of Columbia have enacted laws requiring certificates to be issued and registers to be kept concerning the employment of children in mines, factories, stores, etc.

18. Three States have enacted laws establishing schools requiring the compulsory attendance of children between the ages of fourteen and sixteen, working under permit.

19. Forty-five States and the District of Columbia have enacted laws establishing an age limit for the employment of children.

20. Forty States have enacted laws forbidding the employment of children in certain undesirable occupations.

21. Twenty-three States and the United States have enacted laws regulating or prohibiting employment of children.

22. Thirty-nine States and the District of Columbia have enacted laws fixing the hours of labor for children.

23. Three States and the United States have enacted laws excluding the importation of Chinese, and one State has enacted a law prohibiting products of Chinese labor to be bought by State officials.

24. Twenty-two States have enacted automatic compensation laws for injured workmen.

25. Thirty-three States and the United States have enacted laws establishing the eight-hour workday for employees of such States. Also on public works.

26. Ten States have enacted laws prohibiting foremen from accepting fees for furnishing employment.

27. Seventeen States have enacted laws establishing free public employment offices.

28. Twenty-nine States have enacted laws regulating private employment offices.

29. Sixteen States have enacted laws requiring examination of barbers; six States for examination of horseshoers; thirteen States for examination of miners, mine foremen, etc.; nineteen States for the examination of plumbers, and sixteen States and the United States for the examination of steam engineers.

30. Forty-eight States and the District of Columbia have enacted laws preventing or regulating the exemption of wages from execution, etc.

31. Thirty-four States have enacted laws requiring guards for dangerous machinery.

32. Nine States have enacted laws making a party guilty of committing a misdemeanor who

(Continued on Page 9.)

WILL IT HURT BUSINESS?

By Thomas W. Williams.

All United States Government employes are today working on an eight-hour basis. All the employes of the Royal Arsenals of England are on an eight-hour basis.

The following six States make eight hours the limit of a day's labor in all industries unless otherwise provided by contract: Connecticut, Illinois, Indiana, Missouri, New York and Pennsylvania.

In Wisconsin the eight-hour day is prescribed by law in manufacturing and machinery establishments unless otherwise specified.

Eight hours is a legal day's work in mines and smelters in the following States: Arizona, California, Colorado, Missouri, Montana, Nevada, Utah and Wyoming.

All the great steel mills of the United States have voluntarily changed from a twelve- to an eight-hour basis because experience demonstrated the beneficial results.

An eight-hour day with a Saturday half-holiday obtains in most of the mining sections of the United States.

Practically all intensive industry operates under an eight-hour day, as to most of the offices and public institutions.

The women who drudge in the kitchen, the hired men, the men and women who raise the foodstuff of the world, the workers in sweatshop and mill, toil long hours, subject to the rapacious greed of landlords and exploiting corporations. Every man who works for wages, every small rancher and small business man whose interests are necessarily interwoven with the wellbeing of the workers should rally to the support of this measure.

It is urged that California under an eight-hour basis cannot compete with the rest of the country. All the statistics of the world refute this.

In 1874-1880 legislation was enacted in the State of Massachusetts, limiting the hours of women and minors to ten hours per day, or sixty hours per week. The manufacturers said they were unable to compete with other States with employes working eleven and one-half hours. They forced an investigation. Carroll D. Wright was then at the head of the Bureau of Statistics of Labor. He reported:

"Massachusetts with ten hours produces as much per man, or per loom or per spindle, equal grades being considered, as other States with eleven and more hours."

Bliss's Encyclopedia of Social Reform states:

"In 1870, four years before the enactment of the ten-hour law, Massachusetts had 39.5 per cent. of all the cotton spindles in the North Atlantic States. Six years after the passage of that law Massachusetts' proportion was 45 per cent. It is difficult to see what clearer proof could be demanded of the beneficial results of the Massachusetts short-hour laws."

Congressman Redfield, in a speech before the House of Representatives, related the experience of William Denny & Sons, shipbuilders:

"They agreed with their men to try the eight-hour day one year; if the results showed no disadvantage to costs it would be retained. The eight-hour day has continued ever since."

Mather and Platt, Balfour, England, the

largest manufacturers of machinery in Great Britain, reduced working hours to forty-eight per week with so little diminution in the output of their factory that the British Government followed suit and established an eight-hour day in the royal arsenals.

Josephine Goldmark, reporting on the results of the shorter workday, states:

"In 1894 the hours of labor of 43,000 work people in Government (English) factories and workshops were reduced to an average of forty-eight hours in a week.

"In 1905 the War Department reported that anticipations had been justified—no extra cost had been incurred by the reduction of hours, nor had the output of work been diminished. The average weekly earnings per man have not been sensibly altered. The day workers received an increased hourly rate of pay to make their earnings per week of forty-eight hours equal to those per week of fifty-four hours." See *Fatigue and Efficiency*, page 142.

Henry Ford recently placed his immense automobile factory on an eight-hour basis. He says:

"Our men are doing as much work now in eight hours as they did before in nine. In the motor assembling department the men were turning out eighty-five motors an hour when they were working a nine-hour day. Since we changed to eight hours those same men, without any change in numbers and methods, have been assembling one hundred and five motors an hour."

The United States Industrial Commission, appointed by Congress in 1898, sat for four years, hearing evidence from seven hundred witnesses. They reported:

"The entire tendency of industry is in the direction of an increased exertion. This being true, there is but one alternative if the working population is to be protected in its health and trade longevity,—namely a reduction in the hours of labor."

The Commission found:

"In all cases where reductions have been brought about there have been strenuous objections, and alarming predictions have been made (similar to those we hear in California now), but after a brief period of trial these objections have disappeared, employer and employe alike have agreed upon the advantages of the change."

The Commission found in regard to mines:

"The average output of the country at large (under a nine-hour day) for each working man was 2.72 tons." During the first three years of the eight-hour day "It ranged from 2.98 to 3.09 tons per day." They add, "The shorter working day has increased the efficiency of both the workmen and the management."

Prof. J. S. Nicholson in an article on "Wages" in the *Encyclopedia Britannica*, says:

"The effect of the Factory Act (which reduced the hours of the employes) has been undoubtedly to raise the real wages of the working class as a whole."

"English cotton spinners work fewer hours than their foreign competitors and find their competition keenest where the hours are shortest, as in Massachusetts; not where they are the longest, as in Russia or India." Prof. J. S. Nicholson, *Enc. Brit.*, Article "Wages."

"A reduction in hours has never lessened the working people's ability to compete in the markets of the world. States with shorter

workdays actually manufacture their products at a lower cost than States with longer workdays." *Fatigue and Efficiency*, page 173.

Arthur Dunn, Secretary of the Farmers and Fruitgrowers' Federation, gives a table showing the average hours which laborers are required to serve daily in this State, as follows:

1,675	or	1.5	per cent.	work	12	hours.
950	or	.9	per cent.	work	11	hours.
18,115	or	16.8	per cent.	work	10	hours.
46,627	or	43.2	per cent.	work	9	hours.
39,532	or	36.6	per cent.	work	8	hours.
1,051	or	1.0	per cent.	work	less.	

If these figures are correct, what about the great damage the Eight-Hour bill will do? According to this table, four-fifths of the people are working an eight- or nine-hour day now. This punctuates this calamity bubble.

LABOR'S ATTITUDE.

This is the attitude of the California State Federation of Labor upon Initiatives, Referendums and Constitutional Amendments, to be voted upon in California at the General Election, November 3. The numbers indicate the respective position of the measures upon the ballot:

Vote "Yes."

3. Eight-hour law.
5. Investment companies act.
6. Water commission act.
7. Local taxation exemption (Home Rule in Taxation).
10. Abolition of poll tax.
11. University of California building act.
14. Voting by absent electors.
16. Condemnation for public purposes, etc.
23. Elections by plurality, preferential vote, etc.
35. Sacramento State building bonds.
36. San Francisco State building act.
37. State Fair grounds.
38. Los Angeles State building bonds.
48. San Francisco harbor improvement act of 1913.

Vote "No."

2. Prohibition.
13. Qualification of voters at bond elections.
44. Women's and minors' minimum wage.

THE CURSE OF THE WORLD.

Poverty and dependence are the curse of women and all the world. In the hunger that cries out for bread, and the cowardice that cannot cope with death, which lead women to that awful commerce so much worse than death could be, which is the fountain of disease and diabolism to men and women both, as they find it; and which is far worse even than that awful blight of African slavery which was characterized by Dr. Livingstone as "the great open sore of the world."—Frances E. Willard.

All around us are the signs of the decay of an aristocratic order of things, and the springing up and development of a democratic order. The kind of ideals and notions of propriety which supported classic architecture and imitative art generally are dying out, and, with the emergence of The People into prominence and power, must come back the old demand that labor itself shall once more assume a character consistent with human freedom.—L. March Phillipps.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Miners Defend Officials.

"Character assassination is the latest work of the Colorado coal operators. Unable to buy or bluff the leaders of the strike or the men themselves, they are now seeking by insidious lies to attack the integrity of certain leaders, hoping to discredit the organization," say the officers of the United Mine Workers in a vigorous reply to the operators' charge that Vice-President Hayes receives \$90 per day; John McLennan, \$66 per day; Mother Jones, \$42 per day, and John R. Lawson, \$1,773.40 for nine weeks' salary.

These unionists are active in the Colorado strike, and the purpose of the charges is evident.

The mine workers' officials, however, cite the law of their organization to offset what is well termed "character assassins." It is shown that the unionists named have nothing to do with money disbursements in this strike, and that all finances are handled by International Secretary-Treasurer Green and District Secretary-Treasurer Doyle, who are under bond to faithfully and honestly perform their duties, that are clearly prescribed by the law of the organization, which provides for an itemized account, and which report must be approved by a board of auditors. The last report showed that the salary of the vice-president was \$2500 a year, and the salary of Mother Jones and other organizers \$4 per day. The mine workers' officials state these reports are on file in their office and open to inspection.

The answer to the operators' clumsy attack closes with this significant query:

"If the coal operators would lie about these things, is it not reasonable to believe they would deceive you about other incidents connected with the strike?"

Concise and True.

"The labor question is as broad as humanity itself," said William B. Wilson, Secretary of the Department of Labor, in an address at Holyoke, Mass., recently. "If you define it as 'any mental activity not engaged in solely for pleasure' then you know that the labor question reaches out to the very ramifications of the world. Labor goes far beyond those three important considerations of raising wages, shortening hours and improving sanitary conditions. That is only a small part of its activity."

A feature of the speech was the Secretary's answer to a question asked by a man in the large audience, who wanted to know if it was right that men should be compelled to join unions, and was not such treatment a violation of the Constitution of the United States?

"I do not believe that any man should be compelled to join a labor union," instantly replied Secretary Wilson, "but I think that he is morally obligated to for these reasons: First, as a result of the activity of the various unions in this and other States we have secured different laws on the statute books relative to sanitation and safety; second, through the activity of labor organizations laws relative to the protection of women and children have been

secured; third, through the efforts of labor unions there have been laws made for the better education of children; fourth, the hours of labor have been reduced, affording improvements for the unorganized as well as the organized laborers; fifth, wages as well have been increased; sixth, working conditions have been improved; seventh, the housing conditions and the sanitary systems of cities have been made more enjoyable.

"It is for these reasons that I believe that a man who works at a trade and accepts and enjoys the conditions that organized labor has brought about is morally obligated to join the labor organizations to lend his zeal, his interest and his financial help to the movement that gave him these conditions."

Opposition to "Taylor System" Approved.

The position of organized labor in its opposition to the "Taylor system," and other so-called "efficiency" plans, has been endorsed by the House committee on labor, which urges the passage of the Dietrick bill prohibiting stop-watch management in any government shop. The report was prepared by Representative Keating, a member of the labor group, who, together with his colleagues, condemn nearly everything shop management and "efficiency" experts have said favorable to the system.

The report says:

"The Taylor system regards the workman as a machine, to be 'speeded up' to its maximum capacity. When this human machine fails to function to the satisfaction of the management it is to be cast aside to make room for a new machine—a fresh workman. The authors of the system do not appear to have concerned themselves about the ultimate fate of the human derelicts who may be compelled to drop out because they cannot stand the pace. Mr. Taylor boasts that when he installed his system in the Bethlehem Steel Works he purposely made the task so hard that 'not more than one out of five laborers (perhaps even a smaller percentage than this) could keep up.'

"That may be the kind of 'efficiency' which produces dividends for the steel trust, but it is surely not the system which a beneficent government should force upon its employees.

"The main object of the Taylor system, and all its related 'systems,' is to produce the maximum of output at the minimum of expense.

"The so-called bonus or premium system is a fraud and a snare. It really operates to reduce the workman's wages, not to increase them, as the proponents of the Taylor system maintain.

"The promoters of these various systems of 'scientific management' are making a determined effort to have them generally adopted by large manufacturing concerns, and labor, both organized and unorganized, is most insistent in its opposition.

"It can be readily seen that the advo-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

It is reported that there are 400,000 unemployed in Vienna.

The Victorian Government is about to borrow £6,100,000 for railway construction.

The Melbourne Ironworkers' Union reports between 600 and 700 of its members unemployed.

Owing to the war, thousands of waterside workers are unemployed in the various seaports of Australasia.

The Australasian Typographical Federation is opening the union doors to everyone engaged in the printing industry.

A strike is on at Co-operative Colliery, Newcastle (N. S. W.) in consequence of two men refusing to pay their own union levies.

Many cotton and woolen mills in England have decided to go on short time, and the majority of them will only work three days a week.

The New South Wales Government railway works at Eveleigh is now turning out locomotives that can attain a speed of 70 miles an hour. Given the chance, the Australian workman can make anything the country requires.

Owing to not being allowed overtime, a case has come to light where the second officer of a large British steamer in the Government service holding his first mate's certificate was, after a voyage of two months and fourteen days, worse off than an Arab donkeyman serving on board.

Representatives of miners, mine owners, and business men of Emaville (N. S. W.) waited on the New South Wales Minister for Labor last week and suggested that Government should buy tin in order to keep men employed. The Minister expressed himself in favor of the proposal, and said he would bring the matter up at the first Cabinet meeting.

When in London, as Agent-General for Queensland, Sir Horace Tozer was asked a few years ago how he accounted for the prosperity of Australia in comparison to other countries. Sir Horace put it down to the quick circulation of money, and in this way: The Australian workman is a believer in unionism by means of which he secures fair wages. He doesn't hoard money, but spends it quickly and quick circulation of money benefits the whole community. The more equitable the distribution of wealth, the more prosperous the country.

The British Labor Gazette (September issue) gives the following data: The changes in rates of wages taking effect in August affected 55,000 workpeople, of whom 19,000 received increases and 36,000 sustained decreases, the net result of all the changes being a decrease of nearly £200 per week. None of the changes were due to the effects of the war, all the decreases being the result of a fall in the selling prices of iron and steel before the outbreak of hostilities. The principal increases affected 9,000 laborers, etc., in engineering works, and 1,800 spring knife grinders, etc., at Sheffield, and considerable bodies of building trade operatives at Liverpool, Nottingham, Exeter, and Bristol. Amongst those whose wages were reduced were 2,500 ironstone quarrymen and blast furnacemen in Lincolnshire, 3,130 steel smelters, etc., in various parts of Great Britain, 20,000 ironworkers in the Midlands, and 5,850 steel workers in West Scotland.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alexandersen, Paul	Lill, Chas.
Almman, Christian	Lundeman, Gus
Arnell, John	Lutzen, Waldemar
Andersen, Rasmus	Lundblad, Ernst
Andersen, Axel	Lato, Ed
Andersson, E. -1762	Leideker, E.
A. Mr. -1501	Lang, Chas.
Anderson, David C.	Lindner, J. -1750
Bosch, Berge	Lundberg, T.
Benter, H.	Lyngard, Jorgen
Bulander, B. B.	Mushneck, Walter
Bussen, Saverin	Mants, R.
Brangrud, Marald	Martin, Arva
Berg, S.	Monk, Charlie
Borgard, N.	Montera, J.
Bow, A.	Mosak, E.
Cannon, Ed.	Mennicke, Fritz
Christensen, H.	Miller, Wm.
Carlson, Fred	Mayers, P. M.
Chotard, Emil	Michaelsen, A. -1105
Cirul, M.	Morris, M. H.
Christensen, A. -1095	Mattison, J. -1320
Cotter, J.	Nelson, Hans
Coelan, John	Nelson, Ernest
Chausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Carlson, Carl	Olsen, Emil F. -1280
Lavey, Charles	Olsen, Olav
Fraser, Jack	Olsen, Ole Wilhelm
Elson, Sam -848	Osterberg, S. H.
Eklund, Sven	-1284
Eckart, T. G.	Olsen, O. Marthin
Ellingsen, Ivar	Petersen, C. -1493
Felsch, H.	Petersen, Thome
Fashtolz, Dan	Paulsen, Gustaf
Fedvik, Lewis	Plant, Billie
Guthrie, Dick	Petersen, C. E. -903
Guthrie, Alf	Rasmussen, Andrew
Heeshe, Henry	Rutel, Ernest
Hackensson, A. W.	Robbins, Jack
Hallquist, Christ	St. Clair, William
Hesterman, Harry	Schmidt, Louis
Hansen, Sigvard	Skaanes, Egil
Hansen, John	Schultz, E. J.
Holmberg, Frank	Sweeting, Jack
Hansen, Mauns	Sandberg, John
Holm, Arthur	Swanson, E. -2675
Hansen, H. T. -1446	Steinsen, H. -2436
Hansen, Johannes	Svensson, S. -1717
Hakonsen, P. O.	Steen, J. C.
Harrold, Henry	Sand, Oskar
Johnsen, Gunner	Samuelson, Victor
Johnson, Oscar	Schager, E.
Johnson, Gas	Schultz, Robert
Johnson, Halvard	Thorne, Aug.
Jeter, V. E. -983	Toren, Gustaf A.
Johnsen, Emil	Tveit, Olaf
Johansson, N. A.	Zimmer, Walter
-280	Ziegler, Fred
Johnson, John A.	Zimmer, Walter
Johnson, George	Wahlberg, Rudolf
Kemper, Sigurd	Wilson, Willie
Kahamm, Andvey	Package.
Kastin, Hugo	Andersen, David C.
Lassen, John -1542	Johansen, Nils A.
Lauritsen, O.	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our **French Dry Cleaning Process** which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Gothenburg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Pacific Coast Marine.

At a recent meeting of the Shipowners' Association of San Francisco Oliver J. Olson was elected president, George Beadle vice-president, and W. F. Sullivan secretary.

It is announced that the Union Oil Company has ordered another oil-tank steamer to replace the "Elsinore," which was sunk recently by the German cruiser "Leipzig" off the South American coast. The vessel will be built by the Union Iron Works and will be completed in February.

In anticipation of the great volume of business expected from the Panama-Pacific and San Diego fairs, the Pacific Coast Steamship Company is said to have instructed all ticket and passenger officials that they would have to make the round trip of all coast ports touched by the company so as to familiarize themselves with conditions.

The new pilot law went into effect at San Pedro October 1 and piloting is not now compulsory when the masters of the steamers have licenses covering the port of Los Angeles. All Pacific Coast steamers, many steamers of the American-Hawaiian and Luckenbach lines will be affected by the new regulations. The new pilotage regulations will give San Pedro an advantage over all other ports on the Pacific Coast.

The Swedish motor-ship "Kronprinz Gustav Adolf," first of the Johnson line to come to San Francisco, cleared on October 23 for the United Kingdom, laden with a full cargo of California products. The vessel came to San Francisco with general European merchandise, and returns home under fixture to George W. McNear & Co. The next Johnson line steamer to come to San Francisco will be the "Kronprinsessan Margareta," on berth for December loading at Stockholm.

The German vessels under charter for grain loading at Portland have been removed from the list. There are nine and they represent 20,244 tons net register. Besides there are two more of the same nationality in port, the "Dahlbek" and "Kurt," laid up. The nine are: "Arnoldus Vinnen," "Helwig Vinnen," "Lasbek," "Hebe," "Maipo," "Omega," "Reinbek," "Tellus" and "Walkure." There are thirty-eight vessels of other nationalities en route and under charter to transport grain from Portland to Europe.

The new steel steamer "Francis Hanify," for the local service of J. R. Hanify & Co., was successfully launched on October 20 from the shipyards of Harland & Hollingsworth, Wilmington, Del. She will be brought to the Golden Gate within two months via the big ditch by Captain F. B. Zaddart. The vessel is designed exclusively for the lumber and general freight trade, and has no passenger accommodations. She is of 2,500,000 feet lumber carrying capacity and equipped with all the latest improvements for the prompt dispatch of cargo.

That the United States Government anticipates the stoppage and search of vessels flying the American flag during the war period is evidenced by a notice marked "Important," which appears in large print on the pilot charts for the month of December, issued by the hydrographic office of the United States Navy. The notice, printed in red, is as follows: "Masters of American merchant vessels will be spared much inconvenience and delay if they will display their colors promptly when a man-of-war is sighted."

Congestion on the grain docks at Portland (Or.) is said to be increasing. Every dock in the city is now loaded to capacity, and 1000 cars of wheat are yet on the way here from Eastern Oregon and Washington. A fleet of ten steamers is due within the next ten days, and this will relieve the congestion, but there will still be grain on the docks after all the vessels are loaded. The scarcity of tonnage is due to the war having forced the internment of German, British and French ships at ports of the world. Many British steamers are now coming, but not as many as is usual at this season of the year.

"It's an ill wind that profits nobody," applies particularly to the Pacific Mail Steamship Company, which is now enjoying the cream of traffic to and fro across the Pacific. Record passenger lists and cargoes are being carried by the American steamers on the Oriental run as a result of the war, which has diverted considerable traffic which, under normal conditions, would have gone by other routes, in this direction. The "Mongolia," which arrived during the past week, could hardly have carried another passenger nor brought a pound more of cargo. Such will be true of the steamer on her outward voyage. Every accommodation has been applied for and all cargo space ordered.

Suspected of having coal aboard which might be destined for the enemy's ships, the British steamship "Lowther Range," with a prize crew in charge of her from H. M. S. Newcastle, was brought to Esquimalt (B. C.) harbor on October

21. The "Lowther Range" was seized by the cruiser "Newcastle" off the Gulf of California, and as Captain Gunday, master of the vessel, could not give a satisfactory explanation to the boarding officers regarding the destination of his fuel cargo, there was no alternative open to the commander of the cruiser but to place a prize crew aboard and dispatch her north to the British Columbia base. This is the first prize that has been brought to Esquimalt since the outbreak of war.

The steam schooner "Rochelle" went ashore on October 20, at Clatsop spit (Or.) opposite buoy 12. Soon after striking the steamer began sending up rockets and burning red fire signals of distress. Immediately upon receipt of the news the tug "Wallula" started for the scene, and the Fort Stevens life saving crew went out in their power boat. The crew abandoned the vessel and were brought to Astoria on the tug. The weather was clear and the crew were rescued without difficulty. The "Rochelle" was formerly the "Minnie Kelton," of the Pacific Coast Steamship Company, and was wrecked off the Oregon coast on a previous occasion. In 1912 she was sold and rebuilt, but her new owners failed and in June of the present year she was purchased at United States Marshal's sale by the Columbia Steamship Company. This was her first trip for that company. She had gone to Boat Harbor, B. C., and was on her way back with a cargo of coal for Portland.

The findings of the marine inspectors of the Canadian Government and those of the United States inspectors after investigating the cause of the wreck of the steamer "Admiral Sampson" in a collision with the British steamer "Princess Victoria" are at variance. The British board exonerated the "Princess Victoria" from all blame, while the decision of the United States inspectors, just made public, blames both vessels, on the ground that both violated rule 13 of the inland regulations. The two vessels came together off Point No Point August 26 with the loss of the lives of 11 of the "Admiral Sampson's" crew (including Captain Moore) and passengers. The findings of the inspectors read: "Each vessel failed to stop her engines immediately when they heard the fog signals of the other apparently forward of her beam, the position of which was not ascertained. Each failed to navigate with caution as contemplated by the rule after hearing the signal of the other in the position above stated."

Catching fire from an internal explosion, the cause of which has not been ascertained, the Grace liner "Santa Catalina" from New York to Portland, was completely gutted on October 18 in the Columbia River near St. Helens, with the loss of one life and the endangering of many more. The vessel was finally beached according to word received by the San Francisco Merchants' Exchange. Among the thrilling rescues was that of the wife and baby of Captain J. F. Rose, in command of the "Santa Catalina." As the big steel freighter poked her nose into the beach the river steamer "Eureka" came alongside at great risk from the fire and took off all those on board with the exception of a fireman named Johnson, who was imprisoned in the boilerroom and burned to death. The "Santa Catalina" carried a mixed cargo, part of which was discharged at San Francisco and part destined for Portland, Seattle and Tacoma. She was a sister ship of the "Santa Cecilia" and "Santa Clara" and was built last year. Her tonnage was 4025.

It is reported that negotiations are under way for the change of hands of the German steamer "Serapis," of the Kosmos fleet, and that the vessel under new ownership will be shifted to American registry, as in the case of the former Kosmos carrier "Alexandria," now the "Sacramento" en route ostensibly for the West Coast. Although the "Serapis" is still lying at anchor off Sausalito, with the German colors flying over her taffrail, and no application has been made for a transfer, it is believed that the steamer will shortly follow in the wake of the "Sacramento." On account of the reported demoralization of services formerly conducted by British and German freighters to the West Coast shipping men are of the opinion that the traffic can be secured by American interests. It is reported that the docks of West Coast ports are congested with freight and that substantial rates are offered for its transportation. The cargo taken by the "Sacramento" was negotiated for through Mexico City agents, although the West Coast importers and exporters formerly conducted a considerable amount of their business through Hamburg. On her return voyage the "Sacramento" is to bring locally consigned freight which is tied up in the Kosmos steamers "Memphis" and "Karnak," now interned in South American ports.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 S. Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
SEARDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 41 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL. SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 28, 1914.

"DIVIDENDS" STILL ON TOP!

Congress adjourned last Saturday, and the "Freedom for Seamen" and "Safety at Sea" pledges are still pledges—unredeemed.

When the Republicans were in control of Congress the Democratic minority voted for the Seamen's bill to a man. That gave some of us simpletons the notion that the Democrats would give us the desired legislation, if placed in power.

In due course of events the Democrats were given control of both the Senate and the House of Representatives. Their platform pledges gave us all we asked for, and a Democratic Senate and a Democratic House did finally each pass a separate Seamen's bill. The Senate bill was quite satisfactory; the House bill a little less desirable. At last, we thought victory was ours. But the statesmen who guide the destinies of our Government failed us at the last moment.

The bill which would give freedom to seamen and immeasurably greater safety to life at sea, did not become a law. It is still in that pigeon-hole awaiting another session and another assault by the forces whose sole argument is that the earning capacity of ships must not be interfered with; that freedom of seamen, safety of life and the rights of the traveling public must forever remain a secondary issue whenever they interfere with dividends!

All through the many years that Andrew Furuseth has spent at Washington, it has been a struggle between safety and dividends. It has been an uneven conflict from the start and the many reverses would have discouraged all but the stoutest hearts. But men who are in the fight for a noble and worthy cause must learn to accept defeat and come back smiling.

"King Dividend" won the last skirmish. But he shall not remain on top, for to-morrow is also a day, and—

Whoever fights, whoever falls,
Justice conquers evermore.

Demand the union label upon all purchases!

"HATEFUL, COWARDLY, USELESS!"

On Tuesday, October 13, some irresponsible person or persons placed bombs in two of New York's churches. Considerable damage resulted, but fortunately no lives were lost. That indefensible act of vandalism seems, however, to have had other and very far-reaching effects. The explosion stretched clear across the continent and seriously affected the fertile brain of the editor of the San Francisco Chronicle.

In an editorial of a recent Sunday issue that worthy scribe relieved himself of the following:

It is not probable that the owners of any of the muckraking magazines and newspapers would explode a bomb in a church, but they and those like them are directly responsible for the explosion of the two bombs in churches of New York last Tuesday, and there will be similar atrocities before we get through if a halt is not called. For such excesses are the inevitable result of the brutal, cowardly and mendacious attacks upon conspicuous success, property rights and personal liberty in which those named have been particularly active.

When great business ability and organization are persistently attacked year after year by those having the ear of the public; when the laws are openly defied by brutal mobs and those high in authority have no word against lawlessness; when defense of property is imputed as a crime; when the competent in all walks of life are forbidden to exercise and profit by their competence and industry; when peaceful communities are compelled to give over the use of their streets to vociferous loafers waging open warfare on our most cherished institutions; when the gospel of hate is spread broadcast through the land by organized bands who declare that they will not work but must be fed by the industries; when from the very pulpits of the churches mushy-headed pastors decry the sins of the rich, with no word of condemnation for the excesses of the poor; when the whole country is lashed into a ferment of suspicion, hatred and disorder, bomb throwing must be expected from the most hateful, most cowardly, most useless and most contemptible.

Space will not permit use of the full diction of adjectives commanded by the Chronicle's editorial staff, but the foregoing is quite sufficient. If it were not for the fact that the muckraking journals, etc., and certain pastors were specifically mentioned, an unbiased and well-informed reader might have been misled into the belief that the whole article referred to the Merchants, Manufacturers and Employers' Associations and men of that ilk, at least insofar as the reference to the use of dynamite was concerned.

The subornation of thieves, gas-pipe thugs, and dynamiters, by the Merchants, Manufacturers and Employers of Stockton is now well known to the reading and thinking public; but the columns of the Chronicle will be scrutinized in vain for even a slight reference to the matter; although several public trials are the outcome of the aforesaid activities practiced by the "great business ability and organization," "conspicuous success," "property rights," etc., of which the Chronicle's editor deplores criticism. Perhaps this aforesaid subornation of thugs is one of the "most cherished institutions" of which the editor speaks, at any rate the finger of suspicion points that way.

Groping through the existing darkness of standpatism and reactionary ideas, it is not to be considered strange that the Chronicle's editor should overlook the dynamiting gang of Merchants, Manufacturers and Employers in California, and eagerly grasp at the opportunity of making capital from the irresponsible act of an unknown fanatic in its ridiculous efforts to discredit those writers and thinkers who see the

light, and who write and preach the brotherhood of man.

The venom of the editorial is not more perceptible in the effort to place progressive individuals in the same category as dynamiters, than it lies in the numerous billingsgate adjectives applied to them. If those adjectives were hurled at those who inspired the dynamiters of the Merchants, Manufacturers and Employers' Association, as are now in jail in Martinez, or at the class of reactionaries as typified by the Chronicle, we can truly exclaim as did Gratianus: "We thank thee, editor, for teaching us those words." They are "the most hateful, most cowardly, most useless, and most contemptible." But perhaps the Chronicle's editor believes that when murder, bomb throwing, and thuggery is practiced by "great business ability and organization" as represented by the Merchants, Manufacturers and Employers of California it is in line with the ideas and desires of the Otis-De Young element and therefore attempting to put into practice the editorial suggestion that we "may as well perish in bloodshed one time as another" and that all who would promulgate ideas of Justice and humanity should be halted or eliminated in order to perpetuate the reign of reactionaries.

ABOUT "MANLESS LAND."

At a recent meeting held at Santa Rosa, Cal., by the California Development Board, the suggestion was offered that the homeless Belgians be induced to make their homes in California in an effort to "bring the landless men to the manless land."

If the association is really in earnest regarding the offer of relief to the distressed Belgian people, they can do so in a far more practical way than the one suggested; if they are eager to "bring the landless man to the manless land" they will find that there are nearly one hundred thousand denizens of this State who are in a condition of unemployment and whose ranks are liable to be swelled considerably during the coming winter months.

California is at present, and has for some time past, been the refuge for as much of the voluntarily moving surplus population of other States and nations as we are reasonably able to assimilate. And this is taking no account at all of those other unfortunates who have been misled and skinned by the advertising and booming of just such unscrupulous associations as the Board before mentioned. When it comes to handing out a strong line of unadulterated "bull," these real estate boomers and land shark operators have the proverbial Durham backed clean off the board.

Figuring upon a basis of at least one sucker out of every hundred new comers, into this our golden State, these pea and shell operators are actively and persistently making every effort to bring as many to the State as the traffic will bear. To them it matters not if the labor market is glutted or what becomes of their victims, so long as an increasing population enhances the value of the real estate holdings.

If, as is stated, there is an over-plus of available land which only requires the necessary man to give it value and production, why not evolve some plan whereby a few of the many thousands of homeless and landless

men in California will be enabled to profit by the condition and become real factors in the life of this State, instead of homeless and miserable itinerants. There are thousands upon thousands of worthy citizens in California to whom a piece of land would mean hope, ambition, and success in life. But, the real estate boomers have no interest in the lot of the homeless and landless men who are already in our midst. In fact, they have no concern about anything that does not give promise of easy exploitation.

The unfortunate Belgians are in a bad way. They have our deepest sympathy, and that is precisely why they ought to be warned against the notorious California real estate operator.

IS IT A LIE AND A FRAUD?

Says the "Washington Post," under date of October 17, 1914:

The Democratic campaign text-book, reciting the triumphs of the Democratic party, declares that "the lesson of the 'Titanic' has been heeded," and that the bill relating to seamen and safety of life at sea has been passed by Congress.

Nothing of the kind has occurred. The bill has not been passed. So far as Congress is concerned, human life is just as much in danger at sea as it was when the "Titanic" went down.

Congress has been in session almost continuously since that disaster. The Seamen's bill has been awaiting enactment all that time. All that was required was attention to the subject on the part of Congress. Public opinion is in favor of the bill. There is no politics in it. The majority party could gain some credit by passing the bill, but no credit whatever for failing to pass it. Yet the matter has been ignored.

Six thousand human beings have been lost at sea in passenger traffic during the last five years. Of this number 4,000 persons were on vessels plying to and from the United States. Death's toll from the sea is more certain than from the battlefield, and it is nearly as large.

The Democratic text-book wilfully misrepresents the attitude and action of the party on the question of safety at sea. The Democratic party in Congress is responsible for the negligence that permits the steady destruction of life at sea. It can correct this condition in a day by enacting pending legislation. If adjournment should come without such action, the text-book circulated among the voters of the United States will be a lie and a fraud.

Well, adjournment did come and Congress did not pass the Seamen's bill!

How about that Democratic text-book? Are we not now justified in calling it a delusion and a snare—if not a lie and a fraud?

Two of the JOURNAL's European exchanges, which have been missed in the mail since the beginning of the war, arrived during the week somewhat reduced in size, but still full of vigor in espousing the cause of the organized seamen. The organ of the Dutch Seamen's Union, "De Nederlandsche Zeeman," minces no words in condemning the unjustifiable and useless bloodshed which is taking place in Holland's neighboring country and elsewhere. The Austrian seamen's paper, "Avanti," is no less outspoken upon that all-absorbing topic; in fact it must have been too frank in its expressions, for the censor found at least two items in the latter publication which were suppressed. At least, that is the only inference of those blank spaces in the midst of several articles. Here's hoping that the black night of fratricide will soon pass and that the dawn of fraternity will "shine like the light eternal, forever and a day."

We have a great deal of sympathy but very little respect for the order of intellect that can see no difference between the compulsion of a court and the compulsion of a trade union in the regulation of the employee's relations with the employer.

THE RIGHT OF CAPTURE.

"Prize of War" denotes the ship or goods of an enemy (or in transitu to an enemy) captured at sea. "Booty" is the term applied to goods captured on land. To be a good prize the capture must be on the high seas or in the territorial waters of one of the belligerents, and must be made by an armed vessel duly commissioned by the Sovereign of the captor.

A capture made in neutral waters is a violation of neutrality, and may be restored at the discretion of the neutral power. Most nations have municipal regulations on this subject. Thus, a prize captured in breach of the neutrality of Great Britain may be restored by the High Court of Justice (Admiralty Division) under the powers of the Foreign Enlistment Act of 1870, 33 and 34 Vict. C. 90, S. 14.

Capture may be actual or constructive. Constructive or joint captors are those who have assisted the actual captors by conveying encouragement to them, or intimidation to the enemy. All public ships of war within signaling distance are usually held entitled to share in the proceeds of the capture.

The Declaration of Paris, made in 1856, adopted a system to which most nations have acceded, and by Article II, of the Declaration "The neutral flag covers enemy's goods, with the exception of contraband of war."

Article III (Declaration).—"Neutral goods, with the exception of contraband of war, are not liable to capture under an enemy's flag." "Contraband of war" in general acceptance includes all articles, such as provisions and munitions of war, likely to add to the military or naval resources of the enemy.

The next step is to determine the legality of the capture, and this must be done by a qualified Prize Court, the captors sending the vessel to a convenient port for adjudication, preferably to a port of their own nationality, or to that of an allied Power. Misconduct in this respect may entail forfeiture of the rights of the captors, as the property in the prize vests in the Sovereign both as regards capture and recapture, subject in the latter case to the right of the owner of the recaptured property to have it returned if less than twenty-four hours has elapsed between the capture and recapture. The right of the recaptors to salvage on recapture is regulated by municipal law of different nations. By English law the sum usually awarded is one-eighth of the value, but under special circumstances this may be increased to one-fourth; and this right to salvage does not exist at all if the prize captured has been fitted out as a vessel of war by the enemy. One-eighth of value is awarded for recapture from pirates.

The United States Prize Act of June 30, 1864, awards salvage on recapture according to the circumstances. The sum is not fixed as in England, where, although the property vests in the Sovereign, the captors have been held to have an insurable interest in the prize, from capture to condemnation, on the ground of expectancy of profit, and the risk of damages and costs if the capture be unjustifiable.

A general maritime law permits ransom, but European national policy discounte-

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 26, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping dull; quite a number of men around the hall. Leave of absence was granted to the editor of the Journal, to attend the convention of the American Federation of Labor at Philadelphia, Pa. F. H. Buryeson was elected editor pro tem. The Constitutional amendment introduced at the previous meeting and ordered to a vote of the Coast, was, on motion, reconsidered and returned to the introducer.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 19, 1914.

No meeting. Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Oct. 19, 1914.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 19, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 19, 1914.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 19, 1914.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 19, 1914.

Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 19, 1914.

No meeting. Shipping slack.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 19, 1914.

Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 12, 1914.

No meeting. Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 22, 1914.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slack.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 15, 1914.

No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Oct. 15, 1914.

No meeting. Shipping slow; plenty of men ashore.

HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Oct. 19, 1914.

No meeting. Shipping fair; few men ashore.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9731.

Among the names published in the list of those drowned in the wreck of the steam-schooner "Francis H. Leggett," off the Oregon Coast, on Sept. 18, 1914, appeared the name of Hans Peter Holm, No. 2081, a native of Denmark, age 26. The Journal is pleased to be able to announce that Comrade Holm quit the "Leggett" some time prior to the last trip, and is therefore to-day among the living.

PATRIOTISM AND PERSECUTION.

The following correspondence in a recent issue of the United Mine Workers' Journal is of unusual significance.

The communication was sent from Fernie, British Columbia, and was dated Oct. 7:

"During the past few weeks an unusual incident has occurred in connection with the European war.

"We had in Michel one of the best local secretaries in our district, a most energetic and progressive man. Unlike most of us he utilized his spare moments reading and studying the best scientific works that he could afford to get. But it so happens he was born in Germany, and since being in America and Canada has not troubled himself to get naturalized; hence he is what is known as an alien enemy.

"While in attendance at a local meeting some two weeks ago the question was asked as to what attitude the State Federation of Labor had taken in reference to members of organized labor who joined the militia. Brother Elmer, the secretary, undertook to reply, pointing out that the State Federation desired to get the constitutions of all organizations so amended as to debar everyone joining the militia from membership. Further questions were asked, which led up to Brother Elmer giving the local the benefit of his views on the war in a general way. He stated definitely he was opposed to the war idea, but although a German and an alien he never intimated in any way that he desired Germany to be successful; he was an internationalist, a supporter of no particular country.

"However, it would appear that despite the fact that Elmer was expressing his views in a secret meeting of our organization, where we all take an obligation and pledge ourselves not to divulge our business outside, also not to wrong a brother or see one wronged if in our power to prevent it, yet there must have been one or more traitors present, because we find that immediately upon adjournment of the meeting wild and exaggerated rumors were circulated around town that Elmer had been fostering sedition, with the result that two days afterward Brother Elmer was arrested and placed in prison. He was for some time ignorant of the reason for his arrest, and in all probability would not have known yet had not the officers of our organization busied themselves in order to try and do something in his behalf.

"It is certainly to be deplored that a man of exceptional ability and one who had the welfare of his fellow-men always uppermost in his mind should be incarcerated. He was in no sense dangerous to society, being too highly intelligent to be in any way barbaric. However, such is his fate.

"The main purpose of these few lines is to warn our foreign-speaking brethren who do not happen to be naturalized Germans or Austrians to take special care of themselves during the war. Although they may be perfectly quiet and law-abiding, yet there are many influential men, and among them men of high legal standing, who have publicly expressed the opinion that all alien enemies should be in prison, and even stronger expressions than those. It is passing strange that Austrian, German, Jap or Chinaman are useful enough for the capitalist to extract profit from, yet because England has some real or imaginary

grievance with Germany all peaceable aliens in this country should be taken out into various squares and court yards and riddled with bullets if the whims and desires of some of our lovers of British fair play (?) were to be carried out.

"It is as well that all so-called alien enemies fully appreciate their position during the war. Such person has no legal right, nor can he obtain redress of any kind in court. In order that the position may be properly understood I now cite the law governing the question:

"*'Alien Enemies,'* Halsbury's Laws of England, Vol. 1, Page 310.

"*'An alien enemy has no rights at all at common law; he could be seized and imprisoned and could have no advantage of the law of England nor obtain redress for any wrong done to him here.' 'Sylvester's case' (1702) 7 Mol. Rep., 150.*

"*'But it has for long been the custom to exonerate alien enemies who have been allowed to remain in this country and are of good behavior from the disabilities of enemies.'* Halsbury's International Law, 5th ed., page 395."

It may also be interesting to know that, although corporations and coal companies are still employing so-called alien enemies, yet a case has come to our knowledge of such an employe not being able to take a case against his employer into court. In view of the law cited we cannot be surprised. Sufficient has been stated to warn members of the working class who happen to be alien enemies. Hence I will draw to a close, trusting these few lines may save any others being placed in a similar position to Herman Elmer. I thank you in anticipation of receiving the necessary space in our valuable paper.—Proletarian.

THE RANCOR OF WAR.

It is extremely easy upon an outbreak of war fever for a nation to lose its head, i. e., to throw reason, calmness, and self-possession to the winds and submit to the destructive domination of blind prejudice and passion. Each nation involved persuades itself that Justice and Right repose beneath its banners, each is convinced that the other is a bad egg and sadly wants a trouncing, each impiously invites the Inscrutable to take sides with it in its dreadful business, and each appears entirely oblivious amidst the opening shouting and flagwaving, of the fearful price to be paid in gloom at the end.

Each attributes all the fault to the other fellow, and in an excess of ebullient black hate depicts him as an ogre of duplicity and wickedness.

It is as well, then, not to forget that he is after all just human like ourselves, subject to the same impulses, good and bad, as keen for liberty according to his lights as we are according to ours.

It is also good to bear in mind the wise old saw which bids us remember that he who is now our enemy may presently be our friend, and that the friend of today may possibly be the enemy of to-morrow; and to comport ourselves with circumspection accordingly.

In this latter aspect, the present placing of the antagonists in the war now on is instructive. It strikingly confirms the principle of the old maxim.

We find Britishers and Frenchmen to-day fraternizing as brothers and engaged as allies side by side against the might of Germany. Yet only one hundred years ago Germans and Britishers fought side by side in unison

against France. Here we see the principle of the adage aptly illustrated.

In the Crimean war we found England and France united against Russia. This time the three are standing shoulder to shoulder. In 1866 Prussia and Austria fought each other. Today they fight the same common cause. In 1867, when Austria was in danger of losing her dominions over Hungary, due to Kossuth's rebellion, Russia helped her out of the difficulty. Now Russia is fighting her.

The Englishman of only 100 years ago couldn't think bad enough of the Frenchman. The Englishman of to-day treats him as an esteemed friend. This proves that the Frenchman was not nearly as black as the prejudiced imagination of the Britisher of the earlier time pictured him to be. Wider national knowledge has cleared away the shoals of misunderstanding which then prevailed. Englishmen have found that Frenchmen weren't so terrible after all. They have found them to be human like themselves, subject to the same frailties, possessing the same virtues.

Might not the same apply, also, to our enemies of to-day?

The earlier Englishman would never have dreamed the time would come when his French foe would be the close friend and ally of his nation. He "mafficked" against him and called him for all that was bad. During the same period, too, the Frenchman just as vigorously denounced the Britisher. To-day we see the transposition of their relations, the walking arm-in-arm, and the singing by British and French crowds of the "Marseillaise" and "Rule Britannia."

Therefore, it behooves us who to-day are marching around in bellicose fashion condemning all that is German, not to overdo the thing, not to absurdly deceive ourselves that all that is wicked and wrong is confined to German soil, while all the virtues are our own prerogative.

And while hard blows are struck, we should not forget that on all sides much of the hatred and prejudice is due to imperfect conception and misunderstanding of each other, and that the enemy we fight to-day may be, by the turn of Fate and through better mutual understanding, the friend of to-morrow.

Remembering these things will make the healing of the awful breach the easier when the time comes, and go far towards afterwards conserving and maintaining an enduring universal peace.

A FUNDAMENTAL PRINCIPLE.

"We affirm as a fundamental principle that labor, the creator of wealth, is entitled to all it creates. Affirming this, we avow ourselves willing to accept the final results of the operation of a principle so radical, such as the overthrow of the whole profit-making system, the extinction of all monopolies, the abolition of privileged classes, universal education and fraternity, perfect freedom of exchange, and, best and grandest of all, the final obliteration of that foul stigma upon our so-called Christian civilization—the poverty of the masses. We declare war with the wage system, which demoralizes alike the hirer and the hired, cheats both and enslaves the workingman; war with the present system of finance which robs labor, gorges capital, makes the rich richer and the poor poorer and turns a republic into an aristocracy of capital."—Wendell Phillips.

UNANSWERED 8-HOUR ARGUMENTS

By Thomas W. Williams.

The following propositions remain unanswered by the enemies of the Eight-Hour law.

We are willing to yield our position in affirming an Eight-Hour law for California, provided our enemies can disprove one of the following statements:

1. Wherever men work longest, in establishment, community or nation, they always get the smallest pay.
2. As hours have been reduced in establishments, city, county, State or Nation, wages have, by inverse ratio, been raised.
3. Wherever hours have been reduced, and a reasonable time has been given to test the new order, both employer and employee have been satisfied.
4. In the great majority of instances, and where men have been unrestricted by mechanical handicaps, there has been an increase rather than a decrease in output.
5. All the arguments against this bill are made in terms of money and are based on Profits or Property.
6. No humanitarian, social, moral, sanitary or religious argument can be adduced against the bill.
7. Nations, countries, States and industries find their competition keenest not with the nations, countries, states and industries which work the longest hours, but with those nations, countries, states and industries which work shorter hours than they do.

THE FISH FOOD SUPPLY.

Figures dealing with the propagation of fish in the United States under Federal management run into the tens of millions, hundreds of millions and billions. The number of fish propagated and distributed last year surpasses all records, we are told, while even greater accomplishments are promised for the future. In round figures 4,000,000,000 food and game fish were propagated and distributed by the fish cultural stations during the twelve months ended on June 30. Of these 300,000,000 represented the migratory food fish of Atlantic coast streams, 1,000,000,000 the commercial fish of the Great Lakes, 2,250,000,000 the important food fish of the North Atlantic coast, more than 200,000,000 the salmon of the Pacific seaboard, and the remainder fish of minor interior waters.

It would appear from these and from other statistics that ample provision is being made to insure a fish food supply for the nation. It must be remembered that nature, unaided, also is doing its part. There is reason to believe that, independently of the work of the bureau of fisheries of the United States Department of Commerce, the annual fish catch of the oceans, lakes, rivers and streams could be immensely increased without perceptibly diminishing the supply for years to come. This, however, borders on the speculative. A more important thing is the simple fact that the 100,000,000 people of the United States are not demanding more than a fraction of the fish that might be supplied.

If there are not larger catches of fish it is because there is not a greater demand for this kind of food. On the other hand, if the demand were greater the catches would be larger and prices might be lower. Many

careful students of the food supply question are now striving to lead the populace toward the fish mart, and this leadership seems wise. It ought to result in the building up of the fish trade to the proportions it should relatively assume, to ease thereby the strain on the meat supply and to lower the cost of living.

LABOR'S RECORD OF ACHIEVEMENTS

(Continued from Page 1.)

- uses the card of a labor union and does not belong to one.
33. Ten States have enacted minimum wage laws for women and minors.
 34. Ten States have enacted laws requiring official medical report on occupational diseases.
 35. Eighteen States and the United States have enacted laws for the protection of employees as members of labor organizations.
 36. Thirty-nine States have enacted laws for the protection of employees as voters and allowance of time for voting.
 37. Ten States have enacted prevailing rate of wages for employees on public works.
 38. Thirty-eight States and the District of Columbia have enacted laws providing for seats for female employees.
 39. Two States have enacted laws requiring union labor to be employed on public works.
 40. Forty States and the United States have enacted lien laws, where, in cases of insolvency, the wages of the men employed are the preferred claims.
 41. Twenty-two States have enacted laws protecting the freedom of employees in their purchases—anti-company store laws.
 42. Twelve States have enacted laws declaring that agreements between employers and laborers, or between employers and employees, are not conspiracies.
 43. Fifteen States and the United States have enacted laws making it illegal for an employer to demand an employee to waive his right to sue for damage arising out of personal injuries during employment.
 44. Four States and the District of Columbia have enacted laws establishing the eight-hour workday for women.
 45. Thirty-three States and the District of Columbia have enacted laws making it compulsory to install fire escapes on factories, places of entertainment and other public buildings.
 46. Fourteen States have enacted laws regulating the hours of labor in mines and smelters.
 47. One State has enacted a law establishing an American museum of safety.
 48. Thirty-three States and the United States have enacted laws regulating the hours of labor for railroad employees engaged in interstate commerce; telegraphers, a maximum of nine hours per day in some States and eight per day in others. A maximum of sixteen hours in any one day for railroad employees engaged in operation of trains.
 49. Seventeen States have enacted laws authorizing State inspection and regulation of bakeries; three States have inspection and regulation of barber shops; forty-one States provide for the official inspection of safety and sanitary conditions of factories and workshops, places of amusement and other public buildings; five States and the United States authorize official inspection of locomotive boilers, and thirteen States and the United States authorize the official inspection of steam boilers.
 50. Thirty-three States and the United States have enacted laws providing for official inspectors for coal and metalliferous mines.
 51. Thirty States have enacted laws prohibiting the payment of wages in script or token money.
 52. Nineteen States have enacted laws for the protection of workmen employed on construction of buildings.
 53. Thirty States and the District of Columbia have enacted laws for the protection of health and safety of employees on street railways.
 54. Forty-two States and the United States have enacted employers' liability laws by which some or all of the common law defenses of "fellow servant," "contributory negligence," "assumption of risk" and "waiving of rights" have been repealed.
 55. Nineteen States have enacted full crew laws for employees on railroads.
 56. Thirty-six States and the United States have enacted automatic coupler, automatic brake and other safety appliance provisions on equipment of railroads.
 57. Twenty-eight States and the district of Columbia have made it compulsory upon employers to provide separate toilet rooms for the sexes.
 58. Five States and the United States have made provisions for a weekly day of rest for the workers.
 59. The best principles of popular government under the system of the initiative, referendum and recall have been enacted in practically one-half of the States.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

- BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
- CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
- MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
- ASHTABULA, O. 21 High Street
Telephone 552.
- NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
- DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3724.
- SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
- BAY CITY, MICH. 108 Fifth Avenue
- OGDENSBURG, N. Y. 70 Isabella Street
- CONNEAUT, O. 922 Day Street
- SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
- PORT HURON, MICH. 517 Water Street
- ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

- CLEVELAND, O. 1185 W. Eleventh Street
- CHICAGO, ILL. 445 LaSalle Avenue
- MILWAUKEE, WIS. 151 Reed Street
- DETROIT, MICH. 27 Jefferson Ave., East
- SUPERIOR, WIS. 1814 Fourth Street
- OGDENSBURG, N. Y. 70 Isabella Street
- BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

- CLEVELAND, O. 1401 W. Ninth Street
- MILWAUKEE, WIS. 151 Reed Street
- CHICAGO, ILL. 314 N. Clark Street
- ASHTABULA, O. 74 Bridge Street
- TOLEDO, O. 54 Main Street
- DETROIT, MICH. 7 East Woodbridge Street
- PORT HURON, MICH. 517 Water Street
- CONNEAUT, O. 922 Day Street
- OGDENSBURG, N. Y. 70 Isabella Street
- NORTH TONAWANDA, N. Y. 152 Main Street
- SUPERIOR, WIS. 1721 N. Third Street
- BAY CITY, MICH. 108 Fifth Avenue
- ERIE, PA. 107 E. Third Street
- SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

- | | |
|----------------------|-------------------------|
| Ashland, Wis. | Ogdensburg, N. Y. |
| Ashtabula Harbor, O. | Oswego, N. Y. |
| Buffalo, N. Y. | Port Huron, Mich. |
| Duluth, Minn. | Manitowoc, Wis. |
| Escanaba, Mich. | Marquette, Mich. |
| Grand Haven, Mich. | Milwaukee, Wis. |
| Green Bay, Mich. | Saginaw, Mich. |
| Houghton, Mich. | Sandusky, O. |
| Ludington, Mich. | Sault Ste. Marie, Mich. |
| Manistee, Mich. | Sheboygan, Wis. |
| Orle, Pa. | Superior, Wis. |
| Menominee, Mich. | Toledo, O. |

WEEKLY NEWS LETTER.

(Continued from Page 3.)

cates of the stop-watch system would have won a signal victory if they were in a position to say, 'the United States government has installed this system in its workshops. It cannot be inhuman or the Federal authorities would not have adopted it.'

"The committee does not believe such an indorsement should be given to a system which is so inimical to the best interests of the toilers of the nation."

The committee disagrees with General Crozier, Chief of Ordnance of the War Department, who, it is stated, determined to install the "stop-watch" and other objectionable speeding-up features in the arsenals in spite of the workmen and in spite of the denunciation of such methods by a special committee of the House.

The report quotes testimony given by Congressman Tavenner of Illinois before the committee on labor. He held that as the workmen at Rock Island and other arsenals were now producing war materials 35 per cent. below the prices General Crozier is paying outside private manufacturers, General Crozier was not justified in introducing an efficiency and speeding-up system in order to force the Government employees to produce still more.

The committee is most emphatic in its disapproval of the "Taylor" and allied systems, which have a tendency "to further aggravate the accident disabilities and mortality among American workmen and reduce the workman to a mere machine."

Electrical Workers' Dispute Is at an End.

In a letter to A. F. of L. headquarters, International Secretary Ford, of the bona fide Brotherhood of Electrical Workers, announces the complete collapse of the secession movement in that organization.

It is stated that the officers of the seceding faction "have finally decided to close their headquarters in this city (Springfield, Ill.), and have sent circular letters to their remaining members so advising them and suggesting that they take advantage of the terms of affiliation now open to them."

Secretary Ford further writes:

"The terms of affiliation are open until the 15th of this month, and with a possible exception of about fifteen or twenty locals identified with the unaffiliated organization, all locals have officially informed us of their acceptance of the terms."

Thanks are extended officers of the A. F. of L. and the entire labor movement for their efforts to end this controversy, which means complete unity among the workers in this industry.

Immigration Report.

The Immigration Bulletin for July, 1914, prepared by the Bureau of Immigration, under the Department of Labor, has just been issued. It shows that during the month in question there were 60,377 immigrant aliens admitted to the ports of this country. Heading the list come the Hebrews, with 12,182, and then come Southern Italians, 6684; Germans, 5271; Polish, 5092; English, 3427; Greeks, 2551; Magyars, 2158, the balance coming from thirty-three other countries. Among the trades it is found that among the number were 1055 seamstresses; 1891 tailors; 621 miners; 592

mechanics, not specified, the balance coming from miscellaneous trades, with a total in this section of a trifle over 11,000. In the unskilled there is recorded, servants, 8184; farm laborers, 7741; laborers, 7266, the balance being only partially specified, with a total in this class of 26,506. Those claiming no occupation, including women and children, total 21,717. In the distribution of these immigrants for the month the greater portion went to the following States: New York, 18,855; Pennsylvania, 7174; Massachusetts, 4649; Illinois, 4636; New Jersey, 3167; Ohio, 2830, the balance being distributed among the other States in the Union. There were debarred during the month under consideration 2382 immigrants, the largest proportion, 1257, being debarred because of a likelihood of their becoming a public charge. There departed from the various ports during July 28,601 emigrant aliens. The immigration figures this month show the smallest number of immigrants since January and February of the present year, when 53,150 were admitted in January and 56,115 in February.

A Municipal Program.

A municipal program for American cities has been drafted by a committee of the National Municipal League, which will discuss same at the league's convention, in Baltimore, November 18. These measures were considered:

A constitutional amendment to give cities adequate powers to run their own affairs;

A model municipal corporation act to organize cities where there is no municipal home rule; and,

A model charter to be adopted by cities having the right to frame their own framework of government.

The constitutional amendment provides for granting to the cities the largest possible powers of local self-government, so that their dependence on the whim of legislatures will become a thing of the past.

The committee recognizes that for certain things there must be a state policy and a state administrative control, notably in such matters as education, health and sanitation. On the other hand the city should be free to determine a larger number of matters than is now the case.

Children Before Cotton.

"If the people only cared for the children as much as they care for cotton, we could disband our committee next year," said Dr. A. J. McKelway, Southern secretary of the National Child Labor Committee.

There are 13,364 children under 14 employed in the cotton and knitting mills of the country, and more children under 14 and 16 in the textile mills of all kinds than in any other group of industries. With the exception of Massachusetts, there is not a single large cotton manufacturing State that applies a 14-year age limit without exemptions and attempts to limit to eight hours the working day of the older children, according to a statement by the committee. "That is one reason," Dr. McKelway said, "why we are anxious to see the Palmer-Owen child labor bill passed by the present session of Congress. I believe that the present hardships in the cotton industry is only temporary and that within a few months our cotton mills will

be working night and day to supply a world-wide demand for American goods, and it is most important to forestall by effective legislation the increased demand for child workers which will result. And when a 14-year limit and an eight-hour day and no night work under 16 are applied to all mills producing goods for interstate commerce the argument from competition, which the Southern cotton men have always offered in opposition to better child labor laws in their States, will be demolished."

SEAMEN'S ACTION DISMISSED.

Two actions, in which the Canadian Northern Pacific Fisheries, Ltd., were the defendants, came up for hearing recently in the Admiralty Court at Victoria, B. C. In the first action, Mr. Farrell, who had been a pilot on the steam whaler "White," which belongs to the company, had, it appears, signed on at a salary of \$50 per month and a share of the percentage on the season's catch. Owing to alleged incompatibility of temper between himself and the master of the vessel, he was dismissed the ship, and at Sechart, from where the whaler operated, he was given two slips of paper, one of the company's payroll and the other a docket to be presented for payment at Victoria. The former was duly honored, but he was unable to collect on the latter, and hence the action. The defense was that he was only entitled to a bonus if he remained in the service of the company until the end of the whaling season. Counsel for the plaintiff argued that the percentage should be paid on each whale caught. Judgment was reserved.

In the other action there were three plaintiffs, Messrs. Miller, Olsen and Farrell, who had shipped on the steam whaler Orion. They claimed their percentage of the catch while fishing, one month's wages for alleged wrongful dismissal, and in addition their expenses from the whaling station to Victoria. They had signed on at wages of \$32 per month and a profit on the whales caught, but the vessel was ordered back into port for painting and the men, it was claimed, were discharged because they were dissatisfied with this course being pursued. The court dismissed the action.

In both cases Mr. J. P. Walls acted for plaintiffs and Mr. E. V. Bodwell for defendants.

FREEDOM.

Freedom is something substantial.

A man who is ignorant is not free.

A man who is a tramp is not free.

A man who sees his wife and children hungry is not free.

A man doomed to inordinate toil is not free.

A man who is full of cares is not free.

A wage-worker, whether laborer or clerk, who, every day, for certain hours, must be at the beck and call of a "master," is not free.—Laurence Gronlund, in "The Worker," Brisbane, Queensland.

Chinese philosophers, looking at the European spectacle, must be confirmed in their belief that the western worship of brute force is a stupid thing.—Springfield Republican.

THE RIGHT OF CAPTURE.

(Continued from Page 7.)

nances this as less beneficial to the State than the detention of the prize. Acts of Parliament of 1782 and subsequently, made ransom bills void, and subjected the commander giving one to the enemy to penalties, unless fully justified by extreme pressure of circumstances.

The British Naval Prize Act of 1864 is milder in its terms, and enacts that the Sovereign in Council may make such orders as are expedient as to ransom contracts for ship or goods, contravention of such order subjecting the offender to a penalty not exceeding \$500 and voiding the contract; and by the British Naval Discipline Act, 1866, a commander of a war vessel making an unlawful agreement for ransom is liable to dismissal from the service. But the United States has never prohibited ransom bills.

Formerly, in the case of privateers, the rights of the Crown to prize, were waived in Great Britain in order to encourage privateering, and the prize taken by a privateer was divided between the owners and the captors. The rights of the Crown were specially excluded in many of the Prize Acts, but by the Naval Prize Act, 1864, a prize captured by a privateer belongs to the Crown in its office of Admiralty. The United States Prize Act, 1864, gives the whole of the proceeds to the privateer owners and crew.

By the terms of the Declaration of Paris, April 16, 1856, Article I, "Privateering is and remains abolished." This, however, is binding only on the Powers who are signatories or who afterward consented, and those only when engaged in war with one another. The United States, Japan, Mexico and Uruguay have not acceded to the abolishing of privateering; consequently, it would not hold good in a war between (say) the United States and any other power, whether the latter power were bound by the Declaration agreement or not.

The U. S. Congress has power to grant "Letters of Marque and Reprisal" to privateers, and did authorize their issue on March 3, 1863, but, as a matter of fact, these Letters of Marque were never issued by the United States or the Confederate Government.

In 1870—Franco-Prussian War—Prussia, in spite of being a signatory to the Declaration of Paris, created a volunteer fleet—a step but little removed from privateering.

The acceptance by a neutral of a commission of Letters of Marque and Reprisal from a belligerent Power, though not "piracy" by the Law of Nations, has frequently been made so by treaty, and British subjects are prohibited from such dealing by the Foreign Enlistment Act, 1870. A vessel commissioned by Letters of Marque from both belligerent Powers is a pirate by the Law of Nations.

We find, then, that a Prize Court sits by commission of the Sovereign of the captor for the determination of prize causes, and that a captured vessel does not become good prize until condemnation by the Prize Court, which, as a general rule, must sit in the country of the captor, and must be in possession of the prize.

It is permissible, but irregular, for a Prize Court to sit in the territory of an ally, but to sit as a Prize Court in neutral territory is a violation of neutrality. Never-

theless, a prize condemned by a properly constituted Court may, in case of necessity, be brought to a neutral port and sold there, under a decree of the said Prize Court, subject to objection on the part of the neutral Government.

In the British Dominions the Crown and Parliament have invested the High Court of Justice (Admiralty Division) and the Vice-Admiralty Courts abroad with authority in prize matters, and in Great Britain and the United States interrogatories are administered to the captors. The procedure is simple in character, and the case is heard upon the deposition of witnesses, and upon the ship's papers, which the captor is bound to deposit in the court. The flag is regarded as evidence of nationality of the captured vessel, and the pleadings are not technical. Matters incidental in the cause, such as appraisal and sale, are within the jurisdiction and powers of the Court, and in some cases the prize money is allotted and distributed. An appeal lies in England from the Admiralty Division to the Court of Appeal, and thence to the House of Lords; and from the Vice-Admiralty Courts abroad to the Judicial Committee of the Privy Council.

The term "prize money" is more extended. It is used to denote any reward granted by the State for the capture of enemy's property, whether by land or sea. At present we are concerned only with its application to maritime affairs. Where the captor is a public ship of war of Great Britain, the officers and crew have only such interest in the proceeds of prize as the Crown may from time to time grant, and this interest is subject to forfeiture for misconduct in relation to the prize. The Admiralty Division has the sole right of determining disputes as to distribution or investment of prize money, and the proportions are left to the discretion of the executive. Ransom money, salvage, bounty, and proceeds of condemned property, are classed as "prize money" and distributed as such. In this regard it is interesting to note that by the British Slave Trade Act, 1873, a bounty of £5 per slave, or £4 per ton is payable to the officers and crew of one of H. M. ships upon capture of a slaver, and when the captor is not a warship the bounty is one-third of the value of the ship seized, and a bounty of £5 per head for each slave.—Shipping Illustrated, New York.

SQUARING WITH PROVIDENCE?

The names of donors to the Prince of Wales's Relief Fund should awaken interesting emotions in the breasts of those workers who happen to be wage-slaves in the employ of these gentlemen. In some cases the largest subscribers are those who have during the past few years been strenuously fighting their employees' demand for a living wage. Do we see here tardy acts of repentance towards those who have been systematically wronged, or are the gentlemen, like the bad, bold barons of old, merely eager to square things with Providence with a view to an earthly halo, and a title?—Freedom, London, England.

The Turco soldiers of France and the Hindu soldiers of England are at last about to take up the white man's burden.—New York Evening Post.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
 PORTLAND, Ore., 101 N. Front St.
 SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
 PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
 SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
 ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
 any of the above-mentioned places;
 also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The present wage agreement between the Pacific Telephone and Telegraph Company and the Pacific District Council of Electrical Workers has been renewed by a referendum vote of the interested unions. The agreement will hold good until January 1, 1916, and will affect wire men in California, Washington, Oregon, Arizona, Nevada, British Columbia and a portion of Idaho.

The Kalamazoo Corset Company is in the hands of receivers, by action of the Federal District Court, sitting in Grand Rapids, Mich. The assets of the company are given as \$579,296, with liabilities of \$463,544. This concern has fought its girl employees, who have been on strike for three years. The contest was given wide publicity because of the vigorous manner in which these workers presented their claims for public sympathy. Several of them were jailed for violating injunctions that denied them the right to ask strike-breakers to stay away from the plant.

Striking textile workers of Atlanta, who are insisting on a living wage, decent working conditions and the abolishment of child labor in the mills, are as determined as ever to win their point. Trade unionists and sympathizers are responding to appeals for aid to carry on this fight, and the donation of \$1,000 by the brewery workers, in their recent Baltimore convention, is indicative of the general feeling that the winning of this fight means, to a large extent, the redemption of southern mill workers and the end of child slavery. The strikers are housed in tents. They are members of the United Textile Workers of America.

The committee of unionists at Philadelphia, arranging for the A. F. of L. convention, to be held next month, announce that a monster night parade, in honor of the event, will be held Friday, November 13. It is believed 60,000 working men and women will be in line, as over 15,000 have already signified their intention to take part. Another feature of the convention will be a label exhibit which will cover more than 25,000 square feet of floor space in the large convention hall. The products of the country's best known manufacturers will be shown at this time. Unexpected results have followed the activities of the "labor forward" movement, and new unions and increased membership lists of established organizations are everywhere reported.

Officers of the International Union of Bakery and Confectionery Workers' Union are encouraged over the prospects for a successful year. The recent Milwaukee convention indicates that these craftsmen, whose condition almost bordered on actual slavery a few years ago, have made most advanced gains through aggressive trade-union methods. The financial report shows that there was \$154,047.52 in the treasury August 1 of this year, as against less than half that amount in 1911. The money on hand is divided into \$14,119.01 in the general fund, \$40,950.83 in the strike fund, \$87,712.47 in the sick and death benefit fund, and \$11,265.21 in the anti-bread trust agitation fund. The convention ordered that the fight against the bread trust should be continued as vigorously as possible. The plan is to center the attack in one city at a time.

SEATTLE, WASH.

MARSHALL'S Navigation School DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Alfred
Anderson, A. -1797
Anderson, A. -1772
Anderson, C. J.
Anderson, Gust
Arnesen, James
Abrahamson, Berner
Bekker, Geo.
Brown, Peter
Burns, J. R.
Benter, Henry
Bruce, Robert
Bode, Fred
Backman, P.
Baker, Walter
Crosley, J.
Campbell, Frank
Danton, E. L.
Daly, W. O.
Kekkon, O.
Dunne, O.
Davis, F. A.
Doddy, C. W.
Elsted, John
Engstrom, Carl
Erikson, Erik
Fenes, Ingvald
Foss, A.
Gillson, W. J.
Gonzales, M.
Gusterson, J.
Gardner, James
Gelger, Joe
Graae, P. C.
Hansen, Olaf
Hahner, Fred
Heins, Hugo
Huester, Otto
Halversen, Hans
Helmstrom, J. A.
Hansen, emy
Hellsen, H.
Herman, Axel
Jacobson, Tengils
Jensen, G. G.
Jegstrop, H.
Jensen, Jens
Jensen, L.
Johansen, Birger
Jerkes, Fred
Johnson, James
Johansen, Arvid
Johansen, Geo.
Johansen, John
Johansen, Jacob
Jorgensen, Agge
Kalnow, A.
Kallas, M.
Kenny, J.
Klebnikof, I.
Kosmeyer, F.
Koch, W.
Kristensen, Oscar
Kristiansen, J.
Kallio, F.
Krouss, Ernest
Kristiansen, Thorge
Kruiger, J.
Lapauble, J.
Larsen, Lars
Larsen, H. -1795
Ljungstrom, Steen
Lamb, Herbert
Lof, Oscar
Matson, Eric
Mathisen, Sigurd
Mortensen, J. R.
Morrison, M. -944
Morkman, H.
Mittson, Eric
Mikkelsen, K. -1620
Monson, Martin
Munus, F. W. D.
Mullen, Walter
Moss, R.
Marx, T.
McDonald, Wm.
Nelson, Oscar
Nelson, Bentin
Nielsen, Harold
Nielsen, Almas
Nygard, Olof
Ness, James
Ness, Carl
Nielsen, P. L.
Ole, Johan
Olsen, J.
Olsen, C.
Ondholt, L.
Osterlund, C.
Osterhoff, H.
Orstad, Christ
Olson, C. -584
Olson, A. M.
Olson, O. P. -1141
Putta, Walter
Pestoff, S.
Paaso, A.
Pettersen, Harry
Peterson, John
Peterson, Olaf B.
Quigley, R. E.
Rasmussen, P.
Rose, W. H.
Rosenvald, I.
Rydquist, C. H.
Rasmussen, Rasmus
Rasmussen, P. S.
Rasmussen, Olof
Rohde, Fritz
Rose, W. H.
Saar, I. A.
Samsing, K. J.
Skedsmo, A.
Storblad, Halmer
Stone, N.
Svendsen, E.
Sverd, C. P.
Sweeting, J.
Samuelson, H.
Samuelson, Harold
Soderberg, A.
Staff, C.
Strand, C.
Strauss, P.
Tablinan, M.
Thomsen, P.
Thomsen, Torge
Thomsen, Johannes
Thompson, Willie
Toiz, R.
Tahti, Hjalmar
Tomis, Frank
Van Loo, E.
Vaidley, P.
Wallace, A.
Wick, J.
Wold, J. J.
Weller, T. J.
Wilhelm, E.
Wikstrom, A.
Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Union Made Clothing FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.
Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Anderson, John
Almkvist, Emil
Corty, Casar
Dobbin, Harry
Doering, E. W.
Englund, Gust E.
Hansen, Johannes
Iversen, Ivar
Johansson, Charles
Johansen, Christian
Karthaus, Otto
Linea, W.
Line, Wiktor
Melgall, M.
Murphy, Daniel
Nilsson, Teodor
Nielsen, C. V.
Olsen, Martin E.
Paterson, John
Pettersson, C. H.
Voss, H.
Whermann, William
Wilbrandt, Harry

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,

SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Erikson, Anton
Haldorsen, Adolf
Ingebretsen, Alfred
Lomas, Richard
Lawrence, Harry
Olsen, Alvin B. K.
Thorsen, Fredrik N.

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Taber 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust.
-1808
Andresen, Anton
-1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Frestag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravner, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Humeig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelissen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olsen, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Pettersen, Hans
Pettersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Behn, Alfred
Bowen, J. J.
Butler, J. E.
Bergman, L. J.
Christensen, Albert
Carlstrom, John
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Graf, Otto
Gronros, Oswald
Hansen, Ove Max
Husche, H'y
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Jeutaft, Sigurd
Kallas, Alek
Kristiansen, -1093
Koski, Chas.
Kustel, V. J.
Loining, Hermand
Lengtsen, Gottfried
Lorsin, G. L.
Larsen, H.
McLean, H.
Martin, James
Mackenzie, Hector
G.

Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Oksanen, Juko
Olsen, Oswald -1059
Olsen, Andrew
Olasen, Chas.
Peterson, Axel
Pettersen, Karl
Pettersen, J.
Pettersen, Olaf
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Sormato, Matti
Strom, C.
Schultz
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Vilen, T.
Walden, Olsen N.
Zebe, G. V.
Packages.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Chris Peterson Express

Prompt, Careful Service

Phone 691 Stand:
At Sailors' Union Office
ABERDEEN, WASH.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON
321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

A large shipment of new and unnamed roses has just been received on the grounds of the Panama-Pacific International Exposition from Holland. These are entered in the \$1,000 prize competition in which entries already have been received from Luxemburg, Ireland and France.

The Montana State Supreme Court has ruled that the civil authority is above the military, and that the State national guard, now maintaining martial law in Butte, has no right to punish for insurrection or other law violations. The decision was rendered in the case of Daniel Gillis, who was tried for rioting and convicted in the military court of Butte. The court ordered that he be dealt with according to law, and held that the governor is authorized to detail the militia merely to suppress insurrection.

In a statement issued by the Federal Department of Labor, naturalized Americans the country over are urged to send in their naturalization papers for record at the bureau of naturalization, so that in case the citizen later loses his papers there will be a record in the bureau from which a duplicate can be taken. It is pointed out that since the Federal naturalization law went into effect in 1906, the buildings housing thirty-eight courts exercising naturalization jurisdiction have been destroyed by fire, and the naturalization records have been either totally lost or so badly damaged as to be of little or no service to the applicant for the purpose for which they were taken out.

The Panama-Pacific International Exposition is said to be 95 per cent. completed, more than four months ahead of the opening day. There are 112 buildings that are completed or in course of construction. In "The Zone" 700 artisans are at work rushing this part of the Exposition to early completion. On the state and foreign areas 900 men are at work. The Idaho, Wisconsin, North Dakota, New Jersey and Oregon buildings are completed. The others of the forty-three participating States and Territories make a good showing. Among the forty participating foreign nations the Canadian and Honduras pavilions are completed and those farthest along of the others are Turkey, Bolivia, Sweden, Cuba, China, the Netherlands, Argentina and Australia.

It is said that President Wilson refuses to consider compromise suggestions offered by Colorado coal operators, who have declined to follow the action of the striking miners in that State and accept the President's recommendations that a three years' truce be declared. It is said that the chief executive told the operators of social dangers that are liable to result from present deplorable conditions. It was intimated, also, that the Government may find it necessary to withdraw the Federal troops from the strike fields and throw the mine owners back on the State authorities for protection. The President made it clear to the operators that he did not consider it proper for him to attempt to pass upon the merits of any compromise suggestions, inasmuch as he could not, from his official position, attempt to act as umpire for the controversy between the operators and miners.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON

Phone 342

Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen,

Washington

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining
Courses in Ocean, Coast, and Lake Navigation.

Name

St. & No.

City

State

Domestic and Naval.

Only 7,204 passengers arrived at Boston from Europe during September, as against 19,512 same month last year.

It is reported that the subscriptions for the German war loan include one for \$375,000 by the Hamburg-American Line, for \$500,000 by the German-American Petroleum Co., and for \$875,000 by the Kosmos Co.

A sequel to the transfer of British vessels to American registry by American owners, is that when the existing insurances are canceled and fresh policies are issued, the values run much in excess of those heretofore ruling.

The Secretary of War has decided to remit the fines totalling approximately \$500,000 imposed on the Hamburg-American liners "Ypiranga," "Bavaria" and "Dania," for alleged irregularities in their clearance papers shortly after the American occupation of Vera Cruz.

Torpedo defense nets of the Roebing system have been ordered by the Navy Department for the battleships "Nevada" and "Oklahoma." They will be manufactured by the John A. Roebing's Sons Co., of Trenton, N. J., who constructed the torpedo nets for the Argentine battleships "Rivadavia" and "Moreno."

Prize courts will be held in India at Calcutta, Rangoon, Bombay and Kurrachee. The boats arrested at Aden are being sent to Bombay. This affects 15 steamers, of which 11 are owned by the Hansa Line, of Bremen, one by the Hamburg-American Line, one by the German-Australian Line, and two Austrian steamers.

A list compiled by the officials at Lloyd's gives the names of vessels detained at German ports at the outbreak of war, and shows that 68 British steamers are in the hands of the Germans, the total tonnage being just over 160,000 tons gross. Of these two are over 5,000 tons gross, the "Gifford" and "Inkula," while 11 of the steamers are over 4,000 tons. All the steamers are detained in Germany, with the exception of the "Ningpo," at Tsingtau.

The Australian authorities have lost no time in adopting precautionary measures necessary for guarding the principal ports. Sydney Harbor has been placed under naval control, the port is closed between darkness and dawn, and a drastic examination of inward shipping is being observed. The forts are being manned and guards have been placed at the cable and other stations, while a force of militia has been despatched by rail to guard the Hawkesbury Bridge, the destruction of which would interrupt the railroad traffic between Sydney and Brisbane.

The Brazilian Government has issued an order to the effect that belligerent merchant ships disembarking passengers or cargo in Brazilian ports, and giving as the reason for discontinuing the voyage force majeure arising from war, will be prevented from leaving port without the special written permission of the Captain of the Port on the authorization of the Ministry of Marine. It is understood that port captains have also been instructed to remove aeriels on belligerent merchant ships staying longer than 48 hours in a Brazilian port, and to take any other measures which they think necessary to prevent them from using wireless telegraphy.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes
FOR MEN EXCLUSIVELY
NEW STORE! NEW GOODS!
NEW MACHINERY!

Call and inspect our new up-to-date quarters
Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aallanen, Karl	Anderson, Sam
Adolfsson, F. H.	Anderson, S. M.
Albertson, Chris	Anderson, Tommy
Allison, H.	Anderson, Wm.
Andersen, Anton	Arntsen, Julian
Andersen, August	Aspe, Teodor
Andersen, Henry	Michael
Andersen, Nela	Athanassele,
Andersen, S. P.	Attel, Alf
Anderson, F.	Austin, Tom
Anderson, Johannes	Azarar, D.
Anderson, Martin	
Baardsen, F.	Blackwood, R. H.
Backman, Paul	Blair, Francis
Bauer, Andrew	Borgen, John
Beck Johannes	Brander, William
Beimelr, Peter	Bravick, Johan
Benson, Gus	Bryan, John
Benson, Severin	Bryning, W.
Berlin, Werner	Burnedz, Charles
Bertelsen, Alf	Buse, D.
Bessesen, Olaf	Bynum, Joe
Bjorseth, Knut	
Callon, Josh.	Classen, Henry
Carlera, Pete	Clausen, Chr.
Carlson, A. G.	Coakley, John
Carlson, John	Cockell, Frank
Carlson, P. S.	Connolly, Stephen
Carron, Ed.	Contreras, Julius
Christensen, Albert	Cord, Pete
Christensen, Will	Costa, Casimiro
Christiansen, L. P.	
Dahlen, G.	Digman, Carl A.
Davis, Frank A.	Dixon, John
Debus, Fredrick	Dowda, C. W.
Dempsey, H.	Dowe, John
Des Hayes, F.	Drenkhahn, M.
Deswert, William	Duval, Bennett
Eby, Ivar, D.	Eriksen, Bernhard
Eckart, T. G.	Erikson, E.
Eggers, John	Erikson, G.
Ehlert, Ernest	Erland, Oscar
Einardt, John	Ervin, Arthur H.
Eklund, John	Eskildsen, Lars B.
Elenius, A.	Eskildsen, Nils P.
Ellis, E.	Evans, S. C.
Elofson, John	Evensen, Martin
Elone, Emanuel	Eugen, John
English, John	
Farrell, William	Fraser, Thomas
Fegved, Sigurd	Fredholm, C. J.
Fjellman, Jonas	Freitag, Franz
	Griffall, Peter D.
Gabrielsen, Peder	Griffin, Jas.
Gaby, Jim	Gulbrandsen, Jens
Gerner, Hans	Gundersen, Chas.
Gjortz, Petrus V.	Gustman, Leo
Gjars, Petrus	Gutman, Charles
Gordon, Geo.	
Graustrom, Nestar	Hawkins, Fred
Haakonson, Ingvar	Heckel, Max
Haave, Norvald	Hedlund, Olaf
Haldin, F.	Hein, Mike
Hall, S. C.	Hellin, Paul
Hallen, Victor	Helinius, Oscar
Halvorsen, H.	Hensen, J.
Hammargren, Oscar	Hewitt, Peter
Hansen, Bernhard	Hjorth, Johan
Hansen, E.	Hoffman, Jack
Hansen, J. -2156	Hogan, A.
Hansen, Marius	Hogelund, Andrew
Hansen, Nils -989	Holst, R.
Hansen, Olaf	Hovring, H. J.
Hansen, Oscar	Hubert, Emil
Hansen, Thomas	Hubner, C. F. W.
Hanson, Gustaf	Hultberg, Ernest
Harmening, Fred	Husby, Lars
Haskins, C.	Hyde, Carl
	Ingelbrigsen, Olaf
Ikivalko	Isakson, Karl
Ilig, Gus	
Jackson, Aug.	Johansson, A.
Jamisch, Ed. W.	Johnsen, G. -950
Jensen, Halvor	Johnson, A. R.
Jensen, Carl	Johnson, Asmund
Jensen, Harry	Johnson, Charles A.
Jensen, Just	Johnson, D.
Jensen, William	Johnson, Elmar
Jersch, Wilhelm	Johnson, F. -1723
Johansen, C. -804	Johnson, F.
Johansen, E. M.	Johnson, G. W.,
Johannessen, Anton	-1965
Johannessen, John	Johnson, Gus
Johansen, Johan	Johnson, H. -2213
Johansen, Louis	Johnson, Pete

Johnson, Robert	Jones, Berthon
Johnston, W.	Jordan, O.
Jonson, Halvar	
Kaktin, Ed	Knappe, A.
Kalkin, Fred	Kohne, Ernst
Karsten, Hugo B.	Kristiansen, L. P.
Kaysen, C. T.	Kroeger, Henry
Kindlund, Otto	Kruhming, Andrew
Kittelsen, Alfred	Krutman, K.
Klette, Ernst	Kuhn, John
Klingstrom, G. G.	
Lake, F. -1670	Lewis George
Lange, P.	Liljendahl, Ludvig
Lapschies, Edward	Lindelof, Charles
Larsen, Alf	Lindgren, Richard
Larsen, A. L.	Lindner, J. -1750
Larsen, Anton	Lindstrom, Alexan-
Larsen, Georg L.	der
Larsen, Hans	Lohne, E.
Larsen, Ludvig J.	Lorin, A. L.
Larson, H. P.	Ludwig, Edmund
Larsson, K. E.	Lund, Pete
Leiravaag, H. J.	Lynch, James
Macrae, Alexander	Meriult, Gaston
Malmstrom, C. A.	Meyer, Frank
Mardisan, Andrew	Moberg, A. W.
Markley, Paul	Mogelberg, Harry
Markmann, Heinrich	Monsen, Martin
Martenz, Paul -2262	Morris, O. R.
Martens, H., -1892	Muirchneek, W.
Mathiesen, Louis	Muller, Fred
Mayes, J. B.	Muller, Johan
McConnell, David	Murray, C. P.
McMalo, Victor	Murray, Edward
Nagel, Alf	Nilson, Ragnard
Nelson, A. B.	Nilsson, Johan -937
Nelson, C.	Nor, Nils
Nelson, E. C.	Nordling, S. B.
Nelson, W.	Nurml, Victor R.
Nelson, Wm.	Nylander, E. R.
Niemeyer, Oscar	Nyman, A.
Nilsen, Billy	
Oaks, Theo. K.	Olson, James
O'Connor, W. F.	Olson, Machial
Oksa, Victor	Olson, S.
Olsen, Olaf	Olson, Sam
Olsen, O. -1283	Olsson, G. B.
Olsen, Otto	Ondrasek, Ralph
Olsen, Paulus	Osalin, Oscar
Olsen, Peter	Osterhoff, Heinrich
Olsen, Geo. W.	
Paader, Hugo	Petersson, A. -1436
Palmer, P.	Petersson, Chas.
Parson, Herman	-1901
Paulsen, Alex.	Pettersen, F. -1526
Pedersen, Alfred	Pettersen, Karl
Pedersen, Carl	Pettersson, Adolf
Pedersen, Hans	-1622
Pedersen, O. -1392	Pettersson, Oscar
Pedersen, Walter G.	Petz, Fritz
Pederson, Sofus R.	Pewhland, M.
Pergher, Charles	Pillson, Eduard
Peters, J.	Poppe, G. F.
Petersen, John A.	Porath, Ben
Petersen, O. E.	Prinz, Carl
Petersen, S. A.	Publicatus, August
Petersen, Soren	Punls, Antony
Quigley, R. E.	
Raalsen, Fred	Rimmer, Chas.
Ramson, Andrew	Roberts, John
Rasmussen, Andrew	Rose, Wm. H.
Rasmussen, Chr.	Rosenblad, Axel
Raymond, Frank L.	Ruise, -
Redinger, M.	Rundquist, O.
Reed, J. W.	Rutte, Peter
Ries, Heinrich	Ryerson, Geo.
Saariinen, Werner	Saalmberg, Otto
Sabel, Treij. L.	Smith, D.
Salger, Julius	Smith, Percy S.
Sandblom, K.	Snell, Adolf
Sandstrom, Ivar	Sonnenberg, H.
Saunders, James	Sonnenberg, J. C.
Schaffer, Hugo	Sorby, Olaf
Schager, Ernest	Sorensen, Peter
Scheffler, Samuel	Standquist, Louis
Schlachke, Alf	Stinessen, Harold
Schleny, Charles	Strand, Konrad
Schmacke, Hugo	Strasdin, Hans
Schmell, F. A.	Stratten, Harry
Schmidt, Louis	Strom, Kahl
Schrader, Fred	Sundberg, K. K.
Schulze, Paul	Sundharm, Fred
Scott, Emil	Sundhouse, Joe
Sederholm, Anton	Sundt, Oscar
Seidel, Willi	Sutherland, Peter
Seiffert, John	Svedstrup, E.
Shem, A. R.	Svenson, Gustaf H.
Sherry, J. H.	Swansen, O.
Shields, J. J.	Swanson, Ben
Simmons, J.	Swanson, Jack
Simonsen, Sigvard	Swanson, John
Skogman, W. A.	Swansson, Oskar
Tamman, Krispin	
Tanum, Helge	Tho, Johan O.
Tasnase, E.	Thomas, Edward
Tergesen, Tom	Thompson, E.
Terry, Jack	Thompson, Thomas
Thearin, John E.	Thoren, Gus

Thorsen, Theodore	Tollefsen, Hans
Thorstrup, Ludvig	Torkilsen, John
Tobassen, Andreas	Tuchel, Gustav
Tobiasen, J.	
Ulman, John P.	
Vanderberg, Geo.	Verfard, Frank
Valboe, Harry	Verney, A.
Vangelder, William	Viersch, Henri
Van Katwijk, J. W.	Vohs, Heinrich
Veeg, Frank	Voorhies, Firman
Velson, Frank	
Wagner, W.	Williams, -
Wallin, John	Williams, John
Walsh, B.	Willinzig, John
Weure, J.	Winter, Harry
Westlake, S. G.	Wirta, John
White, Fred	Wirtanen, John
Wille, Max	Wortman, Wm.
Williams, A.	

Zankert, Karl	Zornig, Harry
Zimmerling, Fred	Zwakten, Rudolph
Zirnauer, Karl	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Laas, J.
Anderson, Andrew	Laydon, D.
Athanasole, Demetre	Mehrtens, H. K.
Beling, Oscar	Miles, I. P.
Carter, H.	Olsen, Arne
Ceelan, John	Olsen, Carl -1101
Christoffersen, Olaf	Olsen, W. S. -1229
Ellefson, Otto	Raasch, O.
Erikson, E.	Rarly, Frans.
Finnely, Wm.	Rasmussen, Emil
Hansen, Charles G.	Rathke, Reinhold
Hansen, Karl	Relursen, A. L.
Hansen, Marlus	Roslin, Robert
Hendriksen, Hag-	Ruter, Peter
bart	Schroder, Aug.
Hoffman, J.	Sorensen, Pete
Iversen, Iver	Summers, J. J.
Jespersen, Martin	Thorsen, Jens
Johansen, Emil	Wakely, R. E.
Jorgensen, Oluf	Walters, Albert B.
Klette, E. F.	Wurthman, W. L.
Knappe, Ad.	

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-
sen, No. 1964, are inquired for at
the Standard Oil Company's office,
at San Francisco.

Anyone knowing the whereabouts
of John Burke No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.
William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
niipeg, Manitoba, Canada.

John Erik Nordberg, a native of
Sweden, age about 26, supposed to
be sailing on the Pacific Coast, is
inquired for by his brother Harold,
care of Sailors' Union of the Pa-
cific, San Francisco.

Heinrich Schel, born in Zingst,
near Barth, Germany, is requested
to communicate with Mr. A. Praast,
93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dun-
dee, Scotland, who has not been
heard of for 22 years, but is thought
to be sailing on the Pacific Coast,
is inquired for by Jas. Perry, 30
Bridge End, Buckpool, Buckie, Eng.
—5-13-14.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets \$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund..... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.
:: BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: .25, .30 and .50 per day. \$1.25 per Week and up. Special rates for Housekeeping, Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

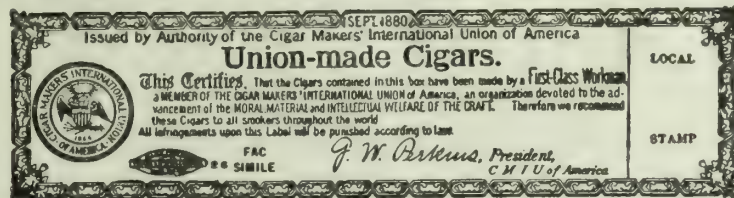
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Hans	Jacana, Carmelo
Christian	Janssan, Axel
Andersen, E. W.	Johnson, Martin
Andersen, Gus	Johnson, John E.
Boers, J. G.	Kathy, Albert
Bloom, A. A.	Lundquist, Fritz
Bernhard, Oscar	Magnussen, Magnus
Colbert, M. J.	Nieman, August
Cohn, W. R.	Olson, John
Ericksen, Earl	Orabrovae
Ericksen, O. E.	Petersen, Chas. F.
Findlay, J.	Roelfs, J.
Hans, Nick	Roelfs, J.
Herno, Fred	Rinta, Carl
Hallen, Victor	Schultz, F. J.
Happmer, H.	Wallen, E.

Seattle, Wash.

Abolln, Adam	Osterlund, Albert
Borgen, K. Sigurd-	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polthome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromness, Oscar

News from Abroad.

It is estimated that over 200,000 German reservists living abroad have been detained, thanks to the vigilance of the British fleet. Even the Germans living in Spain have not been able to return to their own country.

King George has signed the Irish Home Rule bill and the Welsh disestablishment bills, and they are now the law, although they will not take effect for a year, having been suspended for that period because of the war.

The British government has decided to suspend the annuity of £3,000 a year received by the Duchess of Mecklenburg-Strellitz, a member of the British royal family who by marriage became a German subject.

There is usually an European area of from 5,500,000 to 6,000,000 acres under beetroot which yields from 9,000,000 to 13,000,000 tons of beet sugar. Most of that area is said to be affected by war, and, as a consequence, there will be a scarcity of European beet sugar this season.

The United States has formally protested to Great Britain against the recent seizure of the "Platuria," a tank steamer owned by the Standard Oil Company, now detained at Lewis Island, Scotland. This protest is identical to the one filed in the case of the "Brindilla," held at Halifax, N. S., and requests the immediate release of the ship.

The British Admiralty has issued a statement outlining the steps that are being taken to round up the eight or nine German cruisers at large in the Atlantic, Pacific and Indian Oceans. These cruisers include the "Emden," which has sunk or captured twenty British vessels to date in the Indian Ocean, and the "Karlsruhe," which has taken twelve British ships in the Atlantic.

The continued phenomenal drought in West Australia is causing great anxiety. The Farmers and Settlers' Association committee has formulated a scheme for raising sufficient money on 6 per cent. bonds, under Government guaranty, to carry a large number of settlers through the summer and enable them to put in crops, instead of abandoning their holdings and flocking into the towns to swell the unemployed.

The tramway companies in Berlin have decided to discontinue the system of employing on their trams the wives of those of their employees who have been called to the colors. In future, therefore, these positions will be filled by men who are out of work. The age limit has been abolished so that older men can now be taken on. Some 400 have already entered upon their duties.

Official announcement was made at Tokyo that the Japanese cruiser "Takachiho," lost a few days ago off by a mine, as at first reported, but Kiau Chau Bay, was not destroyed was torpedoed by the German destroyer S-90, at the time the latter ran the Japanese-British blockade. The official announcement repeated previous statements that only three of the "Takachiho's" crew escaped. It was said the destroyer's crew intentionally beached their craft in neutral territory and escaped to Shanghai, taking with them important documents.

With the Wits.

He—I understand your rival has two prominent beaux.

She—I suppose you mean elbows.

Geraldine—I will marry you on one condition.

Gerald—And what is that?

Geraldine—That our marriage shall not be allowed to interrupt our friendship.

The Victim—So I'm not covered against this particular accident that I'm laid up with?

Accident Insurance Agent — Of course not. You see that was an exceptional accident. Didn't you see the paster on the outside of the policy, which states: "Read This Policy"?

The Victim—Certainly I read it; but I didn't suppose you expected anybody to understand it. Life.

"Now, boys," said the school-master, "I want you to bear in mind that the word 'stan' at the end of a word means 'the place of.' Thus we have Afghanistan, the place of the Afghans; also Hindustan, the place of Hindus. Can any one give another example?"

Nobody appeared very anxious to do so, until little Johnny Snaggs, the joy of his mother and the terror of the cats, said proudly:

"Yes, sir, I can. Umbrellastan, the place for umbrellas."—Tid-Bits.

A woman, wearing an anxious expression, called at an insurance office one morning.

"I understand," she said, "that for five dollars I can insure my house for a thousand dollars in your company."

"Yes," replied the agent, "that is right. If your house burns down we pay you one thousand dollars."

"And," continued the woman anxiously, "do you make any inquiries as to the origin of the fire?"

"Certainly," was the prompt reply; "we make the most careful inquiries, madam."

"Oh!"—and she turned to leave the office—"I thought there was a catch in it somewhere."—Everybody's.

Children's Accounts

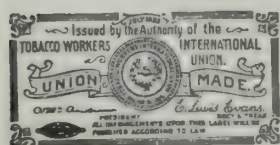
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN

12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

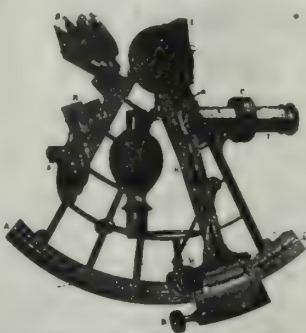
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP
WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Here's a Certain Way to Have CHRISTMAS MONEY

Start in this very day to save every cent you can. You'll find it an indispensable help first to get one of HALE'S Savings Banks, worth One Dollar but sells for 50c here. One of these Banks kept in sight at home continually reminds you to save, yet defeats the daily temptation to open it and spend the savings; because



You keep the Bank.

We keep the Key.

We will open the Bank whenever you ask it.

Do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET

72 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

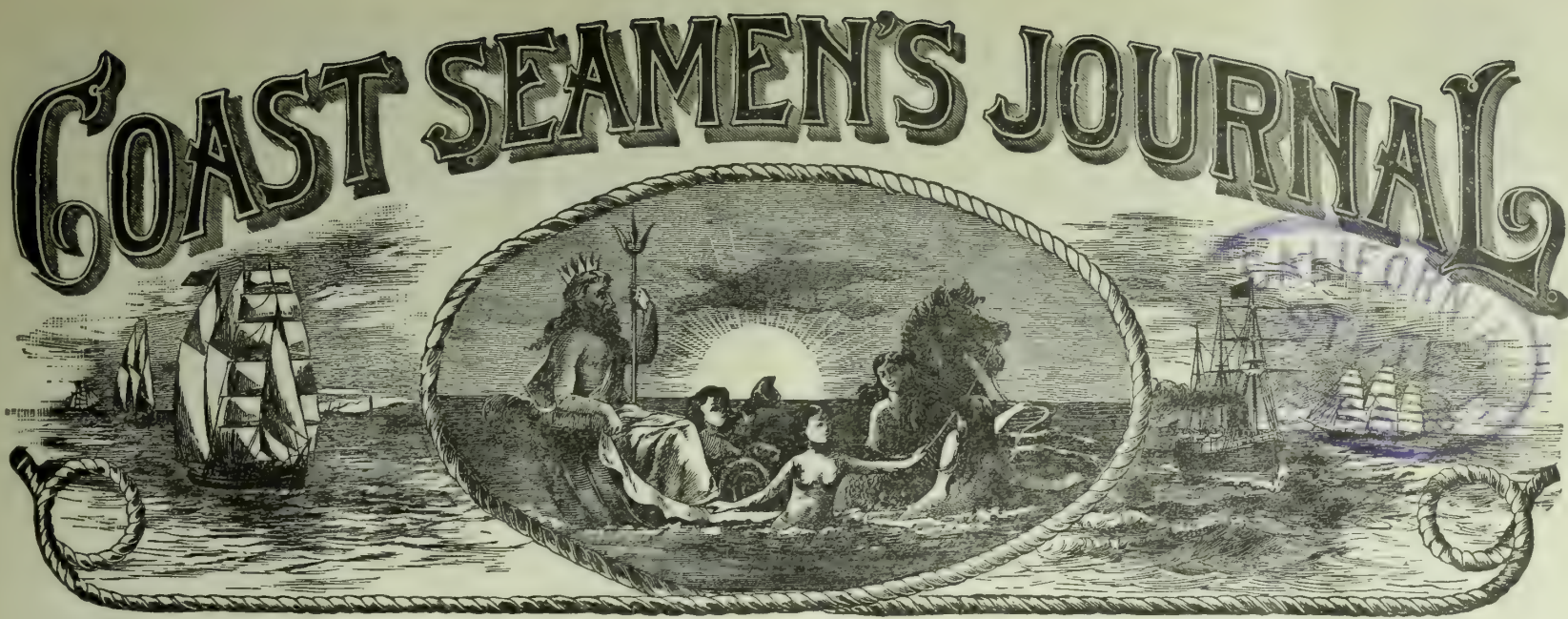
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 8.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 4, 1914.

Whole No. 2302.

VANISHING OF CAPITALIST "UNIONISM."

Samuel Gompers Dissects the "New" Unions Advocated by Exploiters of Labor.

Employers often feel entirely competent to arrange all the details of business. They wish to manipulate not only material things for profits but the lives and conduct of their employes. Indeed, it may be doubted whether these employers recognize any distinction between employes and the products with which the industry deals. They regard both alike as fair subjects for any manner of experimentation.

Many of these experiments have dealt with the organizations of the workers because these organizations have enabled workers to improve their conditions and have thereby reduced unearned and undeserved profits.

Many and ingenious are the methods employers have devised to get rid of labor organizations. Some have chosen more subtle ways than open opposition and have attempted to substitute for virile, effective organizations perfectly harmless imitations, enshrouded in sentimentalism and personally conducted by employers.

Of such a nature were the National Trades and Workers' Associations advocated by the late C. W. Post. They were organizations from which had been eradicated all gross and normal interference with the employers' business. A few of these C. W. Post planted in carefully prepared soil. They had a sickly existence for a brief while and then faded like fragile flowers crowded out by the vigor of hardy growing things and vanished before the real forces of life.

The reason why the National Trades and Workers' Associations failed was their artificial, useless nature. Only those things live which serve a real need and conform to the forces and conditions of life.

Notwithstanding the results of that experiment now comes Colonel George Pope proposing a new unionism. Undeterred by any nice sense of the fitness of things, this president of the National Association

of Manufacturers well known for its union destroying policies, asserts without bashfulness:

I believe the closer the relation is between employer and employe the less intervening space there will be for discordant elements to creep in. If, by a new unionized sentiment existing exclusively between ourselves and our associated employes, we could get speedily rid of the reckless, mercenary, and malevolent labor leader, with his gospel of distemper and his inflated ideas of phantom power; if, also, we could clear the deck of political medicine-men, with their noisy demagoguery and blatant claims; if we could awaken in the minds of the selfish and reversionary type of employer a quickening sense of broad, enlightened responsibilities—if, I say, these retarding elements could be eliminated by force of the united efforts of employers and employes, a new era of industrial order would be attained. Nor do I think this new era a dream. I believe the spirit of calmer outlook is broadcast in our land and that employes are beginning to survey critically and appraise the alleged claims of their so-called leaders. I would say that labor leadership is decidedly on the defensive in the eye of their own constituency. The promised land has turned out to be a wilderness. It is therefore the employers' time and opportunity to demonstrate beyond all cavil that the best friend, the wisest protector, is the American employer. That is the real, the ideal union.

Since the recent Congressional lobby investigations all the world knows the tenderness and idealism with which the National Association of Manufacturers has treated the welfare of the workers. In the face of the deliberate, persistent policy of this organization of the employers to destroy and to corrupt all the agencies by which employes can better their conditions, does Colonel Pope seriously believe that sane men and women will reject organizations and leaders proved true and effective and trust their welfare to his ideal union, the new unionism? Colonel Pope's hot words and fervid rhetoric do not constitute convincing proof. He proposes that workers shall strip themselves of every means of self-defense and establish closer relations with employers who have been merciless in their greed for profits. Has the man no sense of shame?

But even if he could establish this strange, new species of employers' union

it would perish from the life of industry, for it is not real but artificial. These new unions advocated by capitalists are much like the soliloquizing mule which had neither pride of ancestry nor hope of posterity. They are made-to-order institutions, patterned after capitalistic concepts of usefulness.

The Westinghouse Company of Pittsburg foisted upon its employes a denatured union of the C. W. Post type. They called it the Employes' Congenial Union. It was intended that the "Congenial's" discussions should be carefully expurgated and its activities chastely restricted to "proper spheres." But when the employes came together, like all the rest of the human species they naturally discussed things in which they were most interested—matters affecting their conditions of employment and the so-called efficiency or speeding-up system.

But such naturalness was contrary to the rules of the Westinghouse game. The workmen who took part in such discussions were reported by the Westinghouse spies and were promptly discharged. When the "Congenial Union" protested and endeavored to send a delegation to ask the reason for the discharge of the men, they in turn were discharged also. Then, alas, for this experiment, the model "Congenial Union" went on strike in protest.

The employers may make a union after their own ideals but it will not stay made. It will either die for lack of roots and nourishment or it will adapt itself to conditions and manifest new characteristics.

Many employers have assumed an antagonistic attitude toward organization of their employes. Some have lived to learn better, others have gone down in a conflict with irresistible forces. Unions represent a natural movement for self-help, for justice and freedom; they represent progress for humans and industry; they can be de-

stroyed only when mankind shall cease to aspire to the attainment of these ideals.

Consider the action of the Cleveland Board of Education in declaring to the teachers of Cleveland that membership in any organization affiliated to the American Federation of Labor would be considered automatically as a resignation. But the Cleveland Board of Education was unable to enforce its arbitrary and reactionary policy. The bitter unreasonableness of the opposition which it manifested had the effect of rousing interest throughout the State in that practical effort to infuse democracy in the Cleveland public school system. The school board lost the first issue in the contest when the court sustained the right of the teachers to organize.

The perturbation of the Cleveland Board of Education is most gratifying. Too long have these educational despots received the meek submission of teachers required by "professional ethics." But all this did not give the teachers money for living expenses, higher education, and the things necessary for self-development. Despite the wrath of petty despots, teachers will repudiate educational associations of the "congenial" genus and will organize unions that produce results.

No prejudice, no opposition, no selfish interest can permanently block the course of progress. Progress for the great majority of people can only be attained by collective action. Nor can control over that collective action be entrusted to those whose personal interests are not identified with those composing the organizations. Unions of workers must be conducted by workers for their own interests as they understand them. Such are the trade unions which have withstood all manner of opposition and have brought much betterment to struggling humanity.

Thus, despite the subtlety and opposition of the Posts, the Westinghouses, the Popes, the tyrannous boards of education, or the open or hidden antagonism of other pretended friends of Labor, the work of organization, unity, federation, and solidarity is marching on.

Toilers of America, organize! NOW FOR THE THREE MILLION MARK!—American Federationist.

PUNGENT COMMENT.

The Seamen's bill passed both the Senate and the House, but was finally strangled in the Senate. About the time it came up in the Senate, the present Administration was seeking to promote American ownership of ocean steamships. The purpose apparently was to get large numbers of ocean freight carriers under the American flag in order to move the crops of the United States. It was even proposed that the United States Government should purchase merchant vessels and operate them on the high seas. In order to encourage American ownership of foreign vessels it was proposed that they should be officered by foreign officers and manned by foreign crews, and in order to effect this most beneficent result and restore the Stars and Stripes to the ocean on such a grand scale, it was conceived that the Seamen's bill might impose some restrictions, and therefore the Seamen's bill was killed in the Senate. Hence, we may all swell up with pride to know that if the present Administration has its way we shall have an opportunity to salute the American flag on ocean steamers built

abroad, officered by foreign officers, manned by foreign crews, working under foreign laws, or at least, under foreign standards of living. The American flag will float over such vessels by virtue of changing the stock certificates representing ownership from an English, French, or German safe to an American safe, and this will be the glorious American merchant marine for which the Seamen's bill was slaughtered.—The Shoe Workers' Journal.

OUR KAISER WANTS WAR!

John D. Rockefeller, Jr., has scornfully rejected President Wilson's appeal for a three years' truce between capital and labor in Colorado, though the miners agreed.

Mr. Wilson laid down impossible conditions from the outset. Not comprehending that John D., Jr., and what he represents is really above and superior to the law, he asked him to promise that his mining companies would obey it, a demand so ludicrous in its nature that the young autocrat had no alternative but to reject it. He condescended to reply in a dignified manner, through his diplomatic representative, President Wellborn, that he was taking the same attitude toward organized labor in Colorado that Wilson himself took to Huerta, and that he was equally justified.

"Public opinion," it is claimed, is on the side of President Wilson, but what cares young Rockefeller, when he knows he is standing for a "great moral principle"?

If the miners of Colorado wait until public opinion shames or compels young Rockefeller to agree to Wilson's proposal as it stands, they will wait a long time.

For the moment, we rejoice in his stand. He wants no conciliation board, and nothing whatever to do with the miners as an organized body. There is nothing to arbitrate.

It puts the question up to the miners. What are they going to do about it? What are the workingmen, the members of organized labor everywhere, going to do about it? President Wilson can do nothing more. He cannot force young man Rockefeller to accept. Neither can "public opinion." For the "public opinion" that really counts is with John D.

How to get the laws of Colorado regarding labor enforced? That is the big question. The Republicans won't do it. When they were in power they did exactly as the Democrats, now in power, are doing. No policy of "rewarding our friends and punishing our enemies" will go here. They are all friends of John D. and what he stands for, after they get office. The "twenty-two card men" elected in Colorado are no different. All of them stand for what John D. stands for—capitalism. And not one of them stands for the only policy that opposes him—Socialism.

Of course, we have all sorts of deploring in the capitalist press over the attitude of the unbending young autocrat. We are informed that he is "assuming a grave responsibility," which to put it in plain English is a plain falsehood. While the workingmen of Colorado and elsewhere, on the advice of this same press, insist on electing Republicans and Democrats to places of power, even if they were all "card men," Rockefeller has the situation in hand and runs no risk whatever. And he is too enlightened to take any stock in the wretched

bluff that he is "assuming a grave responsibility." He knows only too well, that so long as the workingmen elect his tools, the Republican and Democratic officials, they are merely presenting him with the whip with which he lashes them.

Obeys the law! Why, yes. But he is the law. With the old French King he can say that he is the State (of Colorado). And again like the King, he "can do no wrong" while he is in a position to maintain that whatever he sees fit to do is right.

Until the workingmen of Colorado and elsewhere become as wise as he is in these matters, he is perfectly safe.—New York Call.

PRES. WILSON TURNED DOWN.

The refusal of the Colorado coal operators to accept President Wilson's suggestion for a three-year truce in the Colorado coal strike, now that the miners have waived many important demands in agreeing to the proposition, places the blame for further controversy on the shoulders of the mine owners, according to leading newspapers of the country.

Some idea of the way metropolitan dailies of the East view the situation is given in the following editorial which appeared in the Washington Post before the miners accepted the President's proposition:

"It will be a commentary upon their own lack of patriotism if the mine operators and employes in the coal fields of Colorado refuse to accept the President's suggestion for a three years' truce. Other interests have made many sacrifices in the general effort for national harmony at a time when the people of the country must stand together to meet the shock of the European war. The situation in Colorado, bordering on civil war, has become a national, as well as a State menace, and if the interests involved have any regard for the welfare of the country they will bring their strife to a quick end.

"When it is realized that the chief obstacle, and almost the sole obstacle to peace, is the refusal of the mine operators to make a contract with the labor unions, as such, and the refusal of the employes to go to work without such a contract, the cause of dissension appears to be almost trivial. Especially does it seem to be insignificant, and utterly unworthy of sane men, when compared to the bloodshed, poverty, and starvation that have blighted the families of the coal region.

"The owners of the mines have not shown a broad spirit in dealing with the problem, and are to be blamed for refusing to arbitrate. It is all very well to say that there is nothing to arbitrate. Perhaps not. But in a crisis of this kind, even the fetish called principle might be moved back a bit to make room for the cause of humanity.

"Neither side, however, need sacrifice principle under the plan submitted by the Department of Labor. They can meet upon this common ground, and thus permit the withdrawal of Federal troops and the resumption of business. The wives and children of the district, the wives and children of the union men as well as non-union men, will breathe a sigh of relief if an end comes to their terrible travail. A blot will be removed from the integrity of the State."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Is Not a Commodity.

President Wilson signed the Clayton anti-trust bill, with the labor sections intact, on Thursday, October 15, and presented the pen to President Gompers.

The Clayton bill is now a law, and marks the beginning of a new epoch, because of the following amendment, introduced by Senator Cummins, and which is destined to become historic:

The labor of a human being is not a commodity or article of commerce.

The labor sections contained in the bill are substitutes for the Barlett-Bacon bill, which made no mention of jury trials in alleged indirect contempts, which is fully covered in the new act. The Clayton bill provides for the exemption of trade unions from trust classification in the following manner:

That the labor of a human being is not a commodity or article of commerce. Nothing contained in the Anti-Trust laws shall be construed to forbid the existence and operation of labor, agricultural, or horticultural organizations, instituted for the purpose of mutual help, and not having capital stock or conducted for profit, or to forbid or restrain individual members of such organizations from lawfully carrying out the legitimate objects thereof; nor shall such organizations or the members thereof, be held or construed to be illegal combinations or conspiracies in restraint of trade, under the Anti-Trust laws.

The sections regulating injunctions provide that no Federal court can issue a restraining order in any labor dispute unless necessary to prevent irreparable injury to property, or to a property right, for which there is no adequate remedy at law, and such property or property right must be described "with particularity" and sworn to in the application for a writ.

No injunction can be issued for the following reasons:

To prohibit any person or persons, whether singly or in concert, from ceasing work or urging others so to do.

To prohibit any person or persons from "attending at any place where any such person or persons may lawfully be, for the purpose of peacefully obtaining or communicating information, or from peacefully persuading any person to work or to abstain from working."

To prohibit any person from withholding their patronage from any party to a labor dispute, or "from recommending, advising, or persuading others by peaceful and lawful means so to do."

To prohibit the payment of strike benefits or "other moneys or things of value" to persons engaged in labor disputes.

To prohibit peaceful assembling in a lawful manner and for lawful purposes.

To prohibit any act which might be lawfully done if no strike existed.

It is further provided that NONE OF THE ACTS SPECIFIED ABOVE SHALL BE "CONSIDERED OR HELD TO BE VIOLATIONS OF ANY LAW OF THE UNITED STATES."

Under this section, strikers are allowed to do peaceful picketing, to urge other workmen to join them, to urge a withholding of patronage from those parties to the dispute, and to assemble in a peaceful manner to discuss their grievances.

Jury trials are provided for any one charged with indirect contempt (disobeying the order of the court, outside the presence of the court). This does not apply to offenses committed in the presence of the court—indecorum, disrespect, disorderly conduct, etc.

The law applies to all Federal courts, and is intended to put an end to injunction orders

of the Judge Dayton kind, where workers have been enjoined from attempting to organize non-unionists without the consent of employers.

The declaration that the labor power of a human being is not a commodity means that henceforth new ideals will be the rule in the treatment of workers by legislative and judicial bodies, for with the taking of labor from the "commodity class" the human element will be paramount, and the repeated declarations of the American Federation of Labor regarding the rights of man made possible.

Unionists Battle for All.

At a joint meeting of the officers and legislative committee of the Massachusetts State branch, A. F. of L., a large list of measures to be presented to the next Legislature for approval were indorsed. The list includes a wide range of social activities, and is an emphatic denial that labor unions are only interested in "more money." The most important of the proposals are:

Initiative and referendum—That the people may control their own government, in their own interests.

Women's suffrage.

The homestead bills—That the State may (1) assume a sufficient supply of wholesome homes; (2) teach suburban agriculture to families; (3) require cities and towns to develop in accordance with well-considered plans; (4) compel equitable assessments on property benefited by public improvements; (5) enact adequate building and inspection laws.

Home rule for cities and towns—Full power to manage local affairs.

Submit to the voters the question of public ownership and operation of street railways.

Half-time for young children. Not over five hours of labor for any child between fourteen and sixteen years. Attendance at school balance of the day compulsory.

An eight-hour day for women in manufacturing and mechanical establishments.

Three shifts of work of eight hours each for paper mill operatives.

Six-day week for workers in hotels, restaurants, etc.

Bills to reduce the waiting period in cases of accidents in industry; to increase the maximum compensation to \$14; add to the number of women inspectors; forbid private companies writing insurance under the compensation act.

Bill to provide that labor shall be represented on all commissions having a membership of three or more.

Free State University—Many persons are deprived of the advantage of a university education on account of a lack of money.

Place all employment agencies, public and private, under the supervision of the State Board of Labor and Industries.

Secure a physical valuation of all public utilities, and provide a fair and workable method whereby the public may ac-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeldand Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engel-ufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Just prior to the war breaking out the Herefordshire (Eng.) agricultural laborers were on strike for 4d an hour.

It is estimated that there are between 16,000 and 17,000 men out of work in New South Wales as a direct result of the war.

The New South Wales Minister for Labor is moving in the direction of coping with the unemployed in that State.

The total number of fatal accidents to seamen on British ships reported during August, 1914, was 38, a decrease of 33 on July, 1914, and of 59 on August, 1913.

Eugene Brieux, a famous French author, has written a book describing a visit he paid to Japan. "Industrial development here," he says, "as elsewhere, has created Socialism, and misery has given birth to revolt. In Tokyo alone, the number of men out of work often exceeds 100,000." These men, he says, have nothing to do but to suffer and be unhappy. They have no fear of death, and are fit for anything desperate."

The (French) Journal Officiel of August 21st publishes a circular from the French Premier to mayors throughout the country relating to certain measures to be taken to alleviate the effects of the exceptional unemployment prevalent in urban centres as the result of military movements and the condition of banking credit. Primarily the organization of relief measures will be undertaken by the municipalities, but such measures will be supported by the Government. A national unemployment fund is set up by the State from its own resources. In the case of unemployment funds in receipt of State subsidies it is proposed to make a special grant in respect of the period July-December of the present year, amounting to 50 per cent. of the total sum paid out by each fund to its unemployed members in either the first or second half of 1913, that period being taken in which such amount was the larger.

Returns received by the British Board of Trade from certain selected ports in the United Kingdom (at which about 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during August 46,686 seamen were shipped on foreign-going vessels. Compared with August, 1913, there was a net decrease of 3,017, or 6.1 per cent. Over one-third of this decrease was due to the smaller number of foreign seamen engaged. Of the above total of 46,686 seamen, 3,419, or 7.3 per cent., were foreigners, whereas a year ago foreigners represented 9.0 per cent. of the total. Decreases in the number of men engaged are shown at all ports with the exception of Newport, Cardiff, Liverpool, London, and Dublin. On the East Coast the supply of men was generally in excess of the demand. In all cases the demand for foreign seamen was small. During the eight months ended August, 1914, the total number of seamen shipped was 373,134, a decrease of 6,474, or 1.7 per cent., on the total for the corresponding period of 1913. There were large decreases at Glasgow, Southampton, and the Tyne Ports, but considerable increases at London, Bristol, and Liverpool. Lascars are not included in the figures.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alexandersen, Paul	Lill, Chas.
Ahlman, Christian	Lindeman, Gus
Arnell, John	Lutzen, Waldemar
Andersen, Rasmus	Lundblad, Ernst
Anderson, Axel	Lato, Ed
Andersson, E. -1762	Leideker, E.
A., Mr. -1504	Lang, Chas.
Anderson, David C.	Lindner, J. -1750
Berg, Borge	Lundberg, T.
Benter, H.	Lyngard, Jorgen
Bulander, B. B.	Mushneck, Walter
Bensen, Severin	Mantis, R.
Bringsrud, Marald	Martin, Arva
Berg, S.	Monk, Charlie
Brogard, N.	Monterra, J.
Boy, A.	Mesak, E.
Carron, Ed.	Mennicke, Fritz
Christensen, H.	Miller, Wm.
Carlson, Fred	Mayers, P. M.
Chotard, Emil	Michaelsen, A. -1105
Cirul, M.	Morris, M. H.
Christensen, A. -1095	Mattison, J. -1320
Cotter, J.	Nelson, Hans
Ceelan, John	Nelson, Ernest
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Carlson, Carl	Olsen, Emil F. -1280
Davey, Charles	Olsen, Olav
Dreger, Jack	Olsen, Ole Wilhelm
Ellen, Sam -848	Osterberg, S. H.
Eklund, Swen	-1284
Eckart, T. G.	Olsen, O. Marthin
Ellingsen, Ivar	Petersen, C. -1493
Felsch, H.	Petersen, Bjerne
Fasholz, Dan	Paulsen, Gustaf
Folvik, Lewis	Plant, Billie
Gunther, Dick	Peterson, C. E. -903
Gustafson, Alf	Rasmussen, Andrew
Heeshe, Henry	Rutel, Ernest
Hackesson, A. W.	Robbins, Jack
Hallquist, Christ	St. Clair, William
Heisteman, Harry	Schmidt, Louis
Hansen, Sigvard	Skaanes, Egil
Hansen, John	Schultz, F. J.
Holmberg, Frank	Sweeting, Jack
Hansen, Marius	Sandberg, John
Holm, Arthur	Swanson, E. -2675
Hansen, H. T. -1446	Stednesen, H. -2436
Hansen, Johannes	Svensden, S. -1717
Hakonsen, P. O.	Steen, J. C.
Harrold, Henry	Sandy, Oskar
Johnsen, Gunner	Samuelsen, Victor
Johnsen, Oscar	Schager, E.
Johnsen, Gus	Schultz, Robert
Johnsen, Halvard	Thorne, Aug.
Jeter, V. B., -983	Toren, Gustaf A.
Johansen, Emil	Tvedt, Olaf
Johansson, N. A.	Zimmer, Walter
-280	Ziegler, Fred
Johnson, John A.	Zimmer, Walter
Johnson, George	Vahlberg, Rudolf
Kremer, Sigurd	Willson, Willie
Kalnamm, Andvey	Package.
Karstin, Hugo	Andersen, David C.
Lassen, Johan -1542	Johansen, Nils A.
Lauritsen, O.	

Honolulu, H. T.

Anderson, Anton	Johansen, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salln E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify the mother, Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamship "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Pacific Coast Marine.

The new Union oil tanker "Lyman D. Stewart" was launched at the Union Iron Works on Saturday, October 31, in the presence of a large number of invited guests.

C. M. Pettibone, Seattle agent of W. R. Grace & Co. for two years, has severed his connection with that corporation to enter business on his own account. A. C. Hemphill, in charge of the Grace company's lumber department in Seattle, has been appointed acting agent.

Mail or cablegrams for officers or crews of vessels which will call at the canal terminal ports or pass through the canal should be addressed to Cristobal or Balboa, Canal Zone, with the name of the vessel written plainly. If practicable, the probable date of arrival should be given.

The Hamburg-American line steamer "Holsatia," which sailed from Hamburg June 15 for Yokohama and Tsingtau, via Shanghai, August 14, and the Hansa line steamer "O. J. D. Ahlers," which sailed from Yokohama July 12 for Hamburg, and sailed from Tientsin August 1, have arrived at Honolulu for shelter.

In view of the general check on business over the world in consequence of the European war, and the interference by war vessels with the shipping of belligerent nations, the traffic through the Panama Canal, in the first month and a half of its commercial service, exceeded anticipations. From August 15 to October 1, 81 vessels passed through the canal.

Suit against the steamer Yucatan by the State was begun during the week in the Federal Court at Portland, Or. The State is asking \$1100 damages, said to have been incurred in repairing the cruiser "Boston" after it had been struck by the Yucatan. The accident occurred March 3, while the captain of the "Yucatan" was attempting to take his boat through the Broadway bridge.

Hind, Rolph & Co., agents for the Boston-Pacific line, operating between the Pacific Coast and Boston, have given out the information that in addition to the two new steamships "Atlantic" and "Pacific," the company will place the steamship "Corozal" in the coast to coast service. The vessel, which is of 2000 tons net registry and well equipped for handling heavy freight, will load at Boston for this coast during the middle of November.

A dispatch from St. Paul, Minn., states that the "Northern Pacific," one of the \$5,000,000 liners to ply between San Francisco and Astoria next January, was successfully launched on October 17 at the Cramps yards in Philadelphia. The "Great Northern," a sister ship, was launched some time ago. Cal E. Stone, recently appointed general traffic manager of the Great Northern Steamship Company, is on his way to open general offices at San Francisco.

The steamer "Victoria," the last boat of the season, left Nome for Seattle with 300 passengers, and transportation connection with the remainder of the world is now discontinued until next June, when the boats will come up from the south, fighting the ice of Bering Sea. During the winter dog teams will carry letter mail between Prince William Sound and Nome. Twenty-six hundred people will pass the winter at Nome, this being practically the same number that remained through last winter. The gold output of Seward peninsula during the season just ended was \$3,000,000, or \$500,000 larger than during the season of 1913.

The southern wing of the Stefansson expedition, under Dr. Anderson, is in good condition and will winter near Cockburn Point, according to a report received by the Naval Service Department. The report, dated at Baillie Island, August 21, was brought out by a small trading vessel which had been in the Arctic for two years. The Anderson party has been busy with scientific work throughout the summer. The schooner "Mary Sachs" left Herschel Island on August 11 to establish depots on Banksland for Stefansson and his three companions, who, with dog teams, started north last winter to seek new land and who expected to reach Banksland over the ice of Coronation gulf. The captain of another trading vessel reported that the ice broke early last spring. This has caused anxiety as to the safety of Stefansson.

Inaugurating the outward service of the Boston-Pacific line, the new steamer "Atlantic," Captain Meech, arrived at San Francisco during the past week thirty-six days from Boston, via the Panama Canal and San Pedro. The "Atlantic" is laden with 6000 tons of general cargo, 4000 tons of which she will discharge here and the balance on the Sound. The steamer "Pacific," which is to operate in conjunction with the "Atlantic" between Boston and San Francisco, is now two days out from the other side. Both vessels are sister ships, and have just been turned out. They are of 9000 tons capacity, 405 feet long and equipped with every modern facility for the prompt dispatch of cargo. General merchandise and steel products will constitute the principal part of the cargoes which the new liners will bring here from the Atlantic

Coast. On their return trips they will carry lumber and miscellaneous consignments.

Captain J. C. Cantwell, inspector of the life-saving district, was in Astoria during the week, returning from a visit to the life-saving station at the mouth of the Columbia River. Captain Cantwell says he found everything in splendid condition at those stations and spoke most highly of the service performed by the crews.

Statistics compiled by the marine department of the San Francisco Chamber of Commerce show an immense gain in shipping to and from San Francisco, which is attributed to the opening of the Panama Canal. The figures, which were compiled up to and including October 29, show 238,063 tons chartered and on the way to San Francisco, as against 191,069 tons on the same date last year. These figures are inclusive of vessels from foreign ports, the Atlantic range and the Hawaiian Islands. The disengaged tonnage in San Francisco is shown to be 12,293, as against 6963 at the same time last year, and the engaged tonnage is 42,100 as against 29,924 on the same date last year. Of the tonnage chartered and en route for San Francisco 64,349 tons are from New York via the canal.

The huge new Southern Pacific car ferry steamer "Contra Costa," which for the past year has been building at the company's shipyards on Oakland estuary, has been enrolled at the Custom-house with Captain John C. Hoffman, well-known bay and river pilot, as her master. The new vessel, which is to replace the "Solano," for many years used in ferrying the Southern Pacific trains between Benicia and Port Costa, is said to be the largest ferryboat of her type in the world, and will greatly increase the efficiency of that branch of the Southern Pacific service. She is registered at 5373 gross tons, is 414.3 feet over all, 67.2 feet beam, and has a depth of 18.55 feet. The craft's motive power consists of two sets of inclined condensing engines developing 6000 horsepower, which, despite her great bulk, will give her a speed equal to that of many of the smaller and finer lined ferryboats on the bay. The "Solano," which has been operated practically without an overhauling since she was built in 1879, will be taken to the company's shipyards and almost entirely rebuilt for use as an auxiliary to the "Contra Costa."

The salvage of the United States gunboat "Princeton" has been successfully completed, according to reports from Tutuila. The work was completed after months of unremitting effort, and is regarded as a remarkable professional achievement for the engineers in charge, whose available appliances were of the most primitive character. The "Princeton," while returning from a surveying expedition to her berth in Pago Pago harbor, American Samoa, ran full speed on an uncharted rock a short distance from shore. A pinnacle of rock pierced the "Princeton's" bottom, preventing the vessel from slipping into deep water. Under the direction of American engineers, divers first covered other rents in the "Princeton's" hull with canvas. By running their pumps at top speed the salvage men gained on the water sufficiently to replace the canvas with plank sheathing. To top their achievement they cut off the pinnacle of rock which had pierced the vessel's bottom from the ledge of which it was a part and cemented it fast in the wound it had made. The "Princeton" is of 1,000 tons displacement, 204 feet by 36 feet, built in 1897, of composite build and copper sheathed.

Judge E. E. Cushman, of Tacoma, has given decision in the suits growing out of the collision of the British steamer "Strathalbyn" with the "Virginian" January 12, 1912. Both vessels are found to blame and testimony will now be offered before a commissioner as to the amount and extent of the total damage. Immediately following the collision, the owners of the "Strathalbyn" filed libel action against the owners of the "Virginian" for \$160,000 and later a counter libel for \$100,000 was filed by the owners of the "Virginian," making the total damages involved \$260,000. A number of minor libel actions against the "Virginian" were filed by sailors and officers aboard the "Strathalbyn" for loss of personal effects. The "Strathalbyn" is found at fault for her failure to have her side lights in position so that they might be visible at all times, and because they were dim. A lumber cargo on deck obstructed a proper view of the lights from ahead, the court holds. The "Virginian" is declared negligent in that she failed to reverse her engines soon enough after hearing the "Strathalbyn's" passing and danger signals. The court dwelt at length upon the testimony offered and the duties of vessels on inland waters, the decision covering twenty-six folios of typewritten matter.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
FOREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

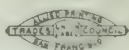
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 4, 1914.

LABOR UNIONS AND CITIZENSHIP.

The American labor movement has been effective for good in many ways, and has tended to raise the standard of citizenship in this country to a degree that is considered the peer of any on earth. Although attacked by such reactionary and restrictive societies as the Merchants, Manufacturers and Employers' Associations and kindred bodies, as being unpatriotic, un-American and a menace to individualism, the great army of American working men as organized in the American Federation of Labor are the most effective and compelling force towards real honest and true patriotism and love of country, both native and adopted.

Made up of men and women of every race, nation, creed and calling—excepting Asiatics—this homogeneous mass pursue the even tenor of their way. Organizing into trade-unions in defense of living conditions and for purposes of bettering the status of all workers, organized and unorganized, the workers of the United States are in the vanguard of patriots. Although not at all times aware of the fact, love of country and a patriotism that is based upon pure Democracy is instilled deep into the hearts of the organized working men and women during their deliberations in union meetings, Central Councils, and conventions. The membership of nearly all unions affiliated with the American Federation of Labor practice the elimination of all questions as to race, creed or nationality, and no discussion on these subjects is given hearing or toleration.

The splendid result of this system is shown throughout the whole rank and file of the organized workers of the United States. The brotherhood of unity has eliminated prejudice of nationality to such an extent that the cruel and bitter European war has scarcely affected the feelings or controlled the actions of those composing the American Labor Movement.

One of the first requirements of persons seeking membership in trade-unions is that they must be American citizens, have declared

their intentions or are willing to make such declaration. Of course, the very make-up of this continent as regards its citizenship tends towards neutrality. The appeal and declaration of our splendid Chief Executive, President Wilson, has had its effect upon the people in maintaining neutral equilibrium and in controlling feelings and expressions; but the principles and teachings of organized labor has made the path towards the required state easy.

The first thing a foreigner learns when he joins the ranks of organized labor is that he should be a citizen; that he must be a good citizen; that where this country grants to all equal liberties and rights, it expects the beneficiaries to fulfill their corresponding obligations. This results in the person looking upon the privilege of citizenship as something more than a beneficial or financial asset. He generally takes great pride in the exercise of his citizen rights and becomes American in fact as well as in name.

The Unions teach the Brotherhood of Man, and therefore men or women of one nation do not regard those of other parts as their enemies, but as comrades and brothers in the great effort towards ideal civilization and citizenship. It has been truthfully said that the United States is the melting-pot of the nations, but in the process of molding, the American Federation of Labor can be declared to be the purest alloy.

JUST A REMINDER.

After all, the vital thing in the war in Europe to-day is not that this army or that army is winning victories, and this navy or that navy sinking battleships or destroying commerce. In the game of war soldiers are pawns. The game is lost or won as a game of chess. There is no counting of the suffering and the sorrow and the anguish which are inflicted upon those who are moved about upon the board, with no more voice or choice than the wooden figures with which the game of chess is played. But there is a human side. Every soldier is a man, taken from hearth and home, leaving behind those things that we all hold dear—friends, family and home.

"Don't cheer, boys, the poor devils are dying," a certain captain of the American navy cautioned his men as the Spanish ships at Santiago were being sunk. That is the human side. Let those of our citizens who are partisans of the Triple Alliance or the Triple Entente remember that every time their hearts are gladdened by news of victory, thousands of homes are blighted, thousands of young men who had no quarrel are killed, and other thousands crippled and maimed and left in their agonies on the field of battle to suffer the torments of pain and fever and thirst—torments even worse than death itself.

These men have had no quarrel. They are the pawns of war lords and governing classes and "world politics." War has been forced upon them by the surviving relics of feudalism—by Czarism and Kaiserism. If these men had no cause for quarrel, how infinitely less cause have our own citizens, far removed from the scene of conflict, to permit themselves to lose their sense of proportion and forget the appeal of a common humanity in this monumental crime against civilization.

Demand the union label upon all purchases!

FOR A "WHITE AUSTRALIA."

It is becoming more and more evident that Great Britain's yellow allies in the Orient are not receiving any applause or encouragement in Australasia.

The principal plank in the platform of the Australasian Labor party, which has just been returned to power, provides for the "Maintenance of a White Australia."

Other planks in the Labor platform well worthy of emulation, are as follows:

Maintenance of graduated tax on unimproved land values where estates are over £5000 in value.

Nationalization of monopolies.

Navigation laws to provide—

(a) For the protection of Australian shipping against unfair competition.

(b) Registration of all vessels engaged in the coastal trade.

(c) The efficient manning of vessels.

(d) The proper supply of life-saving and other equipment.

(e) The regulation of hours and conditions of work.

(f) Proper accommodation for passengers and seamen.

(g) Proper loading gear and inspection of same.

(h) Compulsory insurance of crews by ship-owners against accident or death.

Commonwealth-owned freight and passenger steamers.

General insurance department, with non-political control.

Commonwealth-owned sugar refinery.

Civil equality of men and women.

Initiative and referendum.

The workers of Australia are engaged in a stupendous labor. They are making history—history of the kind that will be cherished when Czars and Kings have vanished from earth.

The program of our fellow-workers in the Antipodes commands the attention and admiration of the world's workers, and we wish them every success in their efforts to conquer the world for the workers.

Since adjournment of Congress, Comrade Furuseth has devoted his time addressing mass meetings of seamen in New York and other cities on the Atlantic coast. With reference to the failure to have the Seamen's bill enacted at the recent session of Congress, Comrade Furuseth is of the opinion that the shipowners have played their last trump card and will not be able to prevent effective legislation at the session which convenes in December. To quote Comrade Furuseth:

I am sure that we have enough strong friends to simply compel action in so far as Congress is concerned and the shipowners' only hope of preventing us from finally succeeding in getting the bill—and a good one—is to induce the President to become actively hostile or to refuse his signature when it comes before him. I cannot believe that they will succeed in doing this and so I am of the opinion that we all should use the winter to make preparation for the bill to go into force in the spring. I can see no reasonable probability of the delay beyond Christmas. I think the bill will pass in December; in the meantime all the friends of the legislation should keep in mind that everything possible will be done by the shipowners and their friends to influence members of the President's cabinet and the President himself, this being their last hope. Action to offset this should, therefore, be taken between now and the time the President writes his message to the next session of Congress.

The shorter workday movement will continue to "move" as long as human nature retains its essential characteristic, i. e., "the desire for more." And it will continue to succeed as long as human nature itself succeeds.

Almost anybody can see a difference between arbitration compelled by active public opinion and arbitration compelled by the employer and administered by the employer's court.

THE UNION OR NON-UNION SHOP?

The following is from the "Babson Report on Labor Legislation and other Social Matters," intended particularly for men of wealth, and is described as "Confidential Bulletin No. L. 13," September, 1914:

THE OPEN OR CLOSED SHOP?

During the past few months this organization has been making a careful study of this fundamental question. Whether clients are free from labor troubles or are in the thick of a strike, this is a question which must be faced and answered. Upon a satisfactory answer depends the well-being of our country. Moreover, it has also seemed to us that, acting as we do as a sort of a clearing house between both manufacturers and consumers, and capital and labor, it might be possible to get all to agree on some definite policy. If so, a tremendous advance would be made in the solution of our labor difficulties.

Briefly, the result of our investigation teaches that both the attitude of some labor unions in favor of the closed shop and the attitude of some manufacturers who refuse to negotiate with labor collectively, are wrong. I sympathize with those labor leaders who claim that the closed shop is the cornerstone of their existence and without it their entire structure fails. This claim, however, is based on the old theory which has misguided aristocracy and wealth during the past centuries in opposing democracy together with religious and political freedom. It is the old false idea that right will not prevail unless people are coerced through force. Doubtless the immediate successes of labor may be less spectacular on the open shop basis; but the history of democracy shows clearly that if labor's cause is right, which I believe, labor can win out on the open shop basis, and its ultimate and permanent success will be far greater upon such a basis.

Likewise I think that manufacturers who refuse to negotiate with labor collectively are also wrong. Although progress has not been developed through coercion, yet progress has come about through union. I even go further and say that the spirit shown by certain groups of workers in permitting one person to negotiate wages for the entire group, and the loyalty with which these men have hung together, is a wonderful exhibit of Christian-like co-operation. I further believe that all such efforts on the part of employees to combine and bargain in a group for their services should be encouraged by every manufacturer and employer. The labor union is only a step in the solution of the industrial problem, and, a hundred years from now, there may be no labor unions. On the other hand, the labor union is to-day a necessary step in bringing the workers together in order that the ultimate goal of co-operation may sometime be reached.

In view of the above, if I were a manufacturer employing 1,000 men, I should encourage the formation of a union; but I would likewise insist upon an open shop. Assuming that 800 of my employees formed a union, I would gladly negotiate with this union for the wages of the group, thus clearly and frankly recognizing the union as the men would like me to do. On the other hand, I should feel free to negotiate with the other 200 employees directly. Although insisting on the open shop as a principle of democracy, for which I would give every drop of blood in my body, yet I should endeavor to pay the 200 non-union men the same wage as that paid to the union men, minus an amount equivalent to what the weekly union dues would amount to! In other words, I would not encourage non-union men to obtain the advantages of the union without contributing to its support.

Probably this report will be unsatisfactory to all clients, on whichever side of the conflict you are interested. However, before writing me critical letters, I urge you to think it over and see if by all of us giving and taking a little, we cannot combine on this specific policy. If the clients of the Babson Organization could in one body combine on some definite course which is fundamentally right, think what we could do! Conservative estimates show that clients of this organization today employ over one-half of all the industrial labor in the United States.

The expression of sympathy for "those labor leaders who claim that the closed-shop is the cornerstone of their existence and without it their structure fails" is to say the least slightly misplaced. The claim is not based upon a force of absolutism or coercion; but rather upon the knowledge that there can be no unity or co-operation where part of the shop is not in sympathy with the efforts to secure justice through organization. Labor never has achieved any success or obtained redress of evils or a fair consideration of just demands unless

fully and thoroughly organized; on the contrary, the last little weakness shown, the smallest number of individuals permitted to remain outside the ranks of organized labor have invariably resulted in the employers availing themselves of this weakness to the discomfiture of the whole movement.

The reference to a manufacturer employing 1,000 men and encouraging the formation of a union; at the same time insisting upon an open-shop, puts the matter very much in the same aspect as might be shown when an irresistible force strikes an immovable barrier. Assuming that an employer of 1,000 men found 800 of them organized, and he agreed to negotiate with their union for the wages of the group, and dealt individually with the others as proposed. How long would it be before the 200 others would be paying their dues to themselves, in their own union, rather than permit the employer to deduct same from their wages? What then becomes of the open-shop for which "principle of democracy" the employer might be willing to give the last drop of blood in his body?

He is then confronted with the necessity of discharging a portion of his help to maintain the open shop or to allow the works to run under the closed shop plan. Assuming that the employees are less thoroughly organized than 80 per cent.; say, for example, that only 30 per cent. were organized. Would it be justice to regulate the wages of the 70 per cent. according to the demands of the smaller number? If that were done it would be only a question of time before the others would register their protest.

The whole spirit of the argument for the open-shop is to the effect that the employer must be allowed the privilege of discharging his men for the "crime" of belonging to an organization; or that the organization will be recognized just so long as its membership conforms to the ideas and demands of the employers. In other words, you can be my dog if you will be a good dog, but don't bite. Of course, Babson's reports are not written for common people. So, presumably, we ought to be pleased to see an argument made that would even countenance the consideration of such things as labor unions, even if that argument is too weak to prove the open-shop as a factor to be seriously considered by labor.

We are pleased to note that our esteemed contemporary, "The Seaman," of London, England, has renewed its aggressive campaign against cheap Asiatic labor. If the coolie-loving British shipowners were only one-tenth as patriotic as our fellow scribe who edits "The Seaman," they would not for a moment think of engaging Asiatic crews in British ports where plenty of British sailors and firemen are available for employment. But the pretended patriotism of the exploiters in England and elsewhere can not stand the acid test. It is not even skin deep. Still, there are earnest and sincere men and women in all lands who work themselves into a frenzy of patriotism over points and issues that concern them least of all—and are debatable and disputable, to say the least.

An hour off the day's labor is an hour added to the day's life.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 2, 1914.
Regular weekly meeting came to order at 7 p. m., Chas. Taucer presiding. Secretary reported shipping dull. Several Constitutional Amendments proposed by the San Pedro Branch were referred to a committee for further investigation and report.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 26, 1914.

No meeting. Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Oct. 26, 1914.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 26, 1914.

No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 26, 1914.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 26, 1914.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 26, 1914.

Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 26, 1914.

No meeting. Shipping slack. Prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 26, 1914.

Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 19, 1914.

No meeting. Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 31, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping very quiet. The Shipwreck Benefit was ordered paid to one member wrecked on the schooner "Oakland." At the request of the Seattle Agency the sum of \$25.00 (twenty-five dollars) was donated to the striking Timber Workers in Centralia.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 22, 1914.

Shipping slow.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Oct. 22, 1914.

No meeting. Shipping slow; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Oct. 26, 1914.

Shipping quiet.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9731.

DIED.

Anton S. Paulson, No. 1562, a native of Sweden, age 35, died at San Francisco, Cal., Oct. 29, 1914.

Louis Cain, No. 1557, a native of France, age 22, died at San Francisco, Cal., Oct. 30, 1914.

Victor Lehtonen, No. 708, a native of Finland, age 49, reported drowned at Aberdeen, Wash., Oct. 30, 1914.

Frank C. Reynolds, No. 1092, a native of Maine, age 42, reported killed in South Africa (Seattle letter dated Oct. 26, 1914).

LABOR LEGISLATION.

The Bureau of Labor Statistics has just published as its Bulletin No. 148 a compilation of the labor laws of the United States with brief notes on court decisions. This is the fifth such compilation which has been issued by the Commissioner of Labor Statistics since the organization of the Bureau in 1884, the last preceding compilation having ended with the legislation of the year 1907. The present work is in two parts and includes the laws of all the States and of the United States up to the close of the year 1913.

A large part of the laws relate to the two subjects of the regulation and inspection of factories and mines. Another important subject is that of the regulation of the conditions of employment of women, closely connected with which is the employment of children. New classes of laws relating to women and children have recently claimed attention, one looking toward the fixing of minimum wages for women and children, and another providing for the so-called mothers' or widows' pension, which is in fact an undertaking to care for needy families until the children reach the age when they can aid in the support of the family. The Bulletin shows minimum-wage laws in 9 States (California, Colorado, Massachusetts, Minnesota, Nebraska, Oregon, Utah, Washington, and Wisconsin), besides the provision of the Ohio constitution which authorizes such law, though none has been enacted, and 21 laws providing for the support of the mothers of dependent children.

On an examination of the carefully prepared index it can not be overlooked that railroads have received a very considerable degree of attention within recent years, train-crew laws, hours-of-service laws, laws requiring shelters for workmen, regulating the height of bridges, etc., over the tracks or the distance of structures from tracks, and numerous laws requiring safety appliances being in evidence.

The compilation includes also the orders of the industrial commissions of New York and Wisconsin, which have the force of laws.

The notes of the decisions are necessarily brief in a work of this kind, and are confined chiefly to decisions by the supreme courts of the various States and of the United States.

The two parts of this Bulletin, containing approximately 1,200 pages each, furnish a mine of information for any one interested in labor legislation, the work being practically indispensable to any student in this field, owing to the wide distribution of the material in the various State codes and session laws, which have been searched page by page to locate the desired material.

Many of the Arabian peasant population of Palestine have recently emigrated to North and South America. Following the example of the Christian population in previous years, which emigrated chiefly from the town of Bethlehem and the neighboring town of Bedshala, the Mohammedan population from the environs of Jerusalem is beginning to emigrate. The lack of suitable employment is the cause of this exodus.

KRUPP STEEL WORKS.

The latest report of the Essen Chamber of Commerce in Germany contains the customary information relating to the Krupp Works, and from that it is learned that in the business year of 1912-13 the Essen cast steel works contained about 8,500 machine tools, 12 rolling mills, 164 steam hammers, 122 hydraulic presses, 439 steam boilers, 534 power engines aggregating 77,000 horsepower, 3,740 electro-motors of together 68,000 horse-power, and 1,259 cranes, etc., having a total carrying capacity of 12,800,000 kilogrammes.

The firm's own coal mines produced 2,903,000 tons of coal. Of this quantity the Essen cast steel works alone consumed some 1,000,000 tons, while the total consumption of the various Krupp Works amounted to 1,530,000 tons of coal, 1,558,000 tons of coke, and 40,000 tons of briquettes.

The firm's waterworks, three in number, supplied altogether 16,227,864 cubic meters of water, while an additional 2,888,257 cubic meters were taken from the Essen city waterworks, so that the Essen works' total consumption of water amounted to not less than 19,116,121 cubic meters.

The Krupp firm's gasworks supplied 15,800,000 cubic meters of gas for lighting 1,497 street lamps and 21,318 burners in buildings. The seven electricity works of the Essen cast steel works comprise seven power stations, six sub-stations, and 16 transformer stations, and supply current for 2,880 arc lamps, 39,500 incandescent lamps, and 3,740 electro-motors, while in 1912-13 the total kilowatt-hours amounted to 71,000,000 in round figures.

On January 1 the total number of persons employed by the firm of Krupp was 79,647, distributed as follows: The Essen cast steel works and gunnery trial grounds, 41,460; the Rheinhausen Frederick Alfred works, 8,273; the Annen steel works, 1,198; the Gruson works at Magdeburg-Buckau, 9,423; the Germania shipbuilding yard at Kiel, 7,017; coal mines, 10,814; the middle Rhenish iron works, 951; and the various iron mines, 4,949.

Kaiser Wilhelm is said to be one of the biggest shareholders in Krupp's Armament Combine.

COMPENSATION LEGISLATION.

"Exactly one-half, or 24, of the 48 States have enacted workmen's compensation laws during the past four years," is the announcement of the American Association for Labor Legislation in a new bulletin which by the aid of a colored map graphically depicts this revolutionary advance. Two big areas, the solid south broken only by Kentucky, Louisiana and Texas, and a Rocky Mountain strip extending eastward over the Dakotas, are still backward and untouched by the forward-sweeping wave of compensation. But more strikingly prominent still are the remaining unprogressive States of Missouri, Indiana, Pennsylvania, Delaware, Vermont and Maine, all of which, however, are working toward compensation legislation in 1915.

"It is practically certain that within the near future numerous bills will be drafted to strengthen existing laws and to extend the compensation system over the remaining twenty-four States. The time, there-

fore, seems opportune for an appraisal of results, for the adoption of new ideals," says the Association in sending out its "Standards for Workmen's Compensation Laws." Features especially emphasized among these standards are that the scale of compensation for the injured should be based on two-thirds of wages, with adequate medical attendance, and the inclusion of all employees except farm labor, domestic service (except in connection with hotels and restaurants) and casual employment not carried on for the profit of the employer. Security for the payment of compensation awards, and an accident board to enforce the law, are regarded as essential.

The States having legislative commissions now preparing bills are Indiana, Missouri, Pennsylvania and Vermont. In Indiana the commission itself has been declared unconstitutional, owing to a technical defect in the title of the creating resolution and the "members" have been seriously hampered by lack of funds. Pennsylvania, with an exceptionally liberal appropriation for study, has recommended one of the most inadequate bills yet suggested. The Missouri commission has submitted a comparatively liberal measure, marred, however, by a few anti-social backward steps, such, for example, as the first explicit exclusion in American legislation of occupational diseases. Vermont adopted a constitutional amendment in April, 1913, permitting a compulsory law which is now being drafted. In November, this year, Wyoming will vote upon a constitutional amendment making possible a State insurance fund. An initiated measure roughly drawn comes before the people of Montana on November 3, while in Nebraska the compensation law of 1913, through the efforts of personal injury attorneys, working under the guise of a "Workingmen's Protective League," has been held up by a referendum petition and must be voted upon by the people in November. Three States, Colorado, Delaware and North Dakota, have had legislative commissions without legislative results. Prominent among the remaining States where compensation bills are now being considered are Maine and Alabama. The coming year, according to trustworthy accounts, promises to be a fruitful one in workmen's compensation legislation.

Vice-Consul General Clarence E. Gauss, Shanghai, reports: Since January 1, 1914 (to date, March 25), over 62,000 cases of eggs (30 dozen to the case), invoiced at about \$287,000 United States currency, have been shipped from Shanghai to American Pacific coast ports. These shipments have been made principally by the northern steamship routes to Vancouver and Seattle, partly on account of the quick transit in the case of the Canadian Pacific ships, and in both cases for the reason that this northern route obviates the necessity for refrigeration facilities, at least during the colder months. Shippers and shipping companies at Shanghai claim that the eggs have arrived in America in a highly satisfactory condition.

The Czar's promises to treat the Jews just as he treats his other subjects are calculated to send a shiver of apprehension throughout Israel.—Boston Transcript.

THAT HOLY (?) WAR.

According to the "Literary Digest" public opinion in England shows a manifest weariness of atrocity charges against the nation's enemy. It is being suggested that the Press Bureau might censor some of the obviously fabricated mutilation stories, for instance, and give the nation a little more news about the fighting. And "The Labor Leader," a London weekly, which opposes the war, accuses the daily press "of the country of 'organized unfairness' on this subject. 'The atrocities' are the excuse for the assertion that we are fighting a holy war." But to "The Labor Leader" the idea of "a holy war with the aid of Russians, Servians, Japanese, Turcos, and Gurkhas is very funny." And it continues with a few pointed words on the subject of British unfairness and hypocrisy. In the Boer War, for instance:

"We ought surely to remember that we were credited with atrocities pretty much on the same level as the German atrocities of to-day, and that in France pictures of our soldiers tossing up Boer babies and catching them upon their lance-points were printed; and remembering these things, we ought to receive accounts of German doings with caution. . . .

"Considering that Germany is fighting for life against six nations and a horde of savages, it is not surprising that her methods of war are brutal—they have to be. Lord Kitchener said that war was not fought with rose-water. He has taken care that this war shall not be fought with rose-water. He and his fellow Cabinet Ministers are responsible for the fact that Japanese and Indians have been brought into a European war, and it is with the connivance of Britain that Turcos are fighting for France. Britain has lost all claim to be considered a civilized nation henceforth. The methods of Turcos and Gurkhas are a horror, and the press do not attempt to deny the fact, but expect us to applaud stories of Turcos cutting off the heads of wounded Germans and flourishing them about. It is not long since France denied that she had any intention of using Turcos in European warfare. . . .

"But this is a holy war, and a war of civilization! As General Villa, the Mexican bandit, has recently expressed his sympathy with Britain and his horror at German atrocities, it is a matter for surprise that he has not been asked to join the rest of our gentle and civilized Allies."

The tungsten resources of the United States are probably considerably larger than have been generally realized. Many new deposits have been discovered in various parts of the Western States, according to the United States Geological Survey, and, should prices advance, it is probable that the output could soon be increased much above the record year of 1910, when 1,821 tons were marketed. Most of these new discoveries are not sufficiently developed to show how large an output can be expected from them; but it is probable that some will prove to be of considerable extent, and one or two new large producers would make a noticeable difference in the American market. Similar discoveries may also be expected in other parts of the world.

LET US BRIDLE OUR TONGUES.

There is one serious result of the great war now devastating Europe, which we can avoid and which it is imperative that we should.

There is a grave danger in the fact that our inborn sentiments may be stirred by the war being carried on by the country from which our ancestors came and that we may be tempted to express sentiments in the presence of other members which will affront them.

The great nations now at war in Europe are the ones who have peopled America. Directly or through our ancestors we trace back to one or the other of them and while we are Americans and proud of our citizenship, through our veins there flows the blood which had its source in Europe, and so long as it pulses through our hearts, it is but natural that we will feel some special interest in the land of our forebears.

It is human nature that this should be so.

These sentiments run deeply and strongly at such a time as this and herein lies the ever present danger of giving unnecessary and uncalled-for offense to our trade-union brothers who, because of their different ancestry, may sympathize, must in fact have their sympathies with the success of some of the other warring countries.

What member of English, German, French, Austrian or other extraction could hear something of a slighting character said about the land from which his ancestors came, without a feeling of resentment. How easy it would be to arouse animosity and anger in their breasts, how easy to divide members of different national origins, who have been accepted into our trade-unions in the true spirit of human brotherhood, into bitterly antagonistic groups.

It would be an easy matter for the unthinking or the fool to ignite a flame of passion which would make united action in our trade-unions an impossibility for the time being and all of our united strength will be required to protect our interests as wage earners before the European conflagration has been subdued.

It is the duty of every trade-unionist to curb his sentiments at this time, to place a bridle upon his tongue, so that it shall not give offense.

Regardless of our sentiments let us religiously refrain from any discussion, from the saying of anything in the presence of another, which would arouse in him the same sentiments which would flame up within us if words were spoken in our presence which we felt were a reflection upon the blood flowing in our veins.

War is always terrible, the present one the most appalling in the world's history. Let us not add to its awful influences by saying or doing those things which would cause one trade-union brother to feel bitterly towards another.

We can and we must demonstrate that our movement contains the substance and not the shadow of human brotherhood.—International Molders' Journal.

Imperial Valley, California, has this year ginned at Calexico the earliest bale of cotton ever produced in the United States. The cotton was grown as the third crop on the same stalks. The bale weighed 535 pounds.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.1401 W. Ninth Street
MILWAUKEE, WIS.151 Reed Street
CHICAGO, ILL.314 N. Clark Street
ASHTABULA, O.74 Bridge Street
TOLEDO, O.54 Main street
DETROIT, MICH.7 East Woodbridge Street
PORT HURON, MICH.517 Water Street
CONNEAUT, O.922 Day Street
OGDENSBURG, N. Y.70 Isabella Street
NORTH TONAWANDA, N. Y.152 Main Street
SUPERIOR, WIS.1721 N. Third Street
BAY CITY, MICH.108 Fifth Avenue
ERIE, PA.107 E. Third Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Leanington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

quire and operate gas and electric light plants.

An adequate mechanics' lien law that will protect the wages of workmen.

Bill making it illegal to sell milk produced or handled under filthy conditions or by insanitary methods.

Legislation removing the administration of law providing for aid of mothers with dependent children from the poor authorities.

License law for barbers, and amendment to the law licensing elevator operators and firemen.

To relieve State employes from contributions to pension funds.

For inspection of ropes, ladders, etc., used in construction, repair or painting of buildings.

For increased wages for firemen and oilers in State institutions and pay for holidays for laborers employed by the State.

To prohibit the sale in open market of harness and other articles manufactured in State prison.

Forbidding the placing of children under the State charge with families outside the State.

A Convict Labor Solution.

The solution of the convict labor problem, urged by the Minnesota State Federation of Labor, is attracting general attention. Summarized, this plan is:

First—Work on public domain where the laborer or convict can be utilized in road building and land reclamation.

Second—The securing by the State of sufficient land for the operation of penal farms, the products of which shall not be sold in the open market, but shall be sold exclusively to the penal, correctional and charitable institutions of the State and of the various State subdivisions.

Third—For those prisoners whom it will be impossible and unwise to employ in either of the foregoing directions, it is recommended that industries be established within the prisons whose products shall be sold exclusively to the State and its subdivisions, and the profits from all sales over and above the cost of maintaining the industries or farms or road building to be devoted to the support of the prisoners' families.

A Plea for Suffrage.

The continued demand of the American Federation of Labor for District of Columbia suffrage is the subject of an able article written by a citizen of the District, who asks:

"Are you aware that there are sixty-nine square miles of American territory in which 350,000 people are denied the rights of citizenship and, taxed without their consent?"

In answer to the question: "Why does Washington need popular government?" the writer says:

"For the same reason that other cities do. We want to have a voice in our own government. So far as material progress and municipal administration are concerned, Washington is now one of the best governed cities in the United States. What it

lacks is the spirit and soul of democracy. If we want to extend a street, or build a new fish market, or increase our police force, nothing can be done until the 531 members of the Senate and House of Representatives see fit to vote the necessary funds; and members of Congress are so pre-occupied with national affairs and with the interests of their constituents that District measures of the most urgent and vital importance, on which there is no local difference of opinion, often wait for years before they can be brought to a vote in Congress."

Oppose "Commission Law."

The San Francisco Labor Council has gone on record in opposition to Constitutional Amendment No. 44, which will be voted on by the people next week. The unionists charge that the title "minimum wage amendment," is misleading, as the proposal not only covers minimum wage legislation, but extends powers without limit to those commissions now in existence and to those which may be created in the future.

The Garment Workers' Union has published a list of reasons why this amendment should be defeated. These workers raise a warning cry against the proposal, and say, in part:

"We believe that the mere reference to the proposal that the Legislature shall have power to 'confer upon any commission now or hereafter created such power and authority as the Legislature may deem requisite to carry out the provisions of this section' is enough to condemn it in the eyes of every citizen who values his freedom from 'regulation' at the hands of officials.

"The proposed amendment first vests in the Legislature authority to pass any law which it may deem to be for the 'general welfare of any and all employes,' and then it authorizes the Legislature to 'confer upon any commission now or hereafter created the power to enforce the law.'

"Such authority is greater than can safely be trusted to any Legislature, no matter how sincere or intelligent it may be. Such authority in the hands of the Legislature or indifferent to the rights of labor would be destructive, not only of all hope of progress, but even of the means of self-defense against reactionary legislation. It would endanger the liberty and safety of all wage-workers, because an unfriendly commission, under this amendment, could make actual slaves of them."

Quarry Labor Dangerous.

According to a report issued by the United States Bureau of Mines, the number of men killed in and about quarries in 1913 was 183. The number of men employed in the quarry industry was 106,278, and the death rate per 1,000 employed was 1.72, as compared with 1.88 during 1912. The number of men killed in 1912 was 213, the figures for 1913 showing a decrease of thirty deaths, or 14 per cent.

The figures show that the principal hazards of quarrying appear to be equally divided between explosives, falls of quarry material, and haulage. Accidents from these causes represent nearly two-thirds of the fatalities. Albert H. Fay, engineer of the bureau, who compiled the statistics, makes the statement that in France the

fatality rate for quarry accidents is seldom more than one in every 1,000 employed, and in the year 1912 was even less than one. In Great Britain, for the ten years—1895 to 1904—the rate was 1.09 for every 1,000 men employed.

"The higher death rate in the quarries of the United States probably results from less stringent regulation and less systematic inspection," says Mr. Fay. "The workers have ample light and air and are not exposed to the risk of roof falls; hence the fatality rate should be lower than in underground mining for coal or metals. Yet the fatality rate in open quarries in the United States is even higher than in many of the coal or metal mines of foreign countries."

Says Proposal Is Illegal.

Attorney-General Webb of California has ruled that the pending universal eight-hour law, which will be voted on by the people of this State next month, is unconstitutional because it applies to all kinds and conditions of labor instead of being restricted to certain classes. He says the courts of the State and the United States have held such laws constitutional only when they had specific reference to some occupation in which it was shown that long hours of labor detrimentally affected the welfare of the individual and the best interests of the State. Otherwise they conflict with that section of the fourteenth amendment to the Federal Constitution which declares that no State shall deprive any person of life, liberty or property without due process of law.

The Attorney-General cites numerous State and United States decisions in his opinion, which covers 37 pages of closely typewritten matter. He goes somewhat extensively into the question of what a State can do under the police power, declares on economic grounds an eight-hour day is justifiable and permissible under the Constitution of the State and Nation, but denies that it can be enforced where it is a blanket measure such as is advocated in California.

The proposed law aroused bitter opposition among farmers, fruit growers, ranchers, and lumbermen in this State.

Walter E. Dunn, author of the proposed law, has written a vigorous defense of the law, and disagrees with Attorney-General Webb.

"A French scientist has made many interesting observations on the behavior of various wild animals aboard ship," says The American Inventor. "Those species whom one should naturally think would not object to a sea voyage are the most restless. The polar bear, he says, is the only one that takes to the sea, and is quite jolly when aboard ship. All others violently resent a trip on water, and vociferously give vent to their feeling until seasickness brings silence. The tiger suffers most of all. He whines pitifully, his eyes water continually, and he rubs his stomach with his terrible paws. Horses are very bad sailers and often perish on a sea voyage. Oxen are heroic in their attempts not to give way to sickness. Elephants do not like the sea, but they are amenable to medical treatment. A good remedy is a bucketful of hot water containing three and a half pints of whiskey and seven ounces of quinine."

ONE MAN'S VIEWS.

The organized charity workers in Chicago have adopted the slogan, "Save the family." This because the destitution consequent upon wide-spread unemployment is disintegrating family life among the poor of that city to the point of extinction almost. The authorities estimate the number of idle men in Chicago at 100,000. Many are inclined to think that twice that number would be nearer the mark. What the conditions will be like in mid-winter is something that the well-informed dread to contemplate. Says the Chicago Tribune:

Want is daily the cause of a series of suicides, desertions and infractions of the law of all sorts. Want is sending men away to find jobs they cannot get. Want is sending children to work who should not work. Want is breaking up households and sending the members broadcast as dependents upon relatives and incidental charity. The records of the police, the courts, the charity offices, and the columns of the daily newspapers, verify all that.

There you have a meager sketch, drawn by a plute newspaper, of what is going on in every large city in the country—even here in San Francisco. It's a part of the price we pay for what the Hearsts, the Otises and the Mike de Youngs are pleased to call prosperity. At that I'll admit that we have prosperity of a kind. But it's the kind that preceded the downfall of the Roman Empire, the kind that brought on the French Revolution. It's the kind of prosperity which, in the very nature of things, divides men into two warring classes, the Haves and the Have-Nots. In short, it's a libel on true prosperity; a sort of window dressing, giving no intimation of the wretchedness, poverty and misery which disfigure the back porch of society.

But, as Lincoln might have said, if you like that sort of thing that is about the sort of thing you deserve—and will surely get your belly full of if you only keep on voting for it long enough.

It is proposed to bring the Belgian war refugees to California and settle them on the land. Dilettante humanitarians and prosperous gentlemen with land to sell are getting all "het up" over the prospect. Those familiar old slogans, "Back to the land," and "Put the landless man on the manless land," are once more on parade in the columns of the plute papers. Prosperity talk is becoming somewhat rifer than usual. "Claim everything, concede nothing—to the knockers," is the watchword of the hour. All the signs point to something doin' in the camp of the big-landers.

The which is all to the merry. Now, will some rotund, ultra-respectable gentleman kindly tell us how a poor man is going to get "back to the land" with common farm land selling at from \$100 to \$1000 an acre?

When replying please state briefly your views on the Single Tax—that is, if they'll bear stating in print. Also why Americans are not to be assisted to come here instead of Belgians. Heaven knows there are millions of poor Americans who would joyfully come to California and settle on the land could they but afford the luxury.

"We run our business to suit ourselves." This, interpreted, means, "The public be damned."

"If a man doesn't like the way we do things he can get out." This comes as

near saying, "Workingmen be damned," as indirection of speech will allow.

"Humanity has nothing to do with business." Which is saying as plainly as can be, "Sentiment be damned."

"Business is business." This expression is first cousin to that other, "War is war." Both are used in extenuation of a multitude of atrocities.

And yet, under capitalism, private business ranks as the cornerstone of our civilization. Which is probably why it is such a jerry-built civilization.

We must play a great part in the world, and . . . perform those deeds of blood, of valor, which above everything else bring national renown. By war alone can we acquire those virile qualities necessary to win in the stern strife of actual life.

No, Bill; Kaiser Wilhelm didn't say that. The gentleman quoted above is none other than our own "Terrible Teddy," alias "the Kernel," sometimes referred to as the Hon. Theodore Roosevelt.

You didn't know that "Teddy" was such a bear for gore, did you? Well, he is, though; and, what is more to the purpose, he is reputed to be getting a dollar a word for writing that sort of dope. Some method in his madness, eh? And yet there are those who say that "Teddy" is "nutty"!

On the level, now, wouldn't Roosevelt be a peach to have in the White House in the present world crisis? Woodrow Wilson is probably not much more than a fraction of the composite paragon that his doting admirers paint him, but he is without any question the best thing that ever happened to the American people since Abraham Lincoln's day.

Mr. Roosevelt is said to be worried. He thinks his popularity is waning. It looks that way, too. Judging from the scantiness of the press notices accorded him these days Mr. Roosevelt must be drifting away from the limelight at a rate which will soon land him in the ranks of those whose sayings and doings "the world will little note, nor long remember."

According to a New York paper 50,000 eviction orders were signed by the courts of that city during the first six months of the present year. How does that record compare with the records of "Irish landlordism," the institution which we have been taught to regard as the acme of "man's inhumanity to man"?

Earning a living—that's a cinch,
But getting a living—there's the pinch.
—Ex.

Why is a landlord? Can you think of a good reason why any one should want a landlord?

My greatest regret is that I have been the author of three wars in which thousands of lives were lost.—Bismarck.

F. H. BURYSON.

Patriotism is of many kinds. Perhaps as notable as any is that of the prisoners of Melun jail in France, who "night and day are baking bread and making shoes for their countrymen, but have unanimously refused to accept the money ordinarily allowed them for their work."—New York World.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Striking boilermakers employed by the Newport News Shipbuilding and Dry Dock Company are as determined as the day they walked out, just a year ago, on account of union discrimination and the establishment of piece work. These workers have the sanction of their international, and they urge that boilermakers stay away from this locality.

Illness among the workers annually involves a loss of \$750,000,000 in the United States. This statement was made by Dr. W. W. Schereschewsky, surgeon in the United States Health Service, addressing the annual safety congress. Dr. Schereschewsky said that 13,400,000 cases of sickness occurred in the ranks of the workers. He cited these figures as arguments for greater general effort toward physical fitness. "Physical efficiency of workingmen and women is the greatest asset to industrial prosperity," he said.

In his report to the Missouri State Federation of Labor Secretary Smith showed that 302 local unions, with a total membership of 41,300, are affiliated with the federation, and that 43 new local unions, with a membership of 5,457, have been received by the organization during the past year. President Wood recommended that the women's nine-hour law be amended to include those now exempted; greater efforts against child labor; widows' pensions; abolition of the leasing system of convicts, and in favor of workmen's compensation.

Because of wage reductions that averaged 12½ per cent., 600 white and negro employees of the Salmen Brick and Lumber Company at Sli-dell, La., are on strike. When they walked out they were unorganized, but a union has since been formed with the aid of New Orleans unionists, who are assisting the strikers. The mill management express surprise at the action of their workers, as the former announce that the only reason the plant was not shut down was because of their employees, who have now formed a union, which will never, never be recognized.

The workmen's compensation commission of New York gave a practical illustration of the value of State compensation in place of protracted litigation in the case of John Massett, a laborer, who lost his life. Five days after Massett died, his widow was awarded a weekly income, based on his earnings, for the rest of her life. She had filed no application for damages. The commission first learned of her case by reading of it in the newspapers the day after Massett's death, and appointed of its own volition an investigator, who reported his findings.

A protest against labor conditions in the Panama Canal Zone was made to the Canal Commission at Washington, D. C., by representatives of the executive council of the building trades department of the American Federation of Labor and the Operative Plasterers' International Commission. They asserted that "so-called plasterers, natives of the West Indies, are given the preference over practical journeymen plasterers, natives and citizens of the United States; that these aliens, so-called plasterers, are paid a wage ranging from 20 to 30 cents an hour, while the wages of the American plasterers are 70 cents an hour." The

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Alfred
Anderson, A. -1797
Anderson, A. -1772
Anderson, C. J.
Anderson, Gust
Arnesen, James
Abrahamson, Berner
Bekker, Geo.
Brown, Peter
Burns, J. R.
Benter, Henry
Bruce, Robert
Bode, Fred
Backman, P.
Bahr, Walter
Crosley, J.
Campbell, Frank
Denton, E. L.
Daly, W. O.
Ekkker, O.
Die Christ, O.
Davis, F. A.
Daddy, C. W.
Eldsted, John
Engstrom, Carl
Erikson, Erik
Fenes, Ingvald
Foss, A.
Gillson, W. J.
Gonzales, M.
Glaskeen, J.
Gardner, James
Gelger, Joe
Graae, P. C.
Hansen, Olaf
Hahner, Fred
Heins, Hugo
Haester, Otto
Halversen, Hans
Helmstrom, J. A.
Hansen, enry
Hellsen, H.
Herman, Axel
Jacobson, Tongils
Jensen, G. G.
Jegstrop, H.
Jensen, Jens
Jensen, L.
Johansen, Birger
Jerkas, Fred
Johnson, Julius
Johansen, Arvad
Johansen, Geo.
Jacobson, Johan
Johnson, Jacob
Jorgensen, Agge
Kainow, A.
Kallas, M.
Kenny, J.
Klebnikof, I.
Korsmeyer, F.
Koch, W.
Kristensen, Oscar
Kristiansen, J.
Kallio, F.
Krouss, Ernest
Kristiansen, Trygve
Kruger, J.
Lapauble, J.
Larsen, Lars
Larsen, H. -1595
Ljungstrom, Steen
Lamb, Herebert
Lof, Oscar
Matson, Eric
Mathisen, Sigurd
Mortensen, J. R.
Monson, M. -944
Markman, H.
Matson, Eric
Mikkelsen, K. -1620
Monson, Martin
Muhls, F. W. D.
Muller, Willie
Maas, R.
Marx, T.
McDonald, Wm.
Nelson, Oscar
Nelson, Bertha
Nielsen, Harold
Nielsen, Alfons
Nygard, Olaf
Ness, Louis
Ness, Carl
Nielsen, P. L.
Ole, Johan
Olsen, J.
Olsen, C.
Omholt, L.
Osterlund, C.
Osterhoff, H.
Orstad, Christ
Olson, C. -584
Olson, A. M.
Olson, O. P. -1141
Putta, Walter
Pestoff, S.
Paaso, A.
Pettersen, Harry
Petersen, John
Petersen, Olaf B.
Quigley, R. E.
Rasmussen, P.
Rose, W. H.
Rosenvald, I.
Rydquist, C. H.
Rasmussen, Rasmus
Rasmussen, E. S.
Rasmussen, Olaf
Rohde, Fritz
Rose, W. H.
Saar, I. A.
Samsing, K. J.
Skedsmo, A.
Stenfeld, Hjalmer
Stone, N.
Svendsen, E.
Sverd, C. P.
Sweeting, J.
Samuelsen, H.
Samuelsen, Harold
Soderberg, A.
Staff, C.
Strand, C.
Strauss, P.
Tahlinan, M.
Thomsen, P.
Thorsen, Toger
Thorsen, Johannes
Thompson, Willie
Totz, R.
Tahti, Hjalmar
Tomls, Frank
Van Loo, E.
Valdley, P.
Wallace, A.
Wick, J.
Wold, J. J.
Weller, T. J.
Wikkelm, E.
Xokavulron, A.
Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Union Made Clothing

FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.
Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobbin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karlsson, Otto
Linen, W.
Line, Victor
Murphy, Daniel
Nyhagen, Julius
Ogilvie, Wm. A.
Olsen, Martin A.
Paterson, John
Pearson, Fred
Sweeting, Jack
Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner J' EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor
FIRST-CLASS BOARD AND LODGING
Reasonable Rates
Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made
PAGE & SCHWARTZ
Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS
THE COSMOPOLITAN
Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.
BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eu eka, Cal., Letter List

Eriksen, Anton
Haldorsen, Adolf
Ingebrethsen, Alfred
Lomas, Richard
Lawrence, Harry
Olsen, Alvin B. K.
Thorsen, Fredrik N.

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange; Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bulta, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravler, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Hunig, Hans
Hansen, H. F. C. C.
Jansson, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.

Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiasen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Carl
Neissen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Pettersen, Einar
Pettersen, Hans
Pettersson, M.
Pettersson, W. H.
Felz, Gottfried
Fohland, Max
Fetner, John
Kautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wleprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Batchall, Alex
Bleezings
Bowen, J. J.
Bergman, L. J.
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Flotten, James
Gronros, Oswald
Hansen, Ove Max
Hylander, Gustaf
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Kustel, V. J.
Kaiser, Fred
Melder, Albert
Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Olsen, Oswald -1059
Olason, Chas.

Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Rod, Sakarias
Salstad, O. N.
Schultz, Axel
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Thomson, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions
for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and
"White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Home News.

Charges that the printed cards on the stamped envelopes sold by the postoffice are printed by a firm under sweatshop conditions and working in violation of the Federal Eight-Hour law have been laid before Congress and the Postoffice Department. The firm to which the contract has been let operates in Chicago.

Dr. William H. Allen resigned from the New York Bureau of Municipal Research, giving as his reasons, the changing of the bureau and its training school from agencies working for the public good, into "Rockefellerized" agencies for so-called social study and the domination of the bureau by Rockefeller generally, resulting, according to his statement, in a progeny of evasions, misstatements and silence on matters vitally affecting the public.

The Federal public health service announces that Surgeon Joseph Golberger has discovered a cure for the dreaded pellagra, which has been the cause of suffering and death in Europe for centuries, although its prevalence in the United States has been recognized for less than a decade. Pellagra is neither contagious nor infectious, but dietary in origin, declares Dr. Golberger. A generous diet and rest, he is confident, will produce cure within a period of four weeks.

Figures made public by the Pennsylvania State department of mines show that the number of men employed in the bituminous region is given as 189,924, of which 156,289 are inside and 33,365 outside, and in the anthracite region there are employed 175,308, of which 128,667 are inside employes and 46,641 outside. Fatal accidents in the soft coal region are given as 611 and 624 in the anthracite region. The non-fatal accidents were 1,164 in the bituminous region and 1,238 in the anthracite district. The report notes the increase in the efforts to halt accidents and the development of the safety-first idea.

The Rhode Island State Federation of Labor has issued an appeal to the citizens of that State to support a movement for a new State constitution. The unionists say the present act is seventy-two years old, and that while the people and the State have advanced, the constitution has remained the same, too old and too narrow to properly cope with the needs and conditions of this age. It is stated that it is impossible to have full suffrage to the registry voters, greater representation in the House and Senate for cities and populous centers, initiative and referendum, women suffrage, home rule for cities and towns, power of appointment by the Governor, and many other provisions made necessary by the advancement and progress of the people.

"Disease Prevention Day" was observed for the first time in Indianapolis by a street pageant that marked a formal declaration of war on insects, vermin and germs of all kinds. Disease in all its forms was hunted out and brought into the light of public condemnation and war to the death was urged against flies, rats, insects and all the array of germs. Specially strong forces were enlisted against tuberculosis. Fifty floats from health and charity organizations, together with elaborate trade displays, proved features of the parade. The State board of health was represented by three floats.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON
Phone 342 Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up
208-12 HERRON STREET

Aberdeen, Washington

NAVIGATION

This Book Free

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining
Courses in Ocean, Coast, and Lake Navigation.

Name

St. & No.

City

State

Domestic and Naval.

It is reported that the British Admiralty have agreed to pay the White Star Line £600,000 for the "Oceanic," which was lost recently on the north of Scotland.

The Secretary of the Navy has awarded the contracts for the two battleships for which bids recently were received. One ship will be constructed by the New York Shipbuilding Co. for \$7,250,000 and one by the Newport News Shipbuilding Co. for \$7,115,000. The third battleship to be laid down will be built at the New York Navy Yard.

A plea for the inviolability of private property at sea was made by Judge George C. Holt, of New York, in an address before the Maritime Law Association of the United States, of which he is president. The meeting took place at Washington October 19. Judge Holt declared that a determined effort should be made after the war to put a stop forever to the capture and destruction of merchant vessels.

It is announced from Antwerp that from the beginning of the war 36 German ships, of an aggregate tonnage of over 100,000 tons, and valued at \$10,000,000 have been held up at Antwerp. The explanation given as to how so many German craft came thus to be interned is that Germany, being convinced that Belgium would remain neutral, gave no orders for these ships to proceed to other neutral ports. These vessels were all sunk or disabled by the Belgians who blew up their boilers before the Germans attacked Antwerp.

As far as the shipping industry is concerned, the stoppage of overseas trade at Hamburg has resulted in absolute paralysis. But efforts are being made to maintain as much of Germany's maritime trade as is possible by employing many vessels in the Baltic coasting trade. A large number of small steamers are trading between Hamburg, Lubeck and Sweden or Denmark. To facilitate this business a number of Hamburg shipping offices have been transferred to Lubeck, on the Baltic side of the Kiel Canal. Apart from this, life in Hamburg is proceeding in a normal fashion. Foreigners in Hamburg of belligerent nationalities have been subjected to no indignities whatever.

Captain E. E. Johnson, master of the Old Dominion steamer "Monroe" when that vessel was rammed and sunk by the Merchants and Miners' Transportation Company's steamer "Nantucket" January 30, with the loss of 41 lives, was exonerated of all blame for the collision in a decision rendered by Colonel John W. Oast, U. S. supervising inspector for the Third District, with headquarters in Norfolk. Colonel Oast heard the case on an appeal taken by Captain Johnson from the decision of Local Inspectors Charles W. Wright and E. F. White of Baltimore, rendered August 10, in which they found him guilty of negligence in navigating the sunken steamer and recommended the revocation of his license. The decision of Colonel Oast has been forwarded to the headquarters of the Service in Washington. Captain Johnson noted an appeal from the decision of the Baltimore inspectors shortly after it was rendered, but it was not until recently that Colonel Oast could go over the records in the case and hear testimony.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes
FOR MEN EXCLUSIVELY
NEW STORE! NEW GOODS!
NEW MACHINERY!

Call and inspect our new up-to-date quarters
Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adolfsson, F. H.
Ahl, T.
Albertson, Chris
Andersen, Andy
Andersen, August
Andersen, Henry
Andersen, Nela
Anderson, H. J.
Anderson, Johannes
Anderson, Martin
Anderson, Sam
Baardsen, F.
Backman, Axel
Backman, Paul
Bauer, Andrew
Beck Johannes
Berk, John A.
Beimel, Peter
Benson, Gus
Benson, Severin
Berlin, Werner
Bertelsen, B. J.
Bjorseth, Knut
Cain, P.
Callon, Josh.
Campbell, D. C.
Cariera, Pete
Carlson, A. G.
Carlson, Charlie
Carlson, John
Carlson, P. S.
Carron, Ed.
Christensen, Albert
Dahlen, G.
Danielsen, Dave
Davis, Frank A.
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Dempsey, H.
De Roos, J.
Eby, Ivar. D.
Eckart, T. G.
Eggers, John
Ehlert, A.
Ehlert, Ernest
Einardt, John
Ellis, E.
Elofson, John
Elone, Emanuel
English, John
Farrell, William
Fischer, Wilhelm
Flthal, F.
Fjellman, Jonas
Gabielsen, Peder
Gaby, Jim
Gordon, Geo.
Grabower, Martin
Granstrom, Nestor
Griffall, Peter D.
Haave, Norvald
Haldin, F.
Hall, S. C.
Hallen, Victor
Halvorsen, H.
Halvorsen, Isak
Hammargren, Oscar
Hannus, Alex.
Hansen, Bernhard
Hansen, E.
Hansen, J. -2156
Hansen, Jeremias
Hansen, Marius
Hansen, Olaf
Hansen, O. R.
Hansen, Oscar
Hansen, Thomas
Harmening, Fred
Haskins, C.
Hawkins, Fred
Ikivalko
Jamisch, Ed W.
Janssen, H. E.
Jenkins, Fred
Jensen, Carl
Jensen, George
Jensen, Hans
Jensen, Just
Jensen, William
Johansen, Berger
Johansen, C. -804
Johansen, Ed. -2240
Johannessen, Elmar
Johannessen, John
Johansen, Johan

Anderson, S. M.
Anderson, Tommy
Anderson, Wm.
Andersson, A. -1060
Andersson, -1781
Arntsen, Julian
Arntsen, John
Aspe, Teodor
Attel, Alf
Austin, Tom
Azarar, D.
Blackwood, R. H.
Blair, Francis
Boers, M.
Borgen, John
Boro, Severin S.
Boye, Hans -1837
Brander, William
Brown, L.
Bryan, John
Burndez, Charles
Buse, D.
Bynum, Joe
Christensen, Martin
Christenson, Willi
Christiansen, L. P.
Clausen, Chr.
Cockell, Frank
Connolly, Stephen
Contreras, Julius
Cord, Pete
Costa, Casimiro

Des Hayes, F.
Deswert, William
Digman, Carl A.
Dixon, John
Dowda, C. W.
Downey, James
Drenkhahn, M.
Eriksen, Bernhard
Erikson, E.
Erikson, G.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evensen, Louis
Eugen, John

Fraser, Thomas
Fredholm, C. J.
Freitag, Franz
Fritsch, Leonard
Griffin, Jas.
Groth, John
Gulbrandsen, Jens
Gundersen, Chas.
Gustman, Leo
Gutman, Charles
Hackett, Max
Heesche, Henry
Heldal, Trygve
Helinius, Oscar
Hensen, J.
Hermansen, G. H.
Hewitt, Peter
Hjorth, Johan
Hoffman, Jack
Hogelund, Andrew
Hogstedt, Charles
Hob, Sigvard
Hollen, Carl
Holst, R.
Hovring, H. J.
Hubertz, Emil
Hubner, C. F. W.
Hultberg, Ernest
Husby, Lars
Hyde, Carl
Illig, Gus

Johansen, Louis
Johansen, Thos. W.
Johansson, A.
Johnson, A. R.
Johnson, Charles A.
Johnson, D.
Johnson, F. -1723
Johnston, P. E.
Johnson, Pete
Johnson, Roy W.
Johnson, Steve
Jones, Berthon
Jorgensen, Aage

Kaktin, Ed
Kalm, Ed.
Kalkin, Fred
Kallberg, Arvid
Karlsen, Hans
Karsten, Hugo B.
Kenny, James
Kinnard, Herman
Kindlund, Otto
Kittlesen, Alfred
Klve, Conrad
Lahke, John J.
Laine, Frank
Lajls, John
Lange, P.
Lapouble, J. P.
Lapschies, Edward
Larsen, Alf
Larsen, A. L.
Larsen, Anton
Larsen, F. S.
Larsen, Georg L.
Larsen, Ludvig J.
Larsen, C.

Macaulay, Angus
MacKenzie, M.
Macrae, Alexander
Mahoney, F. E.
Malmstrom, C. A.
Markley, Paul
Markmann, Heinrich
Martens, Paul -2262
Mayes, J. B.
McConnell, David
McGoldrick, James
Nelson, A. B.
Nelson, C.
Nelson, E. C.
Nelson, Fred
Nelson, H. J.
Nelson, W.
Nelson, Wm.
Neuman, Fred
Niemeier, Oscar
Nilsen, Billy

Oaks, Theo. K.
O'Connor, W. F.
Olksa, Victor
Olson, E. A.
Olson, J. A.
Olson, Olaf
Olson, O. -1283
Olson, Otto
Olson, Peter
Olson, Geo. W.

Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, O. -1392
Pedersen, P. A.
Pedersen, Walter G.
Pederson, Sofus R.
Pergher, Charles
Peters, J.
Petersen, John A.
Petersen, O. E.
Petersen, Olav -1595
Petersen, S. A.

Quigley, R. E.
Raalsen, Fred
Ramson, Andrew
Rasmussen, Andrew
Rasmussen, Chr.
Raymond, Frank L.
Redinger, M.
Reed, J. W.
Reinhardt, Werner
Renstrom, Axel
Saarinen, Werner
Saar, J. A.
Sabel, Treij. L.
Salberg, B.
Salzer, Julius
Sandberg, John
Sand, Bernhard
Sandstrom, Ivar
Saunders, James
Savio, Mario
Schaffer, Hugo
Schager, Ernest
Scheffler, Samuel
Schmell, F. A.
Schmidt, Louis
Schraeder, Fred
Schroder, E.
Schroder, Herman
Schulze, Paul
Scott, Emil
Seidel, Willi
Shem, A. H.
Sherry, J. H.
Shible, J. J.
Shmidt, Ernest
Skjellerup, A.
Smedberg, Otto
Smith, D.

Tamman, Krispin
Tasnase, E.

Klette, Ernst
Klingstrom, G. G.
Knappe, A.
Kohne, Ernst
Kristian, Karl
Kristiansen, L. P.
Kroeger, Henry
Kruger, Gustav
Kruhming, Andrew
Kuhlmann, L.
Kyllander, Herman
Lahke, John J.
Larson, H. P.
Larsson, K. E.
Laws, Harry
Lewis George
Liljendahl, Ludvig
Lindelop, Charles
Lindner, J. -1750
Lohne, E.
Lorin, A. L.
Luberg, A. W.
Lundberg, Thurston
Lundgren, Richard
Lund, Pete

McMalo, Victor
Merliut, Gaston
Moberg, A. W.
Mogelberg, Harry
Morris, O. R.
Mortensen, Johan
Mulrichneck, W.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Ragnvald
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nordling, S. B.
Nurmi, Victor R.
Nyberg, Erik
Nylander, E. R.
Nyman, A.

Olson, Hans -1225
Olson, N. -502
Olson, S.
Olsson, G. B.
Ondrasek, Ralph
O'Neill, Jas.
Onu, Tobias
Osain, Oscar
Osterhoff, Heinrich
Osterman, Oscar

Petersen, Soren
Petersson, A. -1436
Petersson, Chas. -190
Petroff, Alex
Pettersen, F. -1526
Pettersen, Karl
Pettersen, Otto
Pettersson, Adolf -1622
Petz, Fritz
Poppe, G. F.
Porath, Ben
Prinz, Carl
Publicatus, August
Rimmer, Chas.
Roberts, John
Rose, Wm. H.
Rosenblad, Axel
Rosen, John
Rulse, -
Rundquist, O.
Rutte, Peter

Snell, Adolf
Soalman, Joseph
Sonnenberg, H.
Sonnenberg, J. C.
Sorby, Olaf
Sorensen, Peter
Speller, H.
Spona, Emil
Stanley, Joseph
Steln, Emil
Stenberg, Alfred
Strand, Konrad
Strasdin, Hans
Stratten, Harry
Strom, Kahl
Sundberg, K. K.
Sundharm, Fred
Sundhouse, Joe
Sundi, Oscar
Sutherland, Peter
Svenson, Gustaf H.
Swanson, O.
Swanson, Ben
Swanson, Jack
Swanson, John
Swanson, Oscar
Swarth, Norman
Sweeting, Jacko
Theorin, John E.
Themsen, William

Thomas, Edward
Thompson, E.
Thompson, B. -283
Thompson, H. J.
Thompson, Thomas
Thomson, Thomas
Thoren, Gus
Ulman, John P.

Vangelder, William
Van Katwijk, J. W.
Vartnow, Wm.
Velson, Frank
Wagner, W.
Wallin, John
Walsh, B.
Welure, J.
Westlake, S. G.
White, Fred
Willarts, Fred
Zankert, Karl
Zimmerling, Fred

Thorstrup, Ludvig
Toblassen, J.
Tollefsen, Hans
Torkelsen, John
Torstensen, Folke
Tuchel, Gustav

Verfard, Frank
Viersch, Henri
Vohs, Heinrich
Voorhies, Firman
Williams, John
Willmorn, W.
Willinzig, John
Wilson, A.
Winblad, Martin
Winter, Harry
Woldhouse, John
Zornig, Harry
Zwakten, Rudolph

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Demetre
Beling, Oscar
Carter, H.
Cealan, John
Christoffersen, Olaf
Ellieson, Otto
Erikson, E.
Finnely, Wm.
Hansen, Charles G.
Hansen, Karl
Hansen, Marius
Hendriksen, Hag-bart
Hoffman, J.
Iversen, Iver
Jensen, Hans
Johansen, Emil
Jorgensen, Olu
Klette, E. F.
Knappe, Ad.
Laydon, D.
Olsen, Carl -1101
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans
Rasmussen, Emil
Rathke, Reinhold
Rulsen, A. L.
Roslin, Robert
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-sen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J. William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week. Electric Lights,
Call Bells and Hot and Cold Water in
every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping.
Single or Connecting Rooms.

This Place Must Be Seen to Be Appreciated.
Nothing Like It in the City.

1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

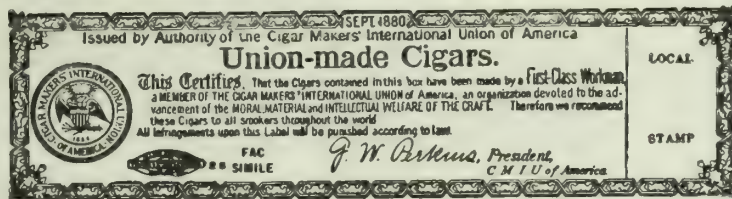
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER
Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Phone Sutter 767 124 EAST ST.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

News from Abroad.

At the opening of the Australian Federal Parliament on October 9, the Government announced that Parliament would be invited to make Belgium a gift of half a million dollars in recognition of her sacrifices.

Dutch and Italian ports are being used for German and Austrian export trade. In this country a large percentage of the import trade is in German hands, and the goods are now received through Dutch ports, carried in neutral bottoms. Some Austrian goods are now shipped via Genoa.

Differences in the Italian cabinet over the rehabilitation of the army led to the resignation of General Grandi, Minister of War, and the appointment of General Zupelli. Depletion of army stores in the military depots, and the number of enlisted men, is given as the cause of the friction. Italy is reported to have spent \$1,000,000 a day since the war began, to place her army on a war footing.

The recent sailing for Liverpool of the steamships "Mauretania" of the Cunard Line and the White Star liner "Olympic" marked the last appearance of these ships in an American port for an indefinite period. According to officials of the line, the falling off in transatlantic travel, due mainly to the war, has made it advisable that the ships be laid up for a time. The Baltic of the White Star Line also sailed for Liverpool.

King Charles of Roumania died on October 10, and was succeeded by his nephew Ferdinand, who took the oath on the 11th. The Roumanians have been anti-German in their sympathies, while King Charles was friendly. This caused much friction in the cabinet and restlessness among the people. King Ferdinand is supposed to sympathize with the people, and his accession may result in bringing his country into the war.

Frank W. Carpenter has been appointed civil governor of Moro province in the Philippines, in place of the military commander, General Pershing. The report made by Brigadier-General Frank McIntyre, chief of the bureau of insular affairs, says: "It was felt that such progress had been made in the establishment of law and order in the province as no longer to require a military man as governor, or, in fact, to require the stationing within that province of American soldiers."

If Germany has any territory left outside of the continent of Europe after the war is over it will be because the British have overlooked it. British forces have already taken Togoland; they are attacking German Southwest Africa; they have seized the German Samoas, in the Pacific, and news has just come from Australia that a British force has taken the chief city of New Pomerania, the largest island in the Bismarck archipelago. It will not be long before the world is informed that the German part of New Guinea has been attacked, and it will be surprising if the Caroline and Ladrone Islands do not surrender to a British warship. And Japan is laying siege to Kia-Chau on the China coast. The Kaiser's advisers, who did not expect the British to enter the war, will have much to explain to their chief before a peace treaty is signed.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gus	Johnson, Martin
Andersen, El. W.	Johansson, Axel
Albertsen, Hans	Johnsen, Jack
Christian	Jensen, Ole
Blom, Aanden Ade	Johnson, J. E.
Bernhard, Oscar	Kathy, Albert
Cohn, W. R.	Knudsen, David
Certz, Emil Ali	Magnussen, Magnus
Erickson, Ollie E.	Marcussen, J.
Erickson, Earl	Mareple, John
Elmi, A.	Nelson, Fred
Ekeland, Will H.	Olsen, John
Findley, Jos. A.	Schlachte, Alfred
Fritsch, Leonard	Tobey, John
Gundaker, Sam W.	Teraclson, Ernest
Happner, H.	Wilson, Herman
Israelson	Wallin, E.
Jacana, Caremlo	

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd-	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Flister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Silnning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Will-	Starks, John
helm	Steln, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromness, Oscar

With the Wits.

"What is the charge?" asked the magistrate.

"Nuthin' 't all," snickered the prisoner at the bar; "this 's on me."

Barber—Your hair's very thin on the top, sir.

Customer—Ah, I'm glad of that; I hate fat hair.

"Now, Archie," said his teacher, who was trying to teach him the alphabet, "what comes after T?"

"Prayers, ma'am," replied the young hopeful, whose father is a minister.

A Yankee entered a hotel in the Highlands when he overheard a party of gentlemen speaking about shooting.

"Gentlemen," he said, "I guess I have seen some good shooting in my time. I have seen a fly killed on the flagpole at 300 yards."

A Scotchman, who was one of the party, said:

"I believe I've seen better. When I was in the army the major used to roll an empty beer barrel down the hill and every time the bunghole turned up we put a bullet in. Any man who couldn't do it was dismissed. I was in that corps for fifteen years and never saw a man dismissed."

The teacher was entertaining the school commissioners one afternoon.

"This is one of my brightest pupils," she said, indicating a boy who was seated at one of the desks, intent upon writing. "He is always busy studying, while his companions are wasting their time out at play. Morris," she said to the boy, "let me see what you are writing, please."

"No'm," replied the boy, "I don't want to."

"He is a modest boy," explained the teacher. "Come, Morris, I want to read it."

Morris reluctantly handed her the paper, and she read: "Please excuse Morris from school today, as he is needed at home."—Harper's Magazine.

Joint Accounts

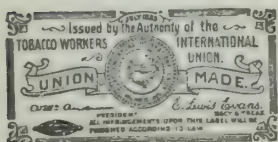
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



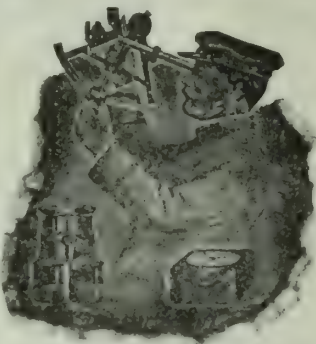
Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS' HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James F. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:

ALARM CLOCKS, 45c UP
WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

A Reservoir for YOUR Stream of Wasted Money



You know how easy it is to let money slip through your fingers. Saving is a habit. Cultivate the habit and you will have one of these Banks filled with coins to show for your work.

The Banks are strongly made of steel with neat oxidized copper finish. Kept in the home it is a constant reminder to save. There is no temptation to open it. We keep the key and open the Bank whenever you wish. Each Bank is fitted with a patented lock.

Bring the Bank to Store when you want it opened—do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET

72 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

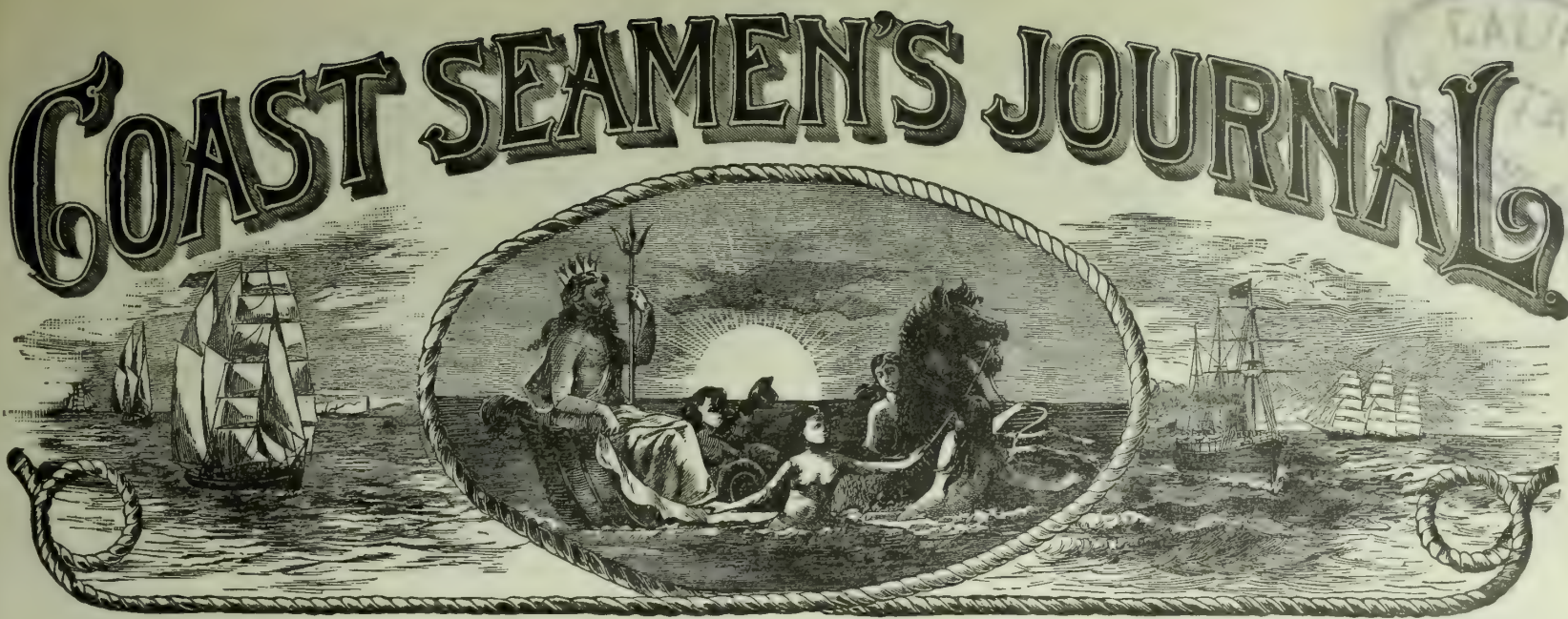
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 9.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 11, 1914.

Whole No. 2303.

OUR BOGUS CIVILIZATION.

Its Ethics Largely the Ethics of the Jungle.

This story begins at the Brooklyn Bridge station of the New York subway and moves rapidly by express train to the Grand Central station. I boarded the train at 6 o'clock. The rush hour was at its height. The train was composed of ten cars and each car had a capacity of 200 persons—but ten cars were not enough. Ten-car trains were running only a minute apart, but a minute was too far apart to carry the crowds. The train was almost filled when it left Brooklyn bridge. It was entirely filled when it left Fourteenth street. People were packed so tightly in the car in which I stood that a lead pencil in my pocket was broken.

A twist of the motorman's wrist unloosed 2,000 horsepower of electricity and hurled us to the Grand Central station under Forty-second street. Perhaps 100 of the 2,000 wanted to get off to transfer to a local or to take an electric surface train. I was one of the number. With about as much ease as one could edge his way through a Brazilian jungle, we worked toward the doors and alighted on the broad cement platform that lies between the tracks.

I was one of the last, if not the last, to leave the car in which I rode. As I stepped out of the door, I was struck by a tremendous tidal wave of humanity that no human being could have withstood. So I stepped in front of the iron railing that is placed about three feet from the edge of the platform and waited for the wave to dash itself into the cars. As I stepped in front of the railing, a huge guard—he was six feet four if he was an inch—stepped beside me to get out of the way of the crowd; and as he saw the terrific jamming of men against women, and the terrific jamming of men against men, one word escaped his lips: "Cattle."

As he spoke, he turned toward me, and seemed to understand that I had heard what he said. Then, in a voice of pained wonderment (I am telling this story precisely as it is), he added: "What is the matter with people? See how they are treating each other."

Now, this story may seem far from the plains of Kansas, the shores upon which the Pacific beats and the cotton fields of the South, but it has to do with each of these places and with all places where human beings live. The spectacle that I have described is based upon a profound fact that curses almost every human being from a moment even preceding his birth until death closes his eyes. This is a statement of some size, but if readers will do me the favor of going along with me, I will try to demonstrate, in this short article, that what I have said is true.

Let us now go back to the Grand Central station of the subway and work out toward the farthest part of the world. Why did the passengers treat each other so? They were not cattle. They were average American citizens. Yet they showed a ferocity, a disregard for the rights of others and a degree of disrespect for ordinary decency that could nowhere be duplicated except in a hog pen at swill time.

Why? Just one reason. These people wanted

transportation and they knew that the present supply was insufficient. They knew that if they did not get on the train that was in front of them that the next train would be just as crowded—and the next train and the next train, and the next train for a hour. The same persons whom the subway guard called cattle, if they had been boarding Pullmans, which are never crowded, would have gone aboard with all the ease and dignity of cultivated, well disposed persons. If one man had unduly jostled another, he would have apologized. If a man had seen a woman about to board a Pullman, he would have stepped back to let her go first. Every consideration would have been shown everybody else, because everybody would have known that there was transportation enough for all. The perfect proof of which is that the identical persons who act like savages in the subway conduct themselves like human beings when they ride in Pullman cars.

Now let us shy out toward the edge of the world.

Why is there so much hell upon this little planet? Why is there so little brotherly love and so much unbrotherly hatred? Why do workingmen betray each other? Why do rich men persecute workingmen? Why do men strike and riot and sometimes kill and burn? Why do rich men shoot and swindle and starve and kill? Why are we swept, every two years, by a hurricane of politics? Why does this hurricane, every four years, become a typhoon?

Go back to the Grand Central station of the New York subway for your answer. The people cannot live without the means of life. Ninety per cent of the population know that only by the utmost endeavor can they command enough of the means of life to live. When the food train comes along, they must board it at all costs. If the food train appears in the form of a job, they must get and hold that job as they would hold their very life's blood. They want all they can get from the job. Their employers want all the profit they can get from the job. Neither end can be attained except at the expense of the other, but each side strives to attain its end. That is why we have strikes. That is why we have politics.

Now, fighting over food is not, in itself, a bad trait. The first duty that any human being has in the world is to live. We may talk as we please about the glory and the beauty of giving up one's life for this, that, or the other thing, but except upon rare occasions, there is nothing in it. Our first duty is to live and to live we must have the means of life. If we can get them politely and decorously, we get them politely and decorously, but if not, we must get them the best way we can or we die.

This earth is by no means a hospitable planet. It has its treasures, but it clutches them with a grip of steel. When we come here, it gives us no information. The trees do not say: "Burn me for my wood." The earth does not tell how it can be scientifically tilled. The iron mines contain no instructions for the conversion of their metals into wonderful machinery. Even

the lightning does not tell what work it can do or that it can do any work. The only message that seems to come out of the vast silences is: "Live here if you can."

We can. We have proved it. That we are here is the proof. We have struggled hard. We have had to learn everything for ourselves. We have fought down difficulty after difficulty. We have struggled like beasts, and persevered like men. But in the heat of the struggle we have failed to note that we have wrestled ourselves out of the woods. We have failed to note that the first prize for which we fought is won. We do not appear to know that the problem of creating enough for the needs of all has been solved. The greed that was first born of fear of starvation still obsesses the rich man. That makes him go on gathering and expecting to need it all. And, the rich man, still dominated by the old fear, gathers so energetically that the poor man has real cause for fear. Though there is no longer any real reason why anyone should fight another for the means of life, the old fight goes on. Though the production of an abundance of wealth is now one of the simplest acts of life, we are still standing upon the platform at Grand Central, fighting to get into food trains that seem to run a month apart when there is food enough to run them a minute apart all the hours of the day and enable everybody to go aboard in Pullman fashion.

Now, the rich man should not be too much blamed for being the kind of a man he is. Like ourselves, he is but the concentrated extract of all his environment, running back through thousands of years. It has been bred into his bones, not by the Bible, but by the hard facts of life, that "He who looks not after his own is worse than an infidel." In the beginning, much loot meant to him much ability to eat. Later, much wealth meant much honor. Always it meant much power. The weakness of the rich man is that he does not yet realize that, after a little wealth has been gained, the hunger reason no longer holds; that much wealth no longer confers honor and promises to bring disgrace, and that the awakening of the masses is about to strip the rich man of his last reason for seeking great riches—and that is power.

The weakness of the poor man is that he does not see what he has created and proceed to take it over. He has filled the world with machinery, but he does not own it. This machinery, together with the labor at hand, is sufficient to produce an abundance of the necessities and the luxuries of life. This abundance is held by the rich, who did not create it. Yet the working man acts as if the abundance did not exist. The working man is becoming conscious that he should get more. But when he demands more, he does not demand enough. He is always willing to exchange his vote for a little more in his dinner pail. He seldom says: "In my way, I am as valuable as anybody else in this country and I want my share." Not at all. And, asking little, he gets less.—Allan L. Benson in Appeal to Reason.

FURUSETH ORGANIZING IN EAST.

The following report is both timely and interesting to Pacific Coast readers of the JOURNAL. A few weeks ago the leading maritime unions on the Pacific Coast affiliated with the International Seamen's Union of America voted an appropriation of \$5,000 for organizing work among the seamen on the Atlantic Coast. This money is now available where it will do the most good. Comrade Furuseth is already on the spot and, with characteristic vigor and thoroughness, is addressing himself to the task in hand. With what results may be inferred from the report itself:

New York, October 31, 1914.

Mr. Thomas A. Hanson,
Secretary-Treasurer I. S. U. of A.,
570 West Lake Street,
Chicago, Ill.

Dear Comrade:

Leaving Washington Saturday last I arrived here in the evening. On Monday we had a regular meeting at 51 South street, seventeen members being present. To this meeting I gave a detailed report upon the bill and the prospects, and suggested that we all work earnestly together to have as many meetings during the week as possible.

In a preliminary meeting of the officers in the afternoon it was found that the delegates could get only on a few of the docks, and it was determined that I go to the companies' offices and suggest that since the bill is going to become law it seems wise for them as well as the men to prepare, and in this we shall be pleased to co-operate with them. The men needed are here at the present, and they can be retained here during the winter if steps are taken to this end; and finally suggest that passes to the docks and vessels be furnished to the officials of the Seamen's Union.

In accordance I have visited the offices of the American-Hawaiian, Ward, Old Dominion, Morgan, Panama, Luckenbach and United Fruit lines. I was courteously received, given a hearing, and told that they would consider the suggestion. Up to the present no responses have come. Mr. Nysam of the Fruit line suggested that since I was going to Boston I might visit their office there and talk the matter over further, the marine superintendent being there.

We also determined to try for a meeting in the Seamen's Church Institute and I went there. After some talk with Mr. Deems, the assistant manager, he suggested that I write a letter to Mr. Mansfield. This was done the next day.

On Wednesday we had an open meeting at 51 South street, about eighty sailors, firemen and cooks—mostly sailors—present. The meeting was addressed by G. H. Brown, R. Bell (representing the British union), H. P. Griffin and myself.

On Friday (last night) we had a meeting in Father McGrath's Mission, 422 West street. About fifty were present, mostly British seamen from vessels lying on the West Side. The meeting was addressed by R. Bell, H. P. Griffin and myself. The men here are discouraged, and they do not readily come to open or other meetings. The number of idle seamen is great and the boarding masters are doing a land-office business in shipping the men. A very large number are, however, shipped by the Church Institute, which is about the place to stay, and which is crowded with men. A constant and strong agitation is imperative here, but with the bill passed there is no doubt the men can be joined and a union with real influence on the situation be organized. I am leaving for Boston this afternoon and will stay there until Tuesday evening.

We calculate to have three meetings here next week, Wednesday, Thursday and Friday. Best wishes.

Respectfully submitted,

ANDREW FURUSETH,
President, I. S. U. of A.

Out of the 280,000 farms in Missouri approximately 3753 are owned by negroes. They range in size from three to two hundred and sixty acres, and are worth, land, buildings, livestock, and everything else on them, \$27,768,750, using the average value of a Missouri farm as the basis for computation. The negro population of Missouri is 157,452.

Demand the union label upon all purchases!

SOME MORE "DISMAL VAPORINGS."

Editor JOURNAL:

In your issue of October 14th you published a letter signed "Marine Engineer." This gentleman seems to think that criticizing the policy or actions of certain prominent labor leaders constitutes "high treason." The style, spirit and composition of the letter forces certain conclusions as to his mental constitution, and this is supported by the anonymous signature.

There are certain bodies in the American labor world so conservative in their policy and actions that any criticism of existing conditions or of the policy of the union constitutes treason in the estimation of the contented membership. This is not the case in the Sailors' Union of the Pacific.

"Marine Engineer" goes on to state that "it is rather surprising that a paper like the Coast Seaman's JOURNAL can afford space," etc., etc. Evidently "M. E." does not realize that the Coast Seaman's JOURNAL is a journal owned by the seamen of the Pacific Coast, and that the members of the Sailors' Union of the Pacific propose to be the sole judges of the policy of said paper.

As to the "dismal vaporings of the grand army of destructionists" this has a familiar sound just now after the passage of the Emergency Shipping Bill.

There is a faint suspicion in the air that "the hard, and up to the present, successful fight against the spread of Socialism among the wageworkers," has greatly facilitated the passage of just that kind of legislation. Just as it has made possible West Virginia, Michigan, Wheatland, San Diego and Ludlow.

"Marine Engineer" says that the "attempt" to put Mr. Gompers into the same category as Mr. Taft is ridiculous, etc. If this is true, why is Mr. Gompers silent when praised for his firm stand against the only remedy for our social ills? Take that congratulating paragraph in the Taft article in the September "Federationist," the one in which we find Taft and Gompers masquerading as the heavenly twins,—two souls with but a single thought, two hearts that beat as one.

Mr. Gompers does not say anything which would tend to show that he did not richly deserve the thanks of Mr. Taft for services performed. Mr. Gompers is modestly silent. Evidently the clumsy approval of the fat professor of law was too sweet a morsel to be declined.

Mr. Taft does not deny the soft impeachment. In his reply to the Taft communication Mr. Gompers gives a very mild reminder of a slight portion of the notorious Taft attitude toward labor. While at the same time Gompers is exchanging this kind of effusion:

"On the last occasion I had the honor of meeting you I expressed my sincere sentiment for your personal welfare and happiness, my feelings have undergone no change."

[For the above and the following quotation see "Federationist" for October, page 880-881.]

Again:

"But for you personally I have entertained and still entertain profound respect and admiration." Again: "Earnestly hoping that you are enjoying your vacation," etc.

Is it necessary to "attempt" to put Mr.

Gompers anywhere when he does it himself in the official paper of the A. F. of L.? Just fancy the President of the American Federation of Labor the admirer of Taft, the reactionary!

Just think, the representative of the great American labor movement prostrating himself at the feet of the most notorious enemy of labor at the very time that helpless miners, with their wives and children, are wandering up and down the State of Colorado, when working men in Texas, Illinois and California are on trial for their very lives just for raising their voices in behalf of labor!

Just fancy the President of the American Federation of Labor addressing the infamous father of the injunction (commonly known as "Injunction Bill") as "My Dear Mr. Taft!"

This is not intended as a charge of dishonesty on the part of Mr. Gompers, but it is intended to awaken the American wageworkers to the fact that we are drifting in the wrong direction; that there is no progress to be made along lines which depend upon the approval of the class now in power.

Anything which is of real importance in bettering the conditions of the working class must in the nature of things be looked upon by the governing class with suspicion and hatred.

We must cease to ask others to do things for us;—we must do them for ourselves.

The worst insult that an honest and capable labor leader can receive is the approval of the ruling class.

We Socialists contend that we want justice, and maintain that there can be no justice so long as private individuals or corporations are allowed to control the means of life.

We say that all the activities of the working class must be directed to that end which will destroy such private ownership and substitute public ownership and democratic management in industry.

Our present great difficulty is that the men who have the greatest influence in the labor movement are obsessed with the idea of the justice of private ownership and the possibility of gaining some substantial improvements for labor under the present system.

We maintain the position that this system has outgrown its usefulness and must be replaced by that of true co-operation. Knowing this and believing that silence might be injurious, we Socialists hold it to be our duty at all times to point out to our fellow members in the labor movement that it is high time that men with more modern ideas be placed at the helm in the affairs of the American labor movement.

CHAS. M. ALBRECHT.

Contrary to general belief, China not only raises cattle in large numbers, but exports frozen beef in quantities which have now assumed a commercial magnitude of sufficient size that world-wide possibilities may be observed in time to come. Upward of 200,000 cowhides are annually exported from Shantung, which supplies the Russian army in the Far East with a large portion of its beef. Chinese, other than Mohammedans, eat no beef, considering the cow a farm animal.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Gagging" of Federal Employees Denounced.

Senator Borah scathingly denounced Superintendent Stephens of the Railway Mail Service in the Senate because of a threat alleged to be made by the postal official in a speech at Indianapolis declaring he would summarily dismiss any of his clerks if they signed petitions for the enactment of the Borah bill to prohibit the "speeding-up" system in the postal service.

"A mere petty, impudent, time-serving, slavish, coarse-grained, cowardly attache of bureaucracy; an arbitrary, bullying, vicious, and unconscionable over-employee of the Government," were some of the strong terms used by the aroused Senator in describing Stephens.

"A man loyal to our institutions, sensitive in the slightest degree to the admonitions which come to those who would see them preserved, will respect the rights of the humblest and most dependent as quickly as the rights of the strong and the powerful. One who would brutalize the feelings of those who can not, except at great cost, protect their interests is to be distrusted, for he possesses neither the sense of justice nor the conception of manhood indispensable to a trusted employee of the Government. These men, sir, are under him; they are at his mercy. The civil service law would be futile to protect them. For, entertaining such narrow, vicious, and vindictive feelings there is no falsehood he would not father, no slander he would not propagate to bring them within the rules of the civil service and within the pale of his splenetic and revengeful purpose."

Continuing, Senator Borah said: "If there is one argument, however, which stands out strongly in favor of this bill, it is that these men are to be speeded up and tested under the supervision and gaze of a man who seems to think that they are slaves and subjects, the despised dumb cogs in a vast machine, to be worked to the limit, and when worn and broken to be kicked into a junk pile as refuse and waste."

In spite of the fact that postal employees have a statutory right to organize and to petition Congress, as set forth in the Lloyd-La Follette bill, for which the A. F. of L. fought, through the Sixty-second Congress, Superintendent Stephens is quoted as saying in a banquet speech in Indianapolis: "And let me tell you that anybody that signs that petition (Borah petition) with that statement is up before the general superintendent of this service for removal for lying. Tell your fellow clerks that. I do not think that any of you gentlemen signed that petition, but whoever signs it is going to come up before the general superintendent for removal. I have the power and the authority and the inclination and the decision to remove that man from the service."

Following the Stephens threat at Indianapolis, Senator Borah received many letters from clerks who signed the petition asking that their names be removed because of the fear of dismissal. Senator

Borah refused to insert these names in the Congressional Record for the reason that he did not want to "subject these men to the surveillance and to the impudent interference of this tyrannizing satellite of bureaucracy."

Unless the utterances of Stephens are disavowed by higher authority Senator Borah served notice that he would go farther with the case.

The Borah bill is, in substance, identical with the Dietrick bill, intended to stop "speeding up" in Government workshops, and which was recently reported favorably from the House Labor Committee at the request of organized labor.

Louis Kemper Is Dead.

Secretary Louis Kemper, of the International Union of the United Brewery Workmen, died in Cincinnati of pneumonia. Deceased was widely known throughout the country because of his sterling qualities and trade union activities, which were factors in placing his organization in the front rank among American trade unions. He represented his organization at A. F. of L. conventions on many occasions, and was elected at the Rochester convention of the latter body in 1912 as fraternal delegate to the British Trades Union Congress. Large delegations of trade unionists and other friends were in attendance at the last services. The American Federation of Labor was represented by Secretary Tracy, of the Label Trades' Department, Secretary Kleiber of the International Molders' Union of North America, President Wilson of the Pattern Makers' League of North America, Secretary Atherton of the Metal Polishers' International Union, and Secretary Sullivan of the Hotel and Restaurant Employees.

Child Labor Law Needed.

In commenting on the report of the Pennsylvania Child Labor Association that of the 4,000 children applying for permission to work 1,000 were physically defective, the North American of Philadelphia makes this editorial comment:

"To begin to comprehend the full meaning of these figures it is necessary to bear in mind that these children had not yet been subject to the crushing, grinding experience of trying to keep up with an inexorable, power-driven machine or of spending their waking hours in the dark, dust-laden whirr of a factory.

"They were but the fresh raw material for the grundyizing process of Pennsylvania child-industry. It does not require a very active imagination to conjure a vision of those crooked little spines bending lower under the weight of premature burdens. One can see those hollow chests become more concave, those defective limbs become more twisted, those wavering nerves snap, those tubercular lungs wither and decay to early death.

"It is to prevent such harvests of misery that the champions of child labor are fighting in Pennsylvania. Even healthful children hurried at an immature age into in-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Chinese laborers employed on plantations owned by capitalists in German Samoa recently went on strike for white men's wages.

The New South Wales government has proposed that all government employes with salaries of over £300 a year should contribute 10 per cent. of the amount above £200 to find employment for those displaced by the war.

The coal barons of New South Wales has served on the officers of the Colliery Employees' Federation a notice that it is intended to apply to the Court of Industrial Arbitration on September 14 for the cancellation of the registration of the federation as an industrial union under the Industrial Arbitration Act of 1912. The grounds on which the application is to be made are: "That the said union has been and is instructing members thereof to, and has been and is aiding members thereof, in a strike."

The Swiss Federal Council, by an order dated August 10th (which was to take effect at once), has enacted that persons who demand prices for food and other necessities calculated to yield a profit in excess of that usually obtained, or who enter into arrangements with others for such purpose, or who, with a view to making a profit, purchase provisions or other necessities in Switzerland to an amount considerably in excess of the ordinary requirements of their business or household, are to be punished by imprisonment and fine (the latter not exceeding £400) or by fine alone. This regulation applies only to goods purchased by the vendor, not to those which he produces himself.

A meeting with the city council, striking street car employes at Mexico City, Mexico, proposed to operate the car lines without pay between 6 o'clock in the morning and 8 in the evening until such time as the company may accede to their demands for an increase in pay, an eight-hour day and recognition of the union. The council accepted the plan and will call upon the governor of the federal district and the supreme chief to force its acceptance in case of refusal on the part of the company. A mass meeting of the strikers was addressed by the governor in front of the municipal palace, where an immense throng cheered that official's utterance that he would stand by the city council's decision.

Exclusive of seamen, the number of workpeople in the United Kingdom reported as killed in the course of their employment during August, 1914, was 211, a decrease of 23 on a month ago, and of 44 on a year ago. The mean number for August during the five years 1909-1913 was 243, the maximum being 273 and the minimum 209. Fatal accidents in the railway service during August, 1914, numbered 34, the same number as a month ago, and a decrease of 8 on a year ago. The total number of fatal accidents at mines was 65, a decrease of 32 on July, 1914, and of 33 on August, 1913. There were two fatal accidents at quarries in August, 1914, as compared with 13 a month ago and 11 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in August, 1914, was 108, an increase of 19 on a month ago and of 5 on a year ago.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process

which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606 Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Alexandersen, Paul	Lill, Chas.
Ahlman, Christian	Lindeman, Gus
Arnell, John	Lutzen, Waldemar
Andersen, Rasmus	Lundblad, Ernst
Anderson, Axel	Lato, Ed
Andersson, E. -1762	Leideker, E.
A. Mr. -1504	Lang, Chas.
Anderson, David C.	Lindner, J. -1750
Bergh, Borge	Lundberg, T.
Benter, H.	Lyngard, Jorgen
Bulander, B. B.	Mushneck, Walter
Bensen, Severin	Mants, R.
Bringsrud, Marald	Martin, Arva
Berg, S.	Monk, Charlie
Brogard, N.	Monterra, J.
Boy, A.	Mesak, E.
Carron, Ed.	Mennicke, Fritz
Christensen, H.	Miller, Wm.
Carlson, Fred	Mayers, P. M.
Chotard, Emil	Michaelsen, A. -1105
Cirul, M.	Morris, M. H.
Christensen, A. -1095	Mattison, J. -1320
Cotter, J.	Nelson, Hans
Ceehan, John	Nelson, Ernest
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nellson, Axel
Carlson, Carl	Olsen, Emil F. -1280
Davey, Charles	Olsen, Olav
Dreger, Jack	Olsen, Ole Wilhelm
Ellsen, Sam -848	Osterberg, S. H.
Eklund, Swen	-1284
Eckart, T. G.	Olsen, O. Marthin
Ellingson, Ivar	Petersen, C. -1493
Felsch, H.	Petersen, Bjerne
Fasholz, Dan	Paulsen, Gustaf
Folvik, Lewis	Plant, Billie
Gunther, Dick	Peterson, C. E. -903
Gustafson, Alf	Rasmussen, Andrew
Heeshe, Henry	Rutel, Ernest
Hackensson, A. W.	Robbins, Jack
Hallquist, Christ	St. Clair, William
Heisterman, Harry	Schmidt, Louis
Hansen, Sigvarth	Skaanes, Egil
Hansen, John	Schultz, F. J.
Holmborg, Frank	Sweeting, Jack
Hansen, Marius	Sandberg, John
Holm, Arthur	Swanson, E. -2675
Hansen, H. T. -1446	Steinesen, H. -2436
Hansen, Johannes	Svensden, S. -1717
Hankensen, P. O.	Steen, J. C.
Harrold, Henry	Sandy, Oskar
Johnsen, Gunner	Samuelsen, Victor
Johnson, Oscar	Schager, E.
Johnson, Gus	Schultz, Robert
Johnson, Halvard	Thorne, Aug.
Jeter, V. B. -983	Toren, Gustaf A.
Johansen, Emil	Tvedt, Olaf
Johansson, N. A. -280	Zimmer, Walter
Johnson, John A.	Ziegler, Fred
Johnson, George	Zimmer, Walter
Kremer, Sigurd	Wahlberg, Rudolf
Kalnam, Andvey	Wilson, Willie
Karstin, Hugo	Andersen, David C.
Lassen, Johan -1542	Johansen, Nils A.
Lauritsen, O.	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

Nine steamships, aggregating 37,000 tons, are now building in Japan for the Osaka Shosen Kaisha Steamship Company. Two of these, of 9,500 tons each, will be placed on the Hong-kong-Vancouver service next year.

The first consignment of apples ever shipped from California to the Atlantic through the Panama Canal left San Francisco for New York recently on the American-Hawaiian steamship "Georgian." The fruit came from Watsonville. Fred Hooper, district freight agent of the American-Hawaiian line, who has control of all the east-bound shipments, said that it is quite probable that the company will do a big business in apples as late as January. In addition to the fruit the "Georgian" took out a full cargo of general California products.

A number of passengers arriving in San Francisco from Australia and the South Sea Island of Tahiti by the Royal Mail liner "Marama" were subjected to a search by customs officers at the pier in the belief that they might be trying to smuggle in pearls. The investigation was conducted by Special Agent Tidwell and a squad of inspectors, but no contraband was found. The action was taken under instructions from Washington, which indicates that pearls have been successfully smuggled in recently.

Unusual interest in marine circles on Puget Sound is aroused by the report that the steamship "Minnesota," of the Great Northern Steamship Company, which for years has operated out of Seattle for the Orient, is to be withdrawn from this service and sent to the Atlantic Coast. Ever since the "Minnesota" began operations it has been generally understood in shipping circles that she has been run at a loss. This loss, however, it is maintained, has been more than offset by the increased rail freight carried to Seattle by the huge freighter.

The continued low price paid for halibut in the Seattle market has had a depressing influence on that industry which has extended to all industries dependent upon the prosperity of the fishermen. Several of the halibut schooners have run so far into debt on account of unsuccessful trips to the North that they have been tied up awaiting a more favorable turn in the markets. Especially is the depression felt among ship builders. Last season at this time nearly every yard in Seattle was building halibut schooners, where this season not a single vessel of this class is on the ways.

The Pacific Coast Coal Company has been installing some very important improvements in Seattle and neighborhood during the past few months. A new briquet plant has recently been completed at a cost of \$225,000 at the south end of Lake Washington. Railroad tracks are being installed from Renton to Briquetville and to the new terminals and docks at the south end of the lake. At the foot of Gaier street on the shore of Lake Union the company will build large storage bunkers and tentative plans have been perfected for a second large briquet plant with a capacity of 1,000,000 briquets a day.

Unofficial advices received from Japan indicate that the Japanese steamer "Nippon Maru," known as the "yacht of the Pacific," will shortly resume service on the San Francisco-Oriental run for the Toyo Kisen Kaisha. The "Nippon," which was impressed as a transport at the outbreak of the war and used for transporting troops to China, has been released by the Japanese Government, it is understood, and is now at Yokohama, ready to return to her regular service. Captain Alfred Granville Stevens, R. N. R., commander of the vessel, is waiting orders in the Orient. On her trip for the Government the "Nippon" was in command of Captain Togo, who was skipper of the "Hong-kong Maru."

The Puget Sound Tugboat Company has been awarded \$31,000 damages by the Federal Court on account of the sinking of the tug "Sea Lion" by the schooner "Oceania Vance" in the Straits of San Juan de Fuca on June 19, 1909. The evidence in the case brought out the fact that the "Vance" was sailing before the wind with most of her canvas set in a heavy fog. The tug "Lorne" of the same company went on the rocks one mile west of Kanaka Bay, San Juan Islands, several weeks ago. She had the barge "America," formerly one of the famous China tea clippers, in tow. The tow was wrecked and with her cargo will probably prove a total loss. The cargo belonged to the Pacific Coast Coal Company and was fully insured.

Reporting the death of her skipper, Captain J. P. McInnes, the schooner "Honoipu," in command of First Mate Fernstrom, arrived in San Francisco after a passage of forty-seven days from Papeete with a cargo of copra. Captain McInnes, who had been ailing for some time, passed away on September 28 and the next day was delivered to a sailor's grave beneath the blue waters of the tropics. The "Honoipu" came to Hind, Rolph & Co.

Announcement has been made by Otto Jelstrup, San Francisco agent for the East Asiatic Company, which operates a line of motor-ships

between ports of Norway and Sweden and the Pacific Coast, that the new Danish motorship "Falstria" will be put on the berth to follow the Diesel-driven ship "Jutlandia" to this coast from Scandinavian ports. It has been announced also that in case of there being sufficient freight to make it profitable the vessel will stop at the various Continental ports for cargo.

Balfour, Guthrie & Co., Pacific Coast agents for the Russian volunteer fleet, which has inaugurated a service between Russia and the North Pacific, announced recently that the next steamer to be placed on the run will be the "Kiev" of 8000 tons. The "Kiev" will follow the steamer "Novgorod," which is the first in the service, and which is due at Vancouver November 11. The latter will load out from the British Columbia port and from Seattle, steaming November 20th. The "Kiev" will be on the coast about the middle of next month. As heretofore announced, the Russian volunteer fleet is subsidized by the Russian Government. The outbreak of the war, which has closed Black Sea ports, hastened the inception of the line, and it is expected that Russia will receive a vast quantity of supplies and foodstuffs from this coast. The steamers will go direct to Vladivostok, from where their cargoes can be distributed to the interior over the Transsiberian Railroad.

The three-masted schooner "Advance," equipped with adequate auxiliary power, will form the nucleus of a new service to be inaugurated between San Francisco and Mexican ports by W. A. Loaiza & Co., who have just purchased the windjammer and are placing her in a seaworthy condition. The "Advance" will ply between the Golden Gate and Acapulco, with other stops en route when cargo offers, and is expected to do a brisk traffic in freight that will hereafter find its movement this way on account of the war. Other vessels will probably be added to the service as it develops. The "Advance," which will receive two fifty horsepower gasoline engines, capable of giving her a speed of six miles an hour, will leave on her initial trip about the middle of the month. The vessel's name will then be changed to "Teresa," and she will fly the American flag until conditions on the lower coast permit of her being shifted to Mexican registry. Captain Mondini, formerly in the Mexican service of the Pacific Coast Steamship Company, will be skipper of the "Teresa," which will carry a crew of eight men. It is expected that the run from San Francisco to Acapulco will be made in about a dozen days. In the "Advance" is seen another instance where windjammers are receiving a new lease on life. By equipping these fore and afters with power they are suitable for various kinds of traffic from which the steamer has driven the sailing vessel. Power schooners have been quite successful in the coastwise trade in Mexico.

Several announcements of importance to steamship lines using the Panama Canal are made in a circular issued by Governor George W. Goethals. Of particular interest is the statement that in the future when vessels enter for the purpose of passing through the canal and do not take on or discharge freight or passengers, but do take coal or supplies, they will not be charged for pilotage. Governor Goethals points out that it is unnecessary for steamship concerns to employ agents on the Isthmus to take care of the interests of their vessels in regard to the payment of tolls and minor charges, as provision has been made by which deposits to cover tolls can be made with any of the assistant treasurers of the United States. In case a vessel should desire to purchase coal or supplies at either terminal port, or contract a bill for pilotage or towage, deposits to cover these expenses can be made in the same way as for tolls. Governor Goethals' notice continues: "The price of coal at Cristobal is \$5.40 per ton and at Balboa \$6.40 per ton. Tug service is at the rate of \$15 per hour. The probabilities are that unless a vessel be over 15,000 gross tonnage, there will be no charge for tug service, nor will there be any charge for pilotage for a vessel in transit through the canal unless she takes on or discharges freight or passengers in a terminal port. It is advisable that deposits be made somewhat in excess of the tolls, cost of supplies, and charges for services, so that there will be sufficient funds available to cover bills not anticipated, since all bills are payable in advance before a vessel is allowed to enter the canal or clear from canal waters. Vessels that require answers to cables should prepay them or else deposit sufficient funds to cover in the same way as for tolls."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
LUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 11, 1914.

THE PHILADELPHIA CONVENTION.

The thirty-fourth annual convention of the American Federation of Labor has assembled at a critical time. There is a possibility by no means as remote as could be wished that this country may yet be drawn into the vortex of the insane struggle now convulsing the nations in the eastern hemisphere. Against this possibility the convention should bring to bear every counteracting influence it can command. The comrades in Philadelphia must make plain to the world, in a manner as emphatic and unequivocal as actions and words can make it, that American labor is unalterably opposed to war at this or any other time.

Then there is the never-ceasing conflict between capital and labor to be considered in the light of the latest turn which it has taken in America. The Panama Canal has a strategic value for the exploiters of labor which they will not be slow to take advantage of. Large bodies of unorganized workers can now be mobilized and quickly and cheaply moved via the Canal from the east coast to the west coast, and vice versa. This is an issue so serious that to neglect it is to invite certain disaster to the American labor movement.

Coming nearer to home the JOURNAL hopes that the convention will again make its voice heard in behalf of the Seamen's bill. The importance of that measure is not limited to seamen. The traveling public is—or should be—equally interested in its enactment into law. However, this part of the proceedings will no doubt be ably taken care of by Comrades Furuseth and Scharrenberg.

The JOURNAL herewith extends its most cordial greetings to the assembled delegates in Philadelphia. Here is hoping that when the thirty-fourth convention of the American Federation of Labor finally adjourns it will do so with a record of useful work accomplished eclipsing all former records of the Federation.

Demand the union label upon all purchases!

SEAMEN'S RIGHT TO "LAY."

A decision of much importance, because of its wide application to seamen employed in various kinds of fisheries on this coast, was rendered on the 29th ult. by Judge Martin of Victoria, B. C., in the case of Farrell v. "The White."

W. Farrell, the plaintiff, shipped in Victoria last Spring as pilot on the steam-whaler "White" for the whaling season of 1914. The articles contained a stipulation that in addition to his regular wages the plaintiff was to receive a specified lay from the proceeds of the voyage, and a bonus if he stayed with the vessel until the end of the season.

When the "White" some months later touched at Naden Harbor, Graham Island, the plaintiff was, with his own consent, discharged from the vessel. At the time he demanded that he be allowed expense money for his passage back to Victoria. This demand was refused by the local agent of the owners, who handed the plaintiff a written statement setting forth the amount of wages and lay due him at the time of his discharge.

The plaintiff made his way back to Victoria and presented the statement at the office of the owners of the "White." After a delay of several days the owners agreed to pay the plaintiff his regular wages, but refused to pay him any lay money, taking the position that the plaintiff had forfeited his claim to lay by leaving the vessel before the expiration of the season. The plaintiff thereupon brought suit in court to recover the full amount set forth in the statement.

Judge Martin, in his decision, cited a number of admiralty cases in which it was shown that the courts have always regarded lay money in the same light as wages, and recoverable at law the same as wages. His Honor therefore awarded judgment in favor of the plaintiff for the full amount of wages and lay earned by him up to the time of his discharge from the "White." The court, however, refused to allow plaintiff any expense money for his passage from Naden Harbor to Victoria, on the ground that the plaintiff had voluntarily signed off from the vessel.

The defense sought to wriggle out of the case on the plea that it was impossible to ascertain the exact amount of lay due the plaintiff until the end of the whaling season. Judge Martin overruled this contention, saying:

In the case of such lay as is now before the court there was no occasion to wait until the end for the produce of the voyage to determine the share due thereunder because it was liquidated at the time and set out in the table of lay, and therefore immediately upon the whales being brought into the station every man on the articles was entitled to credit on his wages for the amount of his lay.

CLOSE UP RANKS, BROTHERS.

The plan now on foot to reorganize the San Francisco City Front Federation on a more effective basis should receive the united support of all the unions involved. If successfully carried through it will practically re-create the Federation and make of it one of the most powerful bodies of the kind in the world. This statement, of course, takes into account the indubitable evolution of San Francisco into the world's premier seaport. Its geographical position and great, landlocked harbor, the Panama Canal, and the steady march of population and the world's trade supremacy westward, all these factors will

combine to make of the city by the Golden Gate the great central emporium of all the continents and the seven seas.

All of which should act as a spur to the various marine transport workers' unions of the city to get together and perfect an organization which will secure to every member his due share of whatever prosperity may be in store for us.

This is just what the boosters of the re-organization plan have in view. The idea, in short, is to build up a federation of marine transport workers' unions, along lines that will give to the organization all the benefits of an industrial union, and at the same time assure to each separate unit absolute home rule. In this way the Federation will be able when the occasion demands it to utilize to their full extent the power and advantages of mass action, while avoiding the drawbacks inseparable from the "one big union" form of organization. Unions do not any more than individuals care to have their individuality lost in a heterogeneous conglomeration of more or less divergent interests.

The need of a strong central organization of the kind here indicated is all too apparent to those familiar with the history of San Francisco's water front. The trouble in the past was that some of the marine transport workers' unions were rather loosely organized. This defect has now been remedied to the great benefit of all. Effective organization of the mass must be preceded by effective organization of the units.

Now let the good work proceed. Close up ranks, brothers, and present a united front to the common enemy. We have the material and the foundation on which to build and maintain an effective city front federation. All that is needed is the will to act and the ability to act intelligently. In so far as the JOURNAL can aid in the work it will cheerfully do so.

As to the outcome of present plans, tentative and settled, we are optimistic. Indeed, we cherish the hope that in the years to come we will have the pleasure to chronicle many a victory for the right won by the City Front Federation of San Francisco.

You positively can't keep a good man down. Our distinguished fellow townsman and worker for the common weal, Captain Robert Dollar, has just been signally honored. Word comes from Albany, N. Y., that he has been elected a director of the "India House, Inc.," a concern with headquarters in New York City, and incorporated "for the encouragement of the foreign trade of the United States and the cultivation and perpetuation of its best commercial traditions."

Which is "some project," if slang is permissible when discussing such an ambitious and patriotic scheme. Besides Captain Dollar, Charles M. Schwab, head of the Bethlehem Steel Company, and Frank A. Vanderlip, the New York financier, also figure on the list of directors. The obvious advantage accruing to Captain Dollar from his newly acquired dignity is that he will be able to hobnob with these financial bigwigs at banquets and call them by their front names. Thus, as the story books delight in telling us, are sterling merit and shrinking modesty ever justly rewarded.

If we are to believe that one's ideals are the reflex of early training, it is to be hoped that those of the factory child will never be realized.

IS SOCIALISM INEVITABLE?

That question may safely be answered in the affirmative. The clearest thinkers of the day concede that nothing can stay the onward sweep of Socialism.

To be sure, this does not in the least deter many of these gentlemen from actively trying to dam the course of Socialism. But their tactics can only avail temporarily. Socialism is growing. No one now even pretends to believe otherwise. And as it grows the movement will gather momentum until no barrier interposed by cunning greed will be able to stay its onward rush.

Socialism is bound to come because it is the only thing which will acceptably fill a want which is already making itself keenly felt.

Capitalism, disguise the fact as you may, is on the wane. It has shot its bolt. The march of civilization is fast outstripping it.

This because capitalism, even at its best, was never anything but a one-sided game designed to benefit only one class of men. Its sole mission is to produce wealth for that class.

But we are nearing the parting of the ways. More and more do men begin to recognize that the equitable distribution of wealth is as imperative a duty of society as is the production thereof.

But capitalism as an engine for the equitable distribution of wealth is unthinkable. It was never designed for that purpose. Wherefore it shapes up as a failure when gauged by the economic needs of advancing civilization.

This is what makes Socialism inevitable. It has been evolved out of the very needs of society which capitalism is unable to satisfy. As these needs become more pressing mankind will be driven by the sheer force of attendant circumstances to discard capitalism and adopt Socialism.

Is Socialism, apart from its economic necessity, otherwise desirable?

Here we are on ground much less debatable than that opened by the question, Is Socialism inevitable?

The spirit of Socialism is as far removed from the spirit of capitalism as is good from evil. Which is quite a sizable statement, but there is the amplest of warrants for making it.

"Socialism seeks such an organization of life," says Professor Richard T. Ely, the internationally noted economist, "as shall secure for every one the most complete development of powers. It is applied Christianity—the Golden Rule applied to everyday life."

In Webster's Dictionary Socialism is defined as "A theory of society that advocates a more precise, orderly and harmonious arrangement of the social relations than that which has hitherto prevailed."

The Standard Dictionary calls Socialism "A theory of civil policy that aims to secure the reconstruction of society, increase of wealth, and a more equal distribution of the products of labor through the collective ownership of land and capital (as distinguished from property), and the public collective management of all industries."

"A science of reconstructing society on an entirely new basis by substituting the principle of association for that of competition in every branch of industry," is the way Worcester's Dictionary puts it.

Equally eloquent testimony to the worth of Socialism is borne by hundreds of other distinguished authorities the world over. Even that court of last resort of "safe and sane"

controversialists, the Encyclopedia Britannica, reluctantly admits that "The ethics of Socialism are closely akin to the ethics of Christianity, if not identical with them."

Here we have the whole secret of capitalism's hatred of Socialism. They that walk in darkness hate the light. The ethics of capitalism are distinctly not the ethics of Christianity. They are not even acquaintances. "The essence of capitalist society," says one writer, "is oppression, hate, world-competition, enmity and the rule of force."

Imagine the meek and lowly Nazarene standing for that sort of creed!

From all of which you will perceive that it is not Socialism which is at fault, but rather the average man, whose greatest weakness has always been that he never knows a good thing when he sees it.

After goodness only knows how many thousands of years of steady blinking at the fact by mankind, the United States Congress has at last proclaimed to the world that "the labor of a human being is not a commodity or article of commerce."

Now, if Congress would only be consistent and do as much for land, the co-partner of labor in the production of wealth, much might be forgiven it. But to expect consistency from a body of gentlemen constantly engaged in staving off as long as possible the impending doom of capitalism by every trick and device known to astute politicians, one must be possessed of abounding faith, plus an extraordinarily robust imagination.

Touchin' on an' appertainin' to "malefactors of great wealth" and similarly undesirable citizens, what's the matter with Kaiser Wilhelm? He is said to be one of the biggest shareholders in the Krupp Armament Combine. Viewed in connection with the gigantic war operations in Europe this undoubtedly constitutes the most glaring instance on record of a public official using his office to further his private interests. "Malfeasance in office" is, perhaps, too severe a term to be used in the Kaiser's case. Rather may it be said of His Majesty that he has just been engaged all along in playing with his loyal subjects that fascinating old game, "Heads, I win; tails, you lose."

"Common sense" is not always good sense. Sometimes it is just "ornery."

Natural dyes, made mostly from vegetables, plants, and wood, were practically the only dyes known for centuries. Their gradual disuse in the last hundred years has been due to the discovery that dyes could be made from coal tar. Largely through the experiments of European chemists, coal-tar dyes were made so satisfactory a substitute for the natural dyes that the business in artificial articles soon took on enormous proportions. Little attempt was made in America to manufacture coal-tar dyes because the Europeans possessed patents which practically gave them control of the trade. Germany has long controlled the world's trade in this business. One reason for the popularity of the artificial dyes has been the wide range of brilliant colors in which they could be had.

There is no doubt but private enterprise can do things better than the Government; that is, better for those who happen to own the private enterprise.—Ex.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 9, 1914.

Regular weekly meeting came to order at 7 p. m., C. M. Albrecht presiding. Secretary reported shipping dull; a number of men around the hall. The committee's recommendations on the constitutional amendments proposed by the San Pedro Branch were adopted and referred to a vote of the coast.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 2, 1914.

No meeting. Shipping and prospects poor.

R. TOWNSEND, Agent.

518 Yates St. Phone 1325.

Vancouver, B. C., Nov. 2, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 2, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 2, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 2, 1914.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 2, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 2, 1914.

No meeting. Shipping slack. Prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 2, 1914.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 26, 1914.

No meeting. Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 5, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow; plenty of men ashore. Balloting on election of officers for the ensuing term and delegates to the International Seamen's Union was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 28, 1914.

Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Oct. 28, 1914.

No meeting. Shipping slow, but improving; enough men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Nov. 2, 1914.

No meeting. Shipping medium.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9731.

DIED.

J. K. Harlow, No. 1111, a native of Denmark, age 38, died at Fort Stanton, New Mexico, Nov. 30, 1914.

Johan Julius Helenius, No. 1409, a native of Finland, age 42, died at Eureka, Cal., Nov. 8, 1914.

Conrad Tupitz, No. 770, a native of Russia, died at Stockton, Cal., Nov. 5, 1914.

THE COLORADO COAL STRIKE.

Is the seat of the United States government located in Washington or at 26 Broadway, New York City?

That is the question central and local bodies representing 2,000,000 members of organized labor will ask President Woodrow Wilson.

If President Wilson closes down the Colorado coal mines or forces the mine owners to accept his proposition for a three-year truce in the strike, organized labor will be prone to believe that the President is determined to establish the seat of federal power in Washington, D. C.

If he refuses to take either of these methods of procedure to bring about industrial peace in Colorado, where thirty-four men, women and children have already been murdered by the paid Rockefeller army, withdraws the federal troops and allows the coal barons to renew their slaughter with the aid of the prostituted Colorado Fuel & Iron Company State militia, then labor will know that their hitherto well established belief that Rockefeller owns and controls the United States government is true.

Members and sympathizers with organized labor have been urged to write and wire the President asking that he settle this question at once by taking a firm stand on the Colorado coal strike situation.

President Wilson submitted his proposition for a settlement September 9. One week later the striking coal miners, because of their belief in the President's honesty and sincerity, waived many of their demands and accepted the truce plan.

The proposition in its final analysis calls only for an enforcement of Colorado statutes. It does stipulate, however, that there shall be a committee of three appointed by the President to see that these laws are enforced.

This, of course, is objectionable to the coal operators. They never have obeyed the laws. A federal grand jury sitting in Pueblo found that they owned and controlled every arm of government in the strike district and ruled the miners with an iron hand in a condition of peonage.

Almost two months have passed since the President's idea was submitted. The operators have refused to accept. In the meantime, with the connivance of the federal troops, hundreds of strikebreakers have been brought into the mines. The State militia is being recruited among strikebreakers and imported gunmen. Governor Ammons has advised the President that he will be able to handle the affairs of the State by November 15 and that the federal troops can then be withdrawn.

The people of these United States do not want any more Ludlows. They want industrial peace in Colorado brought about by an enforcement of the laws. That is what the acceptance of President Wilson's proposition by miners and operators will insure and that is the only thing it will do.

John D. Rockefeller wants to make his own laws in Colorado; wishes to continue to subdue all employes who demand their constitutional rights with high powered rifles and machine guns; is anxious that the federal troops be withdrawn so that the State militia, composed largely of his paid army of imported murderers, can

speedily "wipe out every union miner" and re-establish his absolute monarchy in Colorado.

His action in Colorado will show whether Woodrow Wilson represents the people and law and order, or whether he takes orders from 26 Broadway.—District 15, United Mine Workers of America.

ROYALTY, PEACE AND WAR.

"The kings must go," says Thomas Alva Edison, the great inventor. "Republics don't care about fighting." Europe, he declares, must get rid of monarchies, and European democracy must purge itself of its parasitic institutions before world peace is possible.

It has taken Mr. Edison many years to perfect some of his inventions, and it will require some time also before he can get this one straight and workable. For it is a mixture of truth and error, with the error predominating. It is doubtful if the kind of kings Mr. Edison refers to had very much to do with bringing on the war. Nobody would say that George of England or Albert of Belgium had any great hand in it. The German Emperor and the Russian Czar had something to do with it in the popular estimation, and the Austrian Emperor a little less, perhaps.

The King of Roumania tried to swing his little domain on the side of Germany and failed, and if Roumania takes a hand at all, it will be on the opposite side. The King of Italy doesn't appear to cut much figure in the rumpus either, and certainly if Italy goes in, it will not be at his order and direction.

And as for republics not caring about fighting, it may be noticed that the Republic of France is one of the principal combatants, and the Republic of Portugal is waiting to jump in. The Republic of Switzerland also is armed for eventualities, just as the Monarchy of Holland.

European democracy getting rid of its parasitic institutions means a good deal more than merely getting rid of the kind of kings Mr. Edison talks of. There are other monarchs much more mischievous, dangerous and powerful than those kings. There is the monarchy of capitalism, the banking and financial potentates, the cannon kings of the armament monarchy, the merchant princes, the great industrial monopolies that look upon the world as their private estate, and consider it merely from the standpoint of a place to invest capital in.

Gary, of the Steel Trust, pointed this out the other day when he declared that the war was fundamentally due to the commercial and financial rivalry of these monarchs, of which he himself is one. And there are thousands like him in this republic. It is not the monarchy alone that produces his kind.

These are the kings that must be got rid of, if the "people are to rule," as Mr. Edison declares. To talk of the rule of the people while they are in existence is the sheerest nonsense. While they exist, they will rule, and they are the real monarchs that must be got rid of if the world is to have permanent peace.—New York Call.

The best judge of what is best for the working class is the working class itself.—Ex.

"BUY A DAY."

The Labor Herald, of Rochester, says: Americans are "funny critters." Every once in a while some new "welfare" movement is sprung on them and they "fall" for it without asking the whys and wherefores.

The latest are the "Buy a Bale" and "Eat a Barrel" fads, nation-wide movements in the interest of the cotton planters and the apple growers.

Before the war in Europe cut off the market for these two American products the cotton planter and apple grower packed their choicest products off to Europe and dumped their "seconds" on the home market.

Then the working man was compelled to pay "silk" prices for cotton goods and eat wormy apples at "orange" prices.

Now he is asked to come to the aid of the cotton and apple kings to keep padlocks off their barn doors.

When a workingman loses his job, perhaps on account of this war in Europe or a depression at home, no one starts a "welfare" movement to "buy a day" of this man's labor to keep himself and family from starvation!

What's the difference, anyway, between a sheriff's padlock on a cotton planter's door and a landlord's lock on a worker's home?

The only difference we can see is that the worker is a million miles nearer acute "bankruptcy" by the loss of his job than the planter is over his crop.

Somehow or other the American public takes more to the spectacular and rejects or overlooks entirely those things which have their root down among the common things of life.

Surely Americans are "funny critters."

The boss doesn't pay you wages because he likes to have you around for company, or because you need the money to buy clothes, food and shelter for your wife and babies, but because he can make a profit from your labor, because there is a difference between what you produce and what you get. When you are old or sick, or for some reason the boss fails to find a market for your product, your wages automatically cease and you face the necessity of looking for another boss. In your hunt for another boss you are not always successful and in that case you have your choice of becoming a tramp, a thief or an object of charity. This briefly stated is the system you vote for every time you vote an old party ticket.—Ex.

That Europe is bankrupt is being freely acknowledged by its own best informed men. How is the stupendous war debt going to be met? How is the interest to be paid? Above the clash of arms and the cannon's roar these questions can be heard on every hand. There is not an intelligent financier in all Europe but knows the answer, but one and all are afraid to even whisper it to themselves. Repudiation is the answer. There can be no other.—Ex.

Let us take from Congress the power to declare war and vest it in the whole people, those who vote for war being required to be the first to go when war comes. "Safety first."—Ex.

SLAPS AND SLAMS.

"One of the compensations of the war may be a new birth of prosperity for our own beloved nation, whose feet have ever rested upon the eternal principles of peace and justice between men and nations," says the Washington Herald. For examples of said peace and justice, see Calumet, Ludlow, Holly Grove and Lawrence.

A magazine writer suggests that "Congress study the report of the commission of corporations intelligently." The idea of Congress doing anything intelligently is certainly a fascinating subject for reflection for anyone with a vigorous imagination.

This strenuous campaign to sell every one a bale of cotton, just at this time when the workers are beginning to incline their ears to the sayings of the Socialists is a foxy move, all right. Keep your eyes open or they'll be selling you a bale of wool next.

The reason the average man is so much more willing to go to war and fight for some one else's interests than to go to the polls and vote for his own is that you can get a bullet through his stomach easier than you can get an idea through his head.

John D. and the worker were dividing up the wealth

John D. grabbed three-fourths of it and scooped some more by stealth
"Because I know that too much dough will undermine your health."

American capitalism is all worked up over the high cost of living, and European capitalism is all excited over the high cost of killing. But the two together don't amount to a flea-bite alongside of the high cost of capitalism.

Beautiful system. Can you beat it?
Where some make bread and others eat it;
Where some plant fields and others gather—
Will I vote against that scheme? Well, rather.

Representative Sherwood of Ohio wants to stop printing the Congressional Record, which costs the government \$2,000,000 a year. Wonder what he thinks his constituents will do for shaving paper.

A war correspondent says that before every big battle the vultures are seen roosting around the vicinity waiting to pick the bones. They haven't anything on our American capitalists.

Proletarian: One who earns a living and doesn't get it.

Capitalist: One who gets a living and doesn't earn it.

Burglar: An undisguised capitalist.

Easy enough to see why the landlord who receives the rent is in favor of the private ownership of land, but why the tenant who digs up the rent should be, is a sticker.

A man who prays for peace and votes for a system that makes war, may not be a fool, but he sure would make a fine substitute if you wanted one in a hurry.

Strange that starvation in war-stricken Europe should call for so much more sympathy than starvation in graft-stricken America.

Oh, General Bold, with epaulets gold,
How does your garden grow?
Shrapnel shell exploding like hell,
And dead bodies all in a row.

"Mother, may I go to war?"

"Yes, my darling Willie;

Get a bayonet through your lungs
If you want to be so silly."

The worker gives his vote to the old parties for patriotism. The rulers give their campaign contributions for value received.

So much more practical to settle disputes at the cannon's mouth than at the ballot box, isn't it, Henry?

Liege, Rheims, Louvain. These are pretty bad, but don't forget Ludlow, Calumet and Holly Grove.

It certainly is difficult to fill the workers full of patriotism with the price of prunes at such a prohibitive figure.

—J. T. Skinner in Appeal to Reason.

THERE'S ENOUGH FOR ALL.

No man ever yet put forward any logical reason why any man willing to work should ever want for any necessity of life. There is plenty of everything in the world for everybody and it is only through ignorance that anybody lives in poverty. If I have all I can eat, why should I try to keep anybody else from eating? If I have all the clothes I can wear, why should I be allowed to retain clothes that others need? If I have a good home, why should I object to others having good homes, too?

It isn't as though there was any lack of these things; that would be different. In such case there might be some excuse for fighting over the things we must have to live and enjoy life. But there is no lack, there is plenty of everything. There is no lack of coal in the ground and there is no lack of men ready and willing to dig it. Nobody ever freezes because there is not enough coal in the world. Nobody ever goes hungry because there is not enough food. Men freeze and starve only because the food and coal are privately owned and are produced and distributed only for private profit.

Let's dig coal because the people need coal and not because somebody wants to make a profit out of it. Let's produce food because the people need food and not because somebody wants a profit out of the production thereof. Let's collectively own the world and run it for the benefit of all the people instead of a few parasites.—Ex.

When the Open Shop comes in through the door "the dignity of labor" flies out through the window.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Laughton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

dustry, with its grind, its long hours, its lack of joy, its confinement, its killing pace will have a critical struggle to grow into normal manhood and womanhood.

"What chance have those in whom the seeds of dissolution have already been sown, those who face the unequal struggle with twisted backs and crooked limbs and pigeon breasts and consumption already eating their vitals? They have no chance except a miracle from heaven.

"The child labor forces are fighting to give those kids a start in life, to let them develop bodily strength, before they are forced into the fight for the enrichment of the exploiters."

To Replace Strikes.

Fur manufacturers of Boston have formed an association and have entered into an agreement with Fur Workers' Union No. 30, affiliated to the International Fur Workers' Union.

It is agreed that each organization shall appoint three representatives on a conference committee, to which shall be referred all matters in dispute. No strike shall be called or lockout be enforced during the life of the agreement.

There shall be no discrimination against union workers because of "peaceful and orderly conduct of union propaganda outside of working hours, nor against any employe because of his orderly insistence upon the strict observance of the terms of this agreement."

A nine-hour day for the first five days of the week, and a four-hour day Saturday is provided. All labor laws regarding women and children will be complied with. No "inside" or "time" contracting shall be permitted after the first of the year, and no employes shall be permitted to take work to their homes.

"Leads Them All."

No country in the world has a stronger and more effective organization of street car men than the Amalgamated Association of Street and Electric Railway Employees of America, declares Editor L. D. Bland, of the Union Leader, official journal of the electric employes of Chicago, in a leading article in that paper.

Editor Bland, together with President Mahon, of the street car men, were appointed a commission by the A. F. of L. Executive Council to investigate the question of European municipal ownership, following a resolution by the last A. F. of L. convention, and have recently returned from their trip abroad.

The commission, naturally, declines to make public their views on municipal ownership, until same are submitted through the American Federation of Labor, but the trip has made Editor Bland enthusiastic over the work being accomplished by his union, and he writes as follows:

"The Amalgamated Association leads them all.

"In no country in the world has the organization of electric railway employes developed to the extent that it has in this country.

"In no other country in the world can the unions of electric railway employes

be compared with the various local divisions of the Amalgamated association.

"These are strong statements, but true in every respect.

"They are based upon personal observation in the leading cities of continental Europe and Great Britain.

"In no city in continental Europe or Great Britain among the electric railway employes is there a near approach to the thoroughness of organization that is manifested in our Amalgamated locals in American and Canadian cities.

"In no country in the world has the electric railway employe the freedom that is enjoyed by the men of our craft on the American continent wherever the Amalgamated membership exists.

"The Amalgamated association as a force for freedom—of thought, of expression, of action—towers so far above the organizations of electric railway employes of continental Europe and Great Britain that no comparison is possible.

"Whether it be a municipally owned and operated system, a municipally owned and privately operated system, or a privately owned and operated system across the water, there is none that can present the advanced conditions for employes on the whole that are everywhere in evidence in this country wherever the Amalgamated association has planted its banner.

"These conclusions are based upon observation and investigation in Europe during a normal period, prior to the inception of the terrible conflict that is now raging where autocracy maddens and misery results to millions.

"Nowhere on the civilized globe has there been an organization of electric railway employes established that has achieved so much, or brought the genuine comforts of the individual worker, and for the improvement of the home surroundings, as the Amalgamated association has on the continent of America."

Discuss High-Living Costs.

At a meeting in Philadelphia of market gardeners from twenty different States it was announced that, in the opinion of those present, the high cost of living is due, in a large measure, to bungling methods of distribution of vegetables after they leave the farms. An owner of a 225-acre truck farm said he is glad to receive three-fourths of a cent a head for lettuce which he found retailing at 5 to 10 cents a head. Other men in the party told of similar experiences with their produce.

An effort is being made by members of the association to work out a plan whereby they can ship their produce direct to large central markets, where they can sell their vegetables at prices that will be fair to themselves and their customers. These markets, to be under control of the municipality, it was suggested, could be located in various parts of the city. Shipments could be made direct from the markets.

Appeal Injunction Case.

The United States Supreme Court has granted the request of the Hitchman Coal and Coke Company of West Virginia for a review of the decision made by the Federal Court of Appeals, sitting in Richmond, Va., last May, when Judge Dayton's

injunction against officers of the United Mine Workers was set aside.

Judge Dayton issued this injunction in 1907 against John Mitchell and W. B. Wilson, then officers of the United Mine Workers, and all others, who were enjoined, among other things, from attempting to unionize the Hitchman employes "without the plaintiff's consent."

The Court of Appeals reversed this order, and held:

"It should be understood once and for all that as long as capital employs legitimate means for the protection of property rights, that it is to be accorded the protection of the law; but this does not mean that capital may, by improper methods, form combinations for the purpose of preventing labor from organizing for mutual protection."

The company appealed from this decision and insisted that the questions involved are of such importance to capital and labor that the court of last resort should review the case.

WAR-RIDDEN JOURNALISM.

"A big European war will be a fine thing for the newspapers," remarked a big business man in Philadelphia the other day. Probably a good many other people who have seen wild-eyed newsboys selling copy after copy of the latest extra in no time at all are of the same opinion. With extras coming out several times a day, and nearly every one buying them morning, noon and night, one would think that war would be a big daily's favorite form of international pastime. The contrary is true, however, as a contributor of the Philadelphia Public Ledger explained to the misinformed business man:

"Alas! Others may see your ointment, but you alone can observe the fly swimming around in it. The ink is scarcely dry upon the printed testimony of one newspaper manager, to the effect that the Spanish-American war had cost his publication a tidy three-quarters of a million net.

"The editor of the London Post told me his paper had twenty correspondents in the Boer war, and cable rates were then \$1.20 a word from Cape Town. That African conquest was the biggest menace to newspaper dividends which London has experienced in a generation.

"I saw dispatches come from Manila during our insurrection there which cost \$3,000 a column. That included the price paid the special correspondent for sending one article.

"Yes. A convention of newspaper proprietors would as quickly indorse a great war for their own money-making purposes as a farmers' grange would vote to employ a pack of wolves to guard their sheep."

Malthus, an eighteenth century economist, predicted that a time would come when there would be too many people in the world and a world war would be necessary. There are a lot of people in the world who believe this rot about too many people. It is not true that there are too many people in the world. Abolish private ownership of the means of life and America alone could feed the world. The only people who are too numerous are those who are living off the labor of others and those engaged in unproductive labor.—Ex.

WHAT PROOFREADERS KNOW.

We have always had a profound respect for the proofreader who knows his business. He cannot be a good proofreader unless he possesses a wide assortment of knowledge, and above all else, he must be accurate. He keeps tab on the work of the editor, the ad man and the printer. Through his watchfulness he has saved many a person his job.

He must at least have a high school education.

He must have a thorough knowledge of English.

He must be able to decipher any kind of manuscript.

He must have served a four-year apprenticeship as a printer, and have at least a year's experience as a copyreader.

He should know the names and initials of the elective and appointive officers of the government of the United States, of the several States, and of the principal cities; also of the men and women in all walks of life who have attained distinction or notoriety.

He should know the names of all the rivers, all the cities, all the counties, all the postoffices.

He must be conversant with the physical and political make-up of every country on the globe.

He must be proficient in both ancient and modern history.

He must have some knowledge of current literature, and for the purposes of quotation he must be a student of the Bible, of Shakespeare, and of Cervantes.

He must be familiar with the lives and achievements of the great men of all time.

He must be apt to the minute on the current events of the day—the latest gossip from Washington, what the college of cardinals is doing, and the relative value of peanuts in Posey County, Ind., and in Timbuctoo.

He must know something of the Greek, Latin, German, French, Spanish, Hebrew and Scandinavian tongues; of physics, astronomy, geology, mathematics, law, geography, mythology, music, art, drama, of the occult, of heraldry, of metaphysics, and folklore, fashions and fads; also the fourth dimension, the differential calculus and the effect of the aurora borealis on stewed prunes.

He should know all the feast days and all the fast days, the amount of the national debt, the cost of the Assuan dam, the height of all rivers, and the approximate temperature and actual time at any given point on the globe.

Theoretically, the duties of the proofreader are limited to a narrow sphere, actually they comprehend the sum of all human knowledge.—Pacific Printer.

The Scottish Fishery Board's annual report goes far to show that the stock of whales has been seriously reduced in recent years. The Scottish old lady, of whom Dean Ramsey tells, would, says a writer in the London Chronicle, have found in this the fulfilment of her foreboding. She protested against the introduction of gas, on the ground that it would supersede the use of oil. "What's to become o' the puir whales?" she asked.

For fair products of all kinds consult the JOURNAL'S ad columns!

STARVATION PRODUCED BY LAW.

"Men, women and children are dying of starvation in Chicago every day," was said by an official of the Chicago United Charities, quoted in the Tribune of October 6. It is not surprising if true. The only surprising thing is that more do not starve.

Men are starving who are quite willing to produce food, or some form of wealth which could be exchanged for food. What prevents them from doing so? Well, the first thing needed to produce food or anything else is land. Is there no unused land that could be put to such use? There is in fact so much of it that all the unemployed in the country could supply all of their wants from only a small part of it. Then why don't these starving men go to work on it? Because our laws encourage the owners to withhold the land from them. We tax the man heavily who employs labor and capital in producing wealth. We tax the man lightly who withholds land from use. We could reverse the situation by exempting labor and its products from taxation and raising all public revenue by taxing land values exclusively, regardless of improvements. But we don't.

Then it is no misstatement to say that people are dying in Chicago and elsewhere of hunger that is made by the law! That states the case exactly. Why does not the United Charities join in the demand for the change in taxation that will open up to labor all these withheld opportunities? That is a question which has been asked many times, but has not yet been answered.

A MAN'S LIBERTY.

The notion that a man's liberty consists in giving his vote at election hustlings, and saying, "Behold now I too have my twenty-thousandth part of a Talker in our National Palaver." This liberty turns out, before it has long continued in action, with all men flinging up their caps around it, to be by the working millions a liberty to die for want of food; for the idle thousands and units, alas, a still more fatal liberty to live in want of work; to have no earnest duty to do in this God's world any more. What becomes of a man in such a predicament? Earth's laws are silent; and heaven's speak in a voice which is not heard. No work, and the ineradicable need of work, give rise to new very wonderful life-philosophies, new very wonderful life-practices.—Thomas Carlyle.

THE COST OF A RICH MAN.

At the smallest average for the making of a single rich man we make a thousand whose life long is one flood of misery. The charnel houses of poverty are in the shadow of the palace, and, as one is splendid, so is the other dark, poisonous, degraded. How can a man grow rich except on the spoils of others' labor? His boasted prudence and economy, what is it but the most skilfully availing himself of their necessities, most resolutely closing up his heart against their cries to him for help.—A. Froude.

A French statistician estimates that during the last century fourteen million men were killed and disabled in war. And they call what we have "civilization."—Ex.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The International Alliance of Bill Posters and Billers of United States and Canada will hold their annual convention in Scranton, Penn., in December.

At the recent convention of the International Photo Engravers' Union held in Indianapolis, Ind., the executive council was instructed to take steps for the purpose of reducing the hours of labor from 48, which now prevail, to 44 hours.

The Central Trades and Labor Union of St. Louis, Mo., has protested against the European war in strong preambles and resolutions. The war is stigmatized as the greatest crime in civilization. Arbitration is favored as a method of settling international disputes.

The Boston freight handlers have started an organizing campaign to extend throughout New England. It has been decided, after investigation, that this is an opportune time to pursue an active organizing campaign, and every effort will be put forth to enroll a large membership.

The House of Representatives has raised wages in the Government Printing Office 5 cents an hour. Over 600 men will be affected. The prevailing rate of wages is 50 cents an hour for printers and bookbinders and 55 cents an hour for a class of employees under the head of "compositors." The amendment puts them all in the same class at 55 cents an hour. The rates for proofreaders, make-up men, linotype and monotype operators, stereotypers, electrotypers and pressmen in charge will be 60 cents.

A two years' agreement has been signed by horseshoers and their employers in Evansville, Ind. No strike can be called or lockout enforced during the life of the contract, which provides for a nine-hour day and \$3 per day for floormen and \$3.25 for firemen and fire and floormen. Overtime and Sunday work, 60 cents an hour. In the event of employers raising the price of horseshoeing, the minimum wages shall be \$3.50 a day. Only members of the union are to be employed. Arbitration and apprentice regulations are agreed to.

The Kalamazoo Corset Company is in the hands of receivers, by action of the federal district court, sitting in Grand Rapids. The assets of the company are given as \$579,296, with liabilities of \$463,544. This concern has fought its girl employees, who have been on strike for three years. The contest was given wide publicity because of the vigorous manner in which these workers presented their claims for public sympathy. Several of them were jailed for violating injunctions that denied them the right to ask strikebreakers to stay away from the plant.

Judge Ronald of the Kings County Superior Court, at Seattle, Wash., has issued an injunction against unionists maintaining pickets near the premises of an unfair employer. The Court said: "The wages he (the plaintiff) pays are union wages, the hours he works are union hours, the conditions surrounding the work are sanitary union conditions. In all these he is 'fair,' according to the standard of union fairness in these particulars." The unionists are assailed at this declaration of the Court and announce they will appeal the case, as there was no evidence presented by the plaintiff to sustain this view of Judge Ronald.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Alfred
Anderson, A. -1797
Anderson, C. J.
Anderson, Gust
Arceam, James
Abrahamson, Berner
Bekker, Geo.
Brown, Peter
Burns, J. R.
Benter, Henry
Bruce, Robert
Bode, Fred
Backman, P.
Bahr, Walter
Crosley, J.
Campbell, Frank
Denton, E. L.
Daly, W. O.
Kekker, O.
Die Christ, O.
Davis, F. A.
Doddy, C. W.
Elsted, John
Eagstrom, Carl
Erikson, Erik
Fenes, Ingvald
Foss, A.
Gillson, W. J.
Gonzales, M.
Glasken, J.
Gardner, James
Gelger, Joe
Graae, P. C.
Hansen, Olaf
Hahner, Fred
Heins, Hugo
Haester, Otto
Halversen, Hans
Helmstrom, J. A.
Hansen, ery
Hellisen, H.
Herman, Axel
Jacobson, Tongils
Jensen, G. G.
Jegstrop, H.
Jensen, Jens
Jensen, L.
Johansen, Birger
Jerkes, Fred
Johnson, Julius
Johansen, Arvid
Johansen, Geo.
Jacobsen, Johan
Johnson, Jacob
Jorgensen, Agge
Kalnow, A.
Kallas, M.
Kenny, J.
Klehnkof, I.
Korsmeyer, F.
Koch, W.
Kristensen, Oscar
Kristiansen, J.
Kallio, F.
Krouss, Ernest
Kristiansen, Trygve
Kruger, J.
Lapauhe, J.
Larsen, Lars
Larsen, H. -1595
Ljungstrom, Steen
Lamb, Herebert
Lof, Oscar
Mathsen, Eric
Matson, Sigurd
Mortensen, J. R.
Monson, M. -914
Markman, H.
Matson, Eric
Mikkelsen, K. -1620
Monson, Martin
Muins, F. W. D.
Muller, Willie
Maas, R.
Marx, T.
McDonald, Wm.
Nelson, Oscar
Nelson, Bertha
Nielsen, Harold
Nielsen, Alfons
Nygard, Olaf
Ness, Louis
Ness, Carl
Nielsen, P. L.
Oie, Johan
Olsen, J.
Olsen, C.
Omhold, L.
Osterlund, C.
Osterhoff, H.
Orstad, Christ
Olson, C. -584
Olson, A. M.
Olson, O. P. -1141
Putta, Walter
Pestoff, S.
Pasao, A.
Pettersen, Harry
Petersen, John
Petersen, Olaf B.
Rasmussen, P.
Rose, W. H.
Rosenvald, I.
Rydquist, C. H.
Rasmussen, Rasmus
Rasmussen, E. S.
Rasmussen, Olai
Rohde, Fritz
Rose, W. H.
Saar, I. A.
Samsing, K. J.
Skedsmo, A.
Storfold, Hjalmer
Stone, N.
Svendsen, E.
Sverd, C. P.
Sweeting, J.
Samuelsen, H.
Samuelsen, Harold
Soderberg, A.
Staff, C.
Strand, C.
Strauss, P.
Tahlinan, M.
Thomsen, P.
Thorsen, Toger
Thorsen, Johannes
Thompson, Willie
Totz, R.
Tahti, Hjalmar
Tomis, Frank
Van Loo, E.
Valdley, P.
Wallace, A.
Wick, J.
Wold, J. J.
Weller, T. J.
Wilkhelm, E.
Zokavulron, A.
Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Headquarters For

Union Made Clothing
FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.

Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobbin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karlhauser, Otto
Linea, W.
Line, Victor
Murphy, Daniel
Nyhagen, Julius
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Pearson, Fred
Sweeting, Jack
Welmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton
Haldorsen, Adolf
Ingebrethsen, Alfred
Lomas, Richard
Lawrence, Harry
Olsen, Alvind B. K.
Thorsen, Fredrik N.
Thorsen, Richard

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johansen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust.	Kluge, Frank
-1808	Kelly, Patric
Andresen, Anton	Laine, Frank
-1635	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiasen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelsson, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Ekstrom, John	Olson, J. W.
Erman, A.	Olson, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Pettersen, Einar
Freitag, Franz	Pettersen, Hans
Fristrom, S.	Pettersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravler, Eugene	Petersen, John
Grell, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	Peterson, Axel
Arnell, John	Pettersen, Karl
Batchall, Alex	Petersen, J.
Bleezings	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Bergman, L. J.	Roberts, I.
Debus, F.	Rod, Sakarias
de Lange, Ingolf	Salstad, O. N.
Doyle, W.	Schultz, Axel
Ernandes, Frisco	Slattery, Wm.
Eriksson, -333	Sim, Gunder
Evensen, Krist	Schmidt, Heinrich
Forde, S. C.	Simensen, Isak
Flotten, James	Scheffner, Bernhard
Gronros, Oswald	Sormato, Matti
Hansen, Ove Max	Thomsen, Th.
Hylander, Gustaf	Toves, H. C.
Ingebretsen, J. A.	Thorne, John
Jacobson, Arthur	Thompson, S. K.
Johansen, Hans	Udby, Harold
Johansen, A. H.	Walder, Olsen N.
Kustel, V. J.	Packages.
Kaiser, Fred	Glazer, Y.
Melder, Albert	Gorgensen, Olaf
Munsen, Fred	Hansen, John
Nordgren, Chas.	MacGuire, O. F.
Nilsen, Alf. W.	Solberg, Peter
Olsen, Oswald -1059	Stanners, W. S.
Olasen, Chas.	

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and
"White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Home News.

Georgia Federation of Women's Clubs in State convention have endorsed a cotton petticoat campaign, the purpose of which is to pledge every woman in the State to have one or more cotton skirts.

So prosperous is the California State Compensation Insurance fund, founded to protect employers against their compensation liability under the Workmen's Compensation Act, that policy holders may be returned from 5 to 25 per cent. of premiums earned this year.

The army ration, with its simple components, has shared in the general increased cost of living. The annual report of Quartermaster-General Aleshire shows that the average cost of the ration for American troops this year was 24.40 cents as against 23.41 for 1913.

Another lobby investigation is contemplated by the lobby investigating committee of the United States Senate. Wisconsin distillers will be summoned to explain their work in connection with the elimination from the war revenue bill of the tax of five per cent. a gallon on rectified spirits.

Frank P. Walsh, chairman of the Federal commission on industrial relations, which body is now making a searching inquiry into economic and political conditions throughout the country, says: "Although we hope to make recommendations, labor's welfare must depend, in the last analysis, on labor itself."

The house, in Portland, Me., in which Henry Wadsworth Longfellow was born, has been dedicated under the auspices of the International Longfellow Society as a memorial to the poet. The building, which for years was used as a tenement house, has been restored as nearly as possible to its original condition.

Armor plate and steel contracts for the new battleships "California," "Mississippi" and "Idaho," amounting to \$10,674,112, have been awarded by the Navy Department to the Bethlehem Steel Companies. Reductions in prices of materials resulted in a saving for the Government of \$737,542, as compared with the cost per ton of armor bought for the battleship "Pennsylvania" two years ago.

The United States has signed, through the Secretary of State, W. J. Bryan, a treaty with Panama, by which the United States gains control of the waters of the harbors of Colon and Ancon. The United States cedes a tract of fertile land, which enables the capital of Panama to secure land connection with the remainder of the country. The treaty is a substitute for the basis of the agreement of June, 1904.

Four hundred Irishmen from 16 to 25 years old came over from Queens-town in a body on the steamer "Cedric," which reached New York recently. They declined to say if they had come to America rather than enlist in the British army, but did say they came here to look for work. It was reported among the other passengers that they had left Ireland because an Irish labor leader had convinced them that the British government was soon to enforce conscription in Ireland. According to recent mail advices from Dublin, the emigration of Irishmen of military service age has been heavier this fall than in many years, and was giving the authorities some uneasiness.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing and Renting

ABERDEEN - - - WASHINGTON

Phone 342 - - - Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen, - - - Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

The Union Drydock Company of Elizabethport, N. J., has contracted to build a large steel steam yacht for American owners.

The Ocean Steamship Company has adopted plans for a new terminal at Savannah, which will materially increase its already large docking facilities.

The United Fruit Company has announced a regular weekly freight and passenger service between New Orleans and Tampico, Vera Cruz and Progreso, Mexico.

The Newport News Shipbuilding and Drydock Company is hurrying the construction of a large 7000 ton cargo steamship for trade between Boston and the Pacific Coast.

The Argentine Government has received £469,000 returned by the French constructors of four destroyers which the French Government has commandeered.

Prices for new tonnage is said to have risen in the U. K. since the outbreak of the war. Dearer materials and shortage of skilled labor have made such a rise inevitable. The rise is said to be equivalent to about 15 per cent. above pre-war figures.

Two German steamships and two German wind-jammers were held at the port of Callao, Peru, when the war started by two huge wooden guns, painted black, mounted on the deck of a British steamship, the "Oreoma," according to Captain James King of the British bark "Inverclyde," which recently arrived in Seattle from Peru. The bluff might have continued to work, says Captain King, had not Peruvian naval officers boarded the "Oreoma" and learned the truth.

The German shipyards are said to be well employed again. The Imperial dockyards, naturally, are very busy, but the private yards also have plenty to do, and could work with full force if only the necessary contingent of engineers and skilled workmen could be obtained; but in this connection the war, of course, has made a serious difference. Over-time and Sunday work is the rule at the dockyards, and the Vulcan yard at Stettin, the Schichau yard, and that of Blohm and Voss, Hamburg, are all fairly busy and are expecting increased activity.

The latest dreadnaughts to be provided for in the United States naval budget will be named "California," "Idaho" and "Mississippi." The most significant thing about the design of these vessels is their comparatively low speed as compared to similar vessels lately laid down by other countries. In this connection, however, it should be remembered that contract speed as required for American vessels is arrived at in a radically different manner. The American battleship is not seriously forced on trial trips, but a certain speed is specified at a certain number of revolutions. It is always possible to get a little better than trial speed out of an American war vessel after she has gone into commission provided she has not been too long out of drydock. The vessels will have a designed displacement of 32,000 tons and will be 624 feet over all, 600 feet between perpendiculars, 97 feet and 4 1/2 inches extreme beam and 30 feet draft. The main armament will consist of twelve 14-inch guns, twenty-two 5-inch quick fire guns and four submerged torpedo tubes.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!

NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adolfsson, F. H. Anderson, Martin
Albertson, Chris Anderson, S. M.
Andersen, A. -1635 Anderson, Tommy
Andersen, Andy Anderson, Victor
Andersen, August Anderson, Wm.
Andersen, Henry Anderson, -1781
Andersen, Nela Anderson, -1819
Andersen, Peter Arntsen, Julian
Anderson, Hilding Attel, Alf
Anderson, H. J. Austin, Tom
Anderson, Johannes Azarar, D.
Baardsen, F. Blackwood, R. H.
Backman, Paul Blumel, W.
Bach, W. Boers, M.
Bauer, Andrew Borgen, John
Beck, Johannes Boro, Severin S.
Beck, John A. Brander, William
Beimeir, Peter Breinick, John
Benson, Gus Bryan, John
Benson, Severin Brynjulfsen, H. B.
Berlin, Werner Bynrdze, Charles
Bertelsen, B. J. Buse, D.
Bjorklund, N. H. Bynum, Joe
Bjornsen, Conrad

Callon, Josh. Christensen, H. P.
Cariera, Pete Christensen, Martin
Carlson, Charlie Christensen, Will
Carlson, Dick Christiansen, Feder
Carlson, John Cockell, Frank
Carlson, P. S. Connolly, Stephen
Cellan, John Contreras, Julius
Cesnen, Max Cord, Pete
Cherniavsky, M. Costa, Casimiro
Christensen, Albert

Dahl, O. W. Dempsey, H.
Danielsen, Dave De Roos, J.
Danielsen, Sigurd Des Hayes, F.
Danielson, E. Deswert, William
Dauda, Walter H. Digman, Carl A.
Davis, John Downey, James
Davis, Frank A. Drager, O. F.
De Bare, Henri Dreger, Jack
Debus, Fredrick Drenkhahn, M.
Eby, Ivar. D. English, John
Eckart, T. G. Eriksen, Bernhard
Eckhoff, Otto Erickson, C. A. -844
Edolf, K. Erikson, E.
Eggers, John Erikson, G.
Ehlert, A. Ericksson, J. E.
Ehlert, Ernest Erland, Oscar
Einardt, John Ervin, Arthur H.
Elfstrom, A. Eskildsen, Nils P.
Ellis, E. Eugen, John
Elofson, John Evans, Stanley C.
Falborn, John A. Fredholm, C. J.
Farrell, William Fredriksen, Birger
Fischer, Wilhelm D. Freitag, Franz
Flitthal, F. Fricke, W.
Foss, Louis

Fraser, Thomas Granstrom, Nestar
Gabrielsen, Eling Griffin, Peter D.
Gabrielsen, Peder Griffin, Jas.
Gaby, Jim Groth, John
Giorty, Petrus V. Gundersen, Chas.
Gordon, Geo. Gustman, Leo
Grabower, Martin Gustman, Charles
Haak, Reinhold Hein, M.
Haave, Norvald Heidal, Trygve
Haldin, F. Helinius, Oscar
Hall, S. C. Hellsten, Axel H.
Hallen, Victor Helsten, Carl
Halvarsen, H. Hensen, J.
Hammargren, Oscar Hewitt, Peter
Hannis, A. Hiltwood, A. S.
Hannus, Alex. Hjorth, Johan
Hansen, E. Hoffman, Jack
Hansen, C. T. Hogelund, Andrew
Hansen, Henry Hofgaard, Hans
Hansen, H. L. Hogstedt, Charles
Hansen, J. -2156 Hole, Sigvald
Hansen, J. M. Holend, E.
Hansen, Karsten Hollen, Carl
Hansen, Marius Holst, R.
Hansen, Olaf Hoseth, Christian
Hansen, O. R. Hovring, H. J.
Harmening, Fred Hubner, C. F. W.
Haskins, C. Husby, Lars
Heckel, Max Huse, Ed. R.
Heckman, Fred Hyde, Carl

Heesche, Henry Illig, Gus
Ikivalo Jensen, Carl
Jaede, Hans Jensen, C.
Jamisch, Ed W. Jensen, George
Janssen, H. E. Jensen, Hans
Jenkins, John B.

Jensen, Just Johansson, A.
Jensen, William Johnson, A. R.
Johannessen, An- Johnson, Bernard
thony Johnson, Charles A.
Johansen, Berger Johnson, D.
Johansen, C. -894 Johnson, F. -1723
Johansen, Ed. -2240 Johnson, Gust
Johansen, Johan Johnston, P. E.
Johansen, Louis Johnson, Pete
Johansen, Thos. W. Jones, Berthon
Johanssen, A. F.

Kaktin, Ed Klingstrom, G. G.
Kahlin, Ed. Kohne, Ernst
Kalkin, Fred Kramer, Fred
Kallberg, Arvid Krishjan, A. W.
Karlsen, Martin Krishjan, Karl
Karsten, Hugo B. Kristiansen, L. P.
Kenny, James Kristiansen, Hans
Kimeral, Herman Kroeger, Henry
Kindlund, Otto Kruger, Gustav
Kirstein, John Krumming, Andrew
Kittlesen, Alfred Kylander, Herman

Lags, John Lepson, Oscar
Lange, P. Lerch, C.
Lapouble, J. P. Lewis, George
Lapschies, Edward Liljendahl, Ludvig
Larsen, Alf Lindelof, Charles
Larsen, Anton Lindgren, I.
Larsen, F. S. Lindner, J. -1750
Larsen, A. -1768 Lindstrom, Alexan-
Larsen, Axel der
Larsen, Georg L. Lohne, E.
Larsen, John -1588 Lukmann, Ewald
Larsen, Ludvig J. Lundberg, Thurston
Larson, C. Lundgren, Richard
Larson, H. P. Lund, Pete
Laws, Harry Lybeck, Thomas

Macrae, Alexander McGoldrick, James
Malmstrom, C. A. McMallo, Victor
Marcus, Bernhard Merlult, Gaston
Markley, Paul Moberg, A. W.
Markmann, Heinrich Moe, W. W.
Markus, Bernhard Mogelberg, Harry
Markus, Gotfrid Mortensen, Johan
MacAuley, Hugh Muirchneek, W.
Martin, H. Muller, Fred
Mayes, J. B. Murray, C. P.
McConnell, David Murray, Edward
McCourt, Joe Murry, Edward

Nelson, A. B. Nilsson, Harry
Nelson, C. Nilsson, Johan -937
Nelson, E. C. Nonberg, Gustaf
Nelson, W. Nor, Nils
Niemeier, Oscar Nordling, S. B.
Nilsen, Andreas Nurml, Victor R.
Nilsen, Ragnvald Nyberg, Erik
Oaks, Theo. K. Olson, Hans -1225
O'Connor, W. F. Olson, S.
Olausen, E. Ondrasek, Ralph
Olsen, Axel O'Neill, Jas.
Olsen, Bertel Onu, Tobias
Ojstedt, S. A. Osalin, Oscar
Olsen, Peter Osterhoff, Heinrich
Olson, Geo. W.

Paader, Hugo Peterson, Otto
Palmer, P. Peterson, A. -1436
Parson, Herman Peterson, Chas.
Paulsen, Alex. -1901
Pedersen, Carl Pettersen, Karl
Pedersen, Hans Pettersen, Conrad
Pedersen, O. -1392 Pettersen, Robert
Pedersen, Walter G. Pettersen, Adolf
Pederson, Sofus R. -1622

Peters, J. Petz, Fritz
Petersen, Henning Poppe, G. F.
Petersen, John A. Porath, Ben
Petersen, O. E. Preusse, Fritz
Petersen, Olav -1595 Prinz, Carl
Petersen, S. A. Publicatus, August
Petersen, Soren

Raalsen, Fred Rimmer, Chas.
Raymond, Frank L. Roberts, John
Redinger, M. Rogis, A.
Reed, J. W. Rose, Wm. H.
Reinhardt, Werner Rosenblad, Axel
Renstrom, Axel Ruise, —
Ries, R. E. Rundquist, O.
Rignell, Joe H. Rutte, Peter

Sundharm, Fred Swanson, Ben
Sundhouse, Joe Swanson, Jack
Sundt, Oscar Swanson, John
Sutherland, Peter Swansson, Oskar
Swansen, O.
Tamm, H. -973 Thompson, H. J.
Tammam, Krispin Thompson, Thomas
Tasnase, E. Thomson, Thomas
Thearin, John E. Thorstrup, Ludvig
Thensen, William Todahl, Maartin
Thirup, Kr. Tollefsen, Hans
Thomas, Edward Tommola, Valno
Thompson, E. Torstensen, Folke
Thompson, B. -283 Tvede, J.
Uiman, John P. Uderkill, Karel
Vangelder, William Vilberg, John
Van Katwijk, J. W. Viersch, Henri
Vartnow, Wm. Vohs, Heinrich
Velson, Frank Voorhies, Firman
Verlard, Frank
Wagner, W. Wilson, Charles
Wallen, Gustaf Willmorn, W.
Wahl, Robert Willnizig, John
Walsh, B. Winkel, August
Wank, Rosmanos Winter, Harry
Wapper, John Wirta, John
Waltz, Hille Wittig, R.
Westlake, S. G. Work, John
White, Fred
Zankert, Karl Zornig, Harry
Zimmerling, Fred Zwakten, Rudolph

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A. Laas, J.
Anderson, Andrew Laydon, D.
Athanasale, Demetre Mehrrens, H. K.
Belting, Oscar Olsen, Arne
Bode, W. Olsen, Carl -1101
Carter, H. Olsen, W. S. -1229
Ceelan, John Raasch, O.
Christoffersen, Olaf Rarly, Frans.
Eliessen, Otto Rasmussen, Emil
Erikson, E. Rathke, Reinhold
Finnelly, Wm. Reiersen, A. L.
Hansen, Charles G. Roslin, Robert
Hansen, Karl Ruter, Peter
Hansen, Marius Schroder, Aug.
Hendriksen, Hag- Sorensen, Pete
bart Summers, J. J.
Hoffman, J. Thorsen, Jens
Jensen, Hans Trost, Peter
Johansen, Emil Wakely, R. E.
Jorgensen, Oluw Walters, Albert B.
Klette, E. F. Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-
sen, No. 1964, are inquired for at
the Standard Oil Company's office,
at San Francisco.

Anyone knowing the whereabouts
of John Burke No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.
William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
niipeg, Manitoba, Canada.

\$10.00 reward for information lead-
ing to the present whereabouts of
Joe Magruder, who was in February
of this year a sailor on the steamer
"General Hubbard" when she was in
collision with the steamer "Portland"
on the Columbia River. Notify W.
S. Burnett, 260 California street, San
Francisco. Telephone Sutter 6623.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:
Assets \$58,656,635.13
Capital actually paid up in Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund 177,868.71
Number of Depositors 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: .25, .30 and .50 per day. \$1.25 per Week and up. Special rates for Housekeeping, Single or Connecting Rooms.

This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

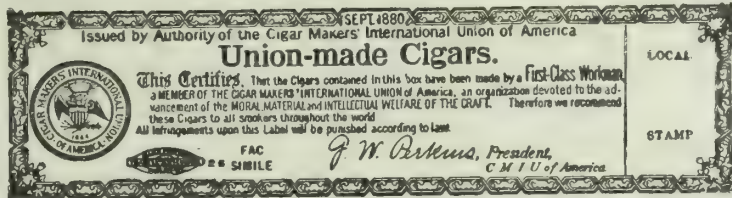
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Garfield 7690

124 EAST ST.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

News from Abroad.

Turkey has entered the European war by bombarding several Russian ports in the Black Sea.

About 400 Japanese students who had been expelled from German universities have arrived in Switzerland, most of them reaching Zurich and Geneva.

The West Australia legislative assembly has passed through all stages a bill empowering the Government, if necessary, to prohibit by proclamation the sale of liquor, or to reduce hotel hours in any district.

The Lord Mayor of Sydney, Australia, is urging the City Council to push forward various works. Works costing £250,000 are to be carried out by the electrical engineers' department during the next twelve months.

The Spanish Council of Ministers has fixed the strength of the army for 1915 at 140,763 men. This is a small increase over the present peace footing of the army, which is 122,000 men. The naval strength for 1915 was fixed at 15,000 men.

Before the Interstate Commission R. D. Hay, New South Wales Director of Forestry, said that on the figures available last year all available and accessible hardwoods in the State would be consumed in thirty-five years.

The expected has happened. Already Australian babies are having unpronounceable war-map names bestowed on them. Miss Heligoland Brown will no doubt figure in the electoral rolls of the future. And she will probably be called Hell for short—after the war.

A Reuter dispatch from Melbourne says that the government of New Zealand has arranged to obtain 1,000,000 bushels of wheat from Canada before a shortage occurs there. The government purposes selling wheat slightly below its cost. Otherwise famine prices prevail in New Zealand.

In the recent fighting near Przemsyl two generals reported to their commander, the Bulgarian General Radko Dimitrieff, who is leading the Russian army investing Przemsyl, that they were unable to hold out owing to the overwhelming numbers of the enemy. General Dimitrieff replied with an aphorism which will doubtless become historic. He said: "Don't count the enemy. Beat him."

The German cruiser "Emden," flying the Japanese flag and disguised by the addition of a fourth smokestack, entered Penang, a British possession in the Straits Settlements, and fired torpedoes which sank the Russian cruiser "Jemtchug" and a French destroyer. The "Emden's" entrance into the waters of Penang was audacious. She came under the guns of the fort and, after sinking the cruiser and the destroyer, escaped through the Strait of Malacca.

Another rebellion has broken out in South Africa. General Christian de Wet and General Christian Frederick Beyers have taken the lead of the rebels in the Orange Free State and Western Transvaal. Having put down the rebellion in the northern province of Cape Colony, led by Lieutenant-Colonel Maritz, the government of the Union of South Africa is now faced by the more serious rising under Generals de Wet and Beyers, the latter of whom resigned the command of the Union forces when Premier Botha decided to take up arms against Germany.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gus	Johnson, Martin
Andersen, E. W.	Janssen, Axel
Albertsen, Hans	Johnson, Jack
Christian	Jensen, Ole
Blom, Aanden Ade	Johnson, J. E.
Bernhard, Oscar	Kathy, Albert
Cohn, W. R.	Knudsen, David
Certz, Emil Ali	Magnussen, Magnus
Erickson, Ollie E.	Marcussen, J.
Erickson, Earl	Marepie, John
Elmi, A.	Nelson, Fred
Ekelund, Will H.	Olsen, John
Findley, Jos. A.	Schlachte, Alfred
Fritsch, Leonard	Tobey, John
Gundaker, Sam W.	Toracsson, Ernest
Happmer, H.	Wallin, Herman
Israelson	Wallin, E.
Jacoma, Caremo	

Seattle, Wash.

Abolln, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Flster, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinnir, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Steln, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromness, Oscar

With the Wits.

A country lad found a lost horse in an amazingly short time. Asked how he did it, he replied. "I jes set down and thought w're I'd go if I was a hoss. Then I went there, and there he was!"

A teachers' meeting was in progress, and it was decided that the more difficult subjects should come in the morning, and those that required less application later in the day. History was last on the list and Miss Wheeler, the young teacher, protested.

"But it certainly is easier than science or mathematics," the principal insisted.

"As I teach it," replied the young teacher, "no subject could be more difficult and confusing." — Lippincott's.

The apoplectic little man pounded the counter with his apoplectic little fist.

"I never dealt here before and I'll never deal here again!" he shouted. "The management here is rotten. You have nothing, nothing! I'll try once more. Have you any tomatoes?"

"No, sir, sorry, sir," replied the clerk.

"What? Not even in cans?"

"Not even in bottles."

The apoplectic little man crushed his hat down further on his head and bit his mustache until the blood came. He consulted the list in his hand.

"I'll give you another chance! Have you any potatoes? Think carefully now!"

"Not a potato in the place," said the clerk apologetically.

"Ye gods! Well, I'll give you one more chance. I'd like to see the end of this. Have you any sugar?"

"Not a grain, sir. Sorry, sir."

The apoplectic little man sank down on a stool and let his list flutter to the floor.

"And you call this a grocery store!" he said, tauntingly.

"No, sir," corrected the clerk mildly. "This is a cigar store."

The apoplectic little man rolled off the stool in a fit.—Detroit Free Press.

Secure and Profitable

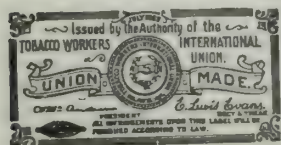
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? .. Savings and Commercial Depts.,..

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN

12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.

Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

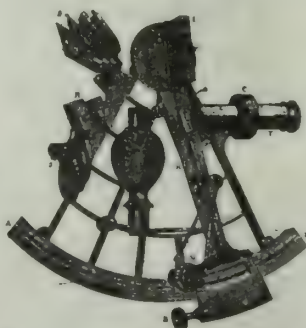
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James R. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

A Reservoir for YOUR Stream of Wasted Money



You know how easy it is to let money slip through your fingers. Saving is a habit. Cultivate the habit and you will have one of these Banks filled with coins to show for your work.

The Banks are strongly made of steel with neat oxidized copper finish. Kept in the home it is a constant reminder to save. There is no temptation to open it. We keep the key and open the Bank whenever you wish. Each Bank is fitted with a patented lock.

Bring the Bank to Store when you want it opened—do what you like with the money.
On Sale at Transfer Desk—Main Floor.

Hale's
Good Goods
Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

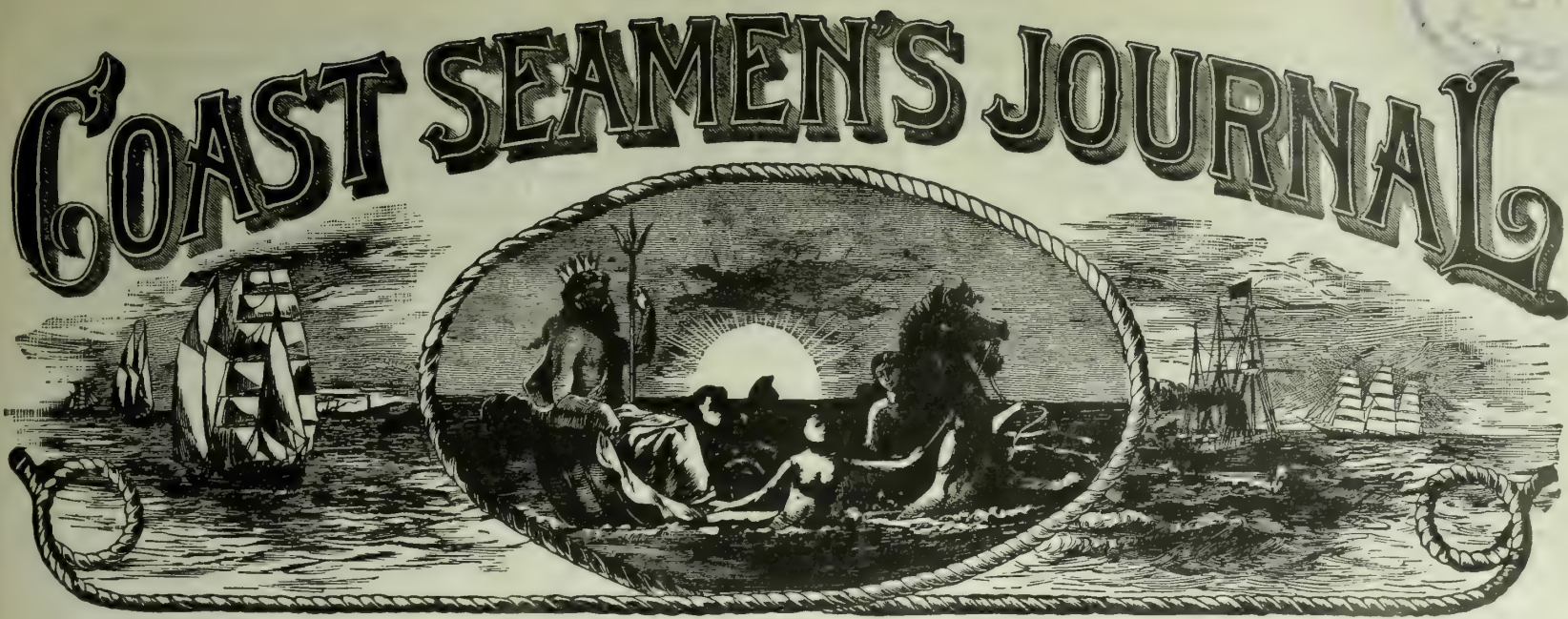
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 10.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 18, 1914.

Whole No. 2304.

CAPITALISM—ARCH-FOSTERER OF WARS.

We Must Substitute Co-Operation for Competition in the Industries.

No one need be in the least doubt as to why we have this war.

No one that cares to know why civilization has been overwhelmed, and Europe turned into a howling madhouse, and the twentieth century transformed into the fourteenth, need be muddled about it.

Millions of men are slaughtering one another, the business of the wide world is dislocated, horrible lists of dead and wounded fill the European journals, other millions are brought to starvation and acute distress, the next century is darkened with these intolerable clouds of hatred, poverty, debt, want and pain, because competition went mad, capital became insane, militarism had its sure fruitage, and imperialism gibbered in the streets.

Nothing else. We have tolerated the fantastic lunacies that make war inevitable. When they come ripe shall we stand like dull babies asking whence has come all this?

Look for a moment. It was not the murders of the crown prince and his wife. Many princes as eminent have been assassinated, and no war has resulted.

It was not Serbia's failure to surrender to Austria's demands. Many other nations have rejected impossible overtures and no war has resulted.

It was not Russia's mobilization. Every European nation has mobilized at some time or another without causing war.

It was not any menace of France against Germany. There was no such menace.

EXCUSE AND SUBTERFUGE.

These things are but excuse and subterfuge. The swords that pricked the bubble of a fallacious civilization and sent us helter-skelter back to barbarism and the Middle Ages were held by big business on one side and autocracy on the other.

Mankind ought to be as careful about tolerating evil as about committing it. There is no such thing as a sterile evil. No evil is ever barren. Every evil is fruitful in other evils, and these in others, until the progeny full grown descends upon us with disaster, great or small.

It was so here. For many years men that knew better have acquiesced in the surviving feudalism that is expressed in monarchical institutions. We have tried to convince ourselves that if a nation had some kind of delegate assembly, a parliament or a reichstag, meeting to pass some laws and fiddle about the skirts of government, why, all was well enough, though it still retained kaiser or king.

What difference does it make, we said. It is but a name. Each nation to its own taste. How smart is this kaiser and how clever is that king! There can be democracy in an empire, we said, and as truly might we have said that we could breathe in a vacuum or from darkness draw light.

What difference does it make? We can see what difference. Men do not naturally hate one another nor seek to kill one another, nor thirst for one another's blood. Two months ago the men now fighting in Europe would have sat down together, walked and talked together, felt only kindness to one another; if in distress

gladly would have helped one another.

For no interest nor thought nor concern of theirs they go about now with guns looking for a chance to kill one another.

If they have been transformed thus from men to tigers what has changed them except decrees and orders with which they have had nothing to do?

NO REASON FOR MURDER.

On Monday two men see a fellow man drowning in the river or imprisoned in a burning house, and they risk their own lives to save him. On Tuesday they take rifles and kill him, for no reason of their own, but because their king has dreams, their kaiser delusions, or the capitalists that exploit them have quarreled.

This is the war that is now upon us, compared with which the insane asylums at Wards Island, Kankakee or Bloomingdale seem a sweet and reasonable thing. Rulers paranoiac about military glory, governments that can make war without reference to the people, the insanity of irresponsible rule, the sheer incongruity of it, the fact that it will fit nowhere into the scheme of progress, these are some of the things for which the world is now paying down this immeasurable price, dripping with blood.

Then for such a cataclysm men that have glossed monarchy and democrats that have been untrue to democracy must have their share of responsibility.

There is no civilization but democracy.

Commercialism, drunk with power and grasping frenziedly for more, saturated with profits and seeking for more business to dominate and more territory to exploit, was the next influence that brought this plague upon us.

To say now that it never intended nor dreamed of the ruin it would precipitate helps nothing.

Blind, as it always is; stupid, as it always is; brutal, as it always is; ravening for more and more, it lunged forward for the one prize it wanted most and knocked down the props of the house of peace.

Like this: The huge colonial empire of Germany, created and developed with a speed that astounded the world and is without analogy, brought to the country almost fabulous wealth, that under the existing system was absorbed by a few. As the colonies increased, so rose this golden tide.

ENGLAND AND GERMANY.

The swift expansion of German commerce turned certain German heads. In commerce Germany competed with and by resolute enterprise, playing the game according to accepted methods, outstripped most other nations except England. Between these the competition was a struggle of giants.

England's colonies made her rich. Germany added colony to colony. Colonies produced trade. Long ago Germany's trade passed the point where it could be well handled by a nation geographically circumscribed as she is.

The pressure of competition, the pressure of the widening prospect of more and more profits, the pressure against the sides of her expanding business, became an irresistible force for territorial increment.

France also had many and rich colonies—Algiers, French Kongo, Dahomey, Senegal, rich islands in the West Indies and the Pacific, and many others.

In the event of another war like that of 1870, France would be shorn of these valuable possessions, which would then become German. More commerce meant more profits, more profits meant more power. That way the pressure inevitably tended, and even if no one had ever designed war nor intended it, under the existing system war was certain.

The apparent destiny of German commercialism, exalted by its many victories, was to annex the French colonies, to enlarge with Germany's enlarged borders, and to raise Germany above all competitors to the supreme commercial command of the world. It saw nothing but easy victories, added provinces and added business. Controlling a great part of the press and moving hand in hand with a government sympathetic and lusting for war, it dragged the sane part of Germany into the struggle, and down came the red deluge.

Then Germany, declaring itself to be threatened by an attack from Russia, rejected all proposals of arbitration and all appeals for peace, and met the allied Russian attack by moving a million troops upon France before she had declared war against that nation, and while her Ambassador was still in Paris.

ONLY PART OF BLACK NIGHT.

The shuddering horror with which we read of battlefields whereon the dead lie piled in heaps, of torn and mangled youths shrieking with the torture of their wounds, of towns burned and peasants put to death, is only a part of the black night that has come upon us. Not only this year is dreadful, but the years to come will be. For every shot that is fired and every march that is made, the future must pay and pay again, and there can be no payments of this bill except from the products of industry already bent to the ground under the burden of past follies.

Before the war began the economists had uttered solemn warnings against the heaping up of the debts of the nations. They pointed out that the interest charges on their debts were steadily mounting to a sum that could not be paid. They showed that because of the interest charges the poor were still further impoverished. Ignorance and darkness were spread around the world and want threatened the toilers in every land.

These were the results of the existing system, of the debts of former wars, and of the huge armaments that the nations maintained.

Think, then, that this war is costing these nations, \$60,000,000 every day, that practically all of this staggering sum must take shape in national debts and the crushing interest charges they will entail can be paid in no way except by the sweat of labor.

Before the prospect thus opened the mind sickens and hope dies.

We are paying today the expenses of the wars of Napoleon, a century old.

Should the present system last, three centuries hence men will toil and children be reared in

ignorance and insufficiency that the monstrous bill for this day's insanity may be paid.

BACK TO SAVAGERY.

From such a burden piled upon the debt burdens the world already bears could come but one result. Mankind would revert to savagery. Knowledge, progress, hope and light would be overwhelmed in one abysmal catastrophe.

Instinctively we cry out against this prospect. We declare that such a thing must not be. That this war must be stopped. That all war must be abolished.

Then, if we really mean what we say, we must set ourselves to great and enduring changes.

We see now the certain results of the present system of business founded upon grab and gain, the cutthroat system of competition, the deadly system of business conducted for private profits.

A few made rich and the many poor; a few made powerful and the many made the battle pawns of these; the resources of the world and the strength thereof controlled by the few for their own benefit and the rest obliged to go out and fight the wars engendered by the competitions, jealousies or maniac dreams of their masters.

Meantime, the masses sinking to lower levels of existence and the joys of life more and more restricted to the beneficiaries of the system.

All this for just these same two reasons, the surviving feudalism of autocracy and the surviving savagery of competition.

Let the competitive system survive, and whichever way the present war results it will assuredly breed other wars as gigantic or worse. From that conclusion there is no logical escape.

The same causes will produce the same results, always, automatically, irretrievably, as certain as night follows day, as certain as the stars travel their roads. No man may sow his field with any faith that he can reap it and no man can look forward to a year of peace. So stands the terrible fact that now confronts mankind. We can shut it from our minds if we are cowards, or try to forget it if we are fools; but refute it or deny it may no man living.

CIVILIZATION'S ONLY HOPE.

If then we are determined that when this whirlwind of bestiality shall have passed we shall not have another, if we wish a condition under which the structure of society shall not be blown down, human intercourse shall not be destroyed, civilization shall not be set backward, and the earth shall not be bathed in blood, the only possible way to that condition is to eliminate forever the causes of war.

Instead of business for private profits, we must have business for the common good.

Instead of private ownership of the means of life, we must have the means of life owned by the public for the public welfare.

Instead of gigantic fortunes gathered at the general expense and used for individual power, we must abolish poverty and give to the poorest child in the land all the education that can now be secured by the richest.

Instead of outworn feudalism, we must have the full measure of democracy for men and women.

Abolish capitalism, take away the huge, selfish, remorseless, savage power of profits and profits can no longer plunge the nations into war.

Give to the people the sole control of their own affairs and they will never lead themselves into wholesale slaughters.

All other talk of remedies, reforms, measures, exhortations, appeals, preachments, agreements, treaties, peace conferences, gabble, talk fests, protests, peace societies, arguments and resolutions is childish prattle.

One thing or the other, abolish the sources of war or prepare to see civilization crushed and your own country with the rest reverted to the state of the Cave Man.

Which shall it be?—Charles Edward Russell in New York Call.

The most important producer of quicksilver in the United States is the famous New Almaden mine of Santa Clara County, California, which contains over one hundred miles of underground workings and which has produced steadily since 1850. California produced quicksilver to the value of \$627,228 last year, leading every other State, but at the same time showing a decrease from the output of 1912 of nearly a quarter of a million dollars. The quicksilver industry of the entire country, however, fell off to such an extent that with the exception of 1908 the production last year was the lowest since 1860.

A condition of things in which the laborer exists only for the pleasure and benefit of the owners of the means of production and distribution is a condition of slavery.—Horace Greeley.

BEWARE, YE LAND SHARKS.

On the testimony of Gust Cousolos and through the efforts of the California Commission of Immigration and Housing, Ralph Schwarz and Walter C. Schwarz, of San Francisco, have been bound over to a hearing before the Federal Grand Jury, charged with using the United States mails to defraud in a land deal. These defendants had a hearing Tuesday, the 10th inst. And as soon as the evidence made it plain that they had sold sage brush for city lots, Commissioner Krull hastened to hold them for further proceedings.

Gust Cousolos testified that while living in Washington in a Greek colony he bought two lots from the Schwarz Bros.' Tobin Park Development Company. He paid \$120, but as he was told his property was just a few minutes' ride from the heart of the city and only five cents car fare, it seemed a bargain. The agent showed maps of an elaborate street plan, "all paved," of course. Cousolos' only fear was that he might be lost in the mazes of his metropolis.

When he tried to find his lots he did get lost, but it was not in city streets—it was among the brush covered slopes and rocky gulches of Tobin Park. Cousolos found the place was a regular wilderness; an hour's ride from San Francisco; miles away from the station; a barren waste, an uninhabited region. Tobin Park was a park all right—a natural park. The scenery was fine, but Cousolos said he didn't want to imitate Joe Knowles, the wild man. He thought he had purchased a town lot and found it to be a camping ground. Then he understood why the company refused to take him to the land as it had agreed; the round-trip fare was seventy-five cents instead of ten.

When asked what his own particular lots looked like, he stated he had never been able to find them—there were no marks on the land except the marks of the wind and the rain.

The defendants called some witnesses to dispute the claims of Cousolos and those who substantiated his testimony. But with little ado Commissioner Francis Krull, the U. S. Committing Magistrate, bound the prisoners over, on the ground that the evidence pointed to a crime having been committed.

The case arose through a complaint being brought to the California Commission of Immigration and Housing, 525 Market street, San Francisco. Cousolos at that time stated that he and three other Greeks had lost \$400. The Commission undertook a thorough investigation and sent two of its employees to act the parts of agents for the Tobin Park Company. These men were given instructions by Schwarz to sell the barren land as city lots, and by their skilful handling of the case incriminating letters were obtained from the company's headquarters in the Monadnock Building. While working up the evidence before turning it over to the United States authorities, the Commission discovered that nearly 100 foreigners, mostly Greeks, Italians and Slavs, had been cheated out of their earnings in this scheme.

The Schwarz Brothers are now released on \$2000 bail.

This is the first of a series of cases which the California Commission of Immigration

and Housing intends to bring against fraudulent real estate companies. The Commission feels that not only should the losses in individual cases be stopped, but that the very existence of such a system of dishonesty is an evil, for its tendency is to frighten the immigrant away from the land in outlying districts and crowd him into the already overloaded tenement districts. Strenuous action will therefore be taken in the immediate future against other "land sharks."

SWEARING OFF TAXES.

Once a year he lays aside his Christian private morals and hires a ferry-boat and piles up his bonds in a warehouse in New Jersey for three days, and gets out his Christian public morals and goes to the tax office and holds up his hands and swears he wishes he may never-never if he's got a cent in the world, so help him. The next day the list appears in the papers—a column and a quarter of names, in fine print, and every man in the list a billionaire and member of a couple of churches. I know all those people. I have friendly, social, and criminal relations with the whole lot of them. They never miss a sermon when they are so's to be around, and they never miss swearing-off day, whether they are so's to be around or not.

I used to be an honest man. I am crumbling. No—I have crumbled. When they assessed me at \$75,000 a fortnight ago I went out and tried to borrow the money, and couldn't; then when I found they were letting a whole crop of millionaires live in New York at a third of the price they were charging me I was hurt, I was indignant, and said: "This is the last feather. I am not going to run this town all by myself." In that moment—in that memorable moment—I began to crumble. In fifteen minutes the disintegration was complete. In fifteen minutes I had become just a mere moral sand-pile; and I lifted up my hand along with those seasoned and experienced deacons and swore off every rag of personal property I've got in the world, clear down to cork leg, glass eye, and what is left of my wig.

Those tax officers were moved; they were profoundly moved. They had long been accustomed to seeing hardened old grafters act like that, and they could endure the spectacle; but they were expecting better things of me, a chartered, professional moralist, and they were saddened.

I fell visibly in their respect and esteem, and I should have fallen in my own, except that I had already struck bottom, and there wasn't any place to fall to.—Mark Twain.

WHAT IS NEEDED.

What is mainly wanted is that each man should have an assured chance to earn, and then an assurance of the just fruits of his labors. We must achieve these results yet; we can do it. Every new labor-saving invention is a new argument, an added necessity for it. And, so long as the laboring class must live by working for others, while others are striving to live luxuriously and amass wealth out of the fruits of such labor, so long the abuses and sufferings now complained of must continue to exist or frequently reappear. We must go to the root of the evil.—Horace Greeley, in 1846.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Liability Law Broadened.

Judge Cosgrave, of the Cincinnati Common Pleas Court, has set aside a ruling of the Industrial Commission of Ohio, and has ordered that compensation from the State insurance fund be paid David Brown, who is now disabled because of lead colic or lead poisoning contracted while employed in the manufacture of white lead.

The State commission denied his application for benefits on the ground that disability was not caused by an "injury," and notified him if he was dissatisfied he was entitled to appeal to the courts.

The case is the first of its kind that has been presented to an Ohio court, and if upheld will have a far-reaching effect because it will include in the compensation law all those workers who are disabled through occupational diseases.

In holding that occupational diseases come under the workmen's compensation act, Judge Cosgrave said:

"This law is designed in the construction herein given to it to protect men who imperil their health, if not their lives, to produce for the benefit of their fellow men products that are essential and necessary in the arts and sciences, and are in so many ways beneficial and necessary to mankind. It is urged that this construction of the law will give rise to abuses and impositions on the part of those employed in these hazardous occupations, and that it will result in carelessness and heedlessness on their part. The experience of time does not justify this conclusion.

"It may be urged in reply that when fire insurance first came into vogue it was predicted that there would be frequent and deliberate destruction of property in order to obtain the benefits of such insurance. Experience has demonstrated that while there may have been some cases of arson, they are so few and far between as not to be worthy of mention. The same reasoning was urged against life insurance, it being claimed it would lead to recklessness in the manner of living, if not to deliberate self-destruction, and while there may have been, and doubtless were, cases of self-inflicted death to obtain such insurance, yet so rare indeed have they been that no man of sound judgment would today suggest the abandonment of the very great benefits derived therefrom. The same was said as to health and accident insurance. The experience of man has been such as to demand the increase and maintenance of these different plans of insurance.

"It must not be forgotten that the moral obligation of men, their moral sensibilities and their consciences, act in restraint of the abuses that were so freely predicted with reference to these systems of insurance. The law of self-interest and of self-preservation also operates in the same direction."

Teachers May Organize.

In a recent decision replete with scathing terms and declarations for freedom of action by teachers, Common Pleas Judge Neff of Cleveland found School Superintendent Frederick guilty of contempt of court for refusing to obey an order to reinstate six grade teachers who were dis-

missed because they belonged to their newly formed union against the orders of the Board of Education.

The decision is a remarkable one because of its condemnation of methods employed by public school officials in Cleveland, and also because of a defense of the teachers to form a union, and affiliate to the American Federation of Labor, which, the court declares, is "a lawful organization."

Judge Neff was not partial in the use of strong terms in his condemnation of the superintendent, whose methods were declared to be "cruel, heartless, and tyrannical," and whose excuses are termed "mere, sheer, bare, bald evasion, and pretense."

In referring to the resolution of the Board of Education prohibiting teachers joining the union, Judge Neff said:

"The anti-union resolution of the board was vicious in its principle as well as subversive of constitutional liberty. If the board can validly discriminate against labor unions, then it may discriminate because of race, or color, or nationality, or creed, or for any other arbitrary reason.

"There is no necessary conflict between affiliation with the American Federation of Labor and the vocation of a teacher. The testimony submitted in the case shows that all the alarm of strikes and boycotts that seems to have disturbed the board is utterly unfounded, for the reason that strikes amongst public employes are not tolerated by the Federation.

"It is un-American and grossly unjust to legislate in any way against those who toil.

"The board had no right to pass the rule. It was an act of folly, and its principle was vicious, un-American, unpatriotic, and unjust. If the courts are so palsied, so powerless, so decrepit as not to interfere, then judges ought to be brought to the courthouse in wheelchairs and fed with spoons.

"The high-handed outrage which the Board of Education seemed determined to commit was so spectacular, so glaring, that it was high time that a precedent be made; so this court made one, and by so doing saved hundreds of teachers from losing their positions.

"This may be the last important case which I shall ever decide; but if it is, I could not wish a finer valedictory.

"There is no doubt that the teachers, in voting for the union, did so in good faith, and not with any of the incendiary or revolutionary motives imputed to them. They had an undoubted right to join the union. The American Federation of Labor is a lawful organization.

"But no sooner had they voted to join the union than somebody cried, 'fire,' and then the trouble began.

"Then the Board passed that foolish resolution that they would annul every contract of every teacher who should join the union, and expel her from the schools.

"And not only that, but the Board declared that no member of the American Federation of Labor should be allowed to

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Cotton manufacturers in England and Wales employ 372,834 females. French employers maintain 504 employment bureaus.

The Westralian Labor government is arranging to provide work at the State sawmills for men made idle on account of the closing of private mills through the war.

A movement is on foot in the Argentine to bring into existence a unified Labor movement. At present there are two Labor Federations, both having revolutionary ideals for the overthrow of capitalism. One of them, however, seems to have formerly believed in definitely propagating anarchism; which is now felt to be a mistake, because the average worker does not understand the ideals of Anarchism.

The Labor party of Australia is again in control of the Federal government. It has gained, at the recent elections, a handsome majority in the House of Representatives and in the Senate. It controls thirty-two seats in the Senate, while the opposition parties have but three. In the House of Representatives it has forty-one members, while the opposition, the so-called fusion party, has only thirty-three members.

Cecil Williams (15), John McKeown (15), and George Bates (16), employed in an explosives factory at Leichhardt, Sydney, were burned to death in a peculiar manner. After having their lunch they walked away to a paddock, where one of them struck a match to light a cigarette. His clothing was covered with the dust of the explosive, and at once caught alight. The clothes of the others also became ignited, and the three died of the burns they received.

At the Irish Trade Union Congress held in Dublin during the present year, the constitution of the Irish Labor Party was finally adopted by 97 delegates representing 80,000 Irish workers. Hitherto the Labor movement in Ireland has supported, generally, the Nationalist Party, and any efforts to form a distinct Labor Party met with a considerable amount of opposition. In 1914, however, the conference was practically unanimous in its decision to launch a distinct and independent Labor Party, a fact not without significance.

The dispute over the working of the afternoon shift in certain of the Maitland, N. Z., district mines continues, and the men there are determined to wait until a reasonable solution is offered. The supply of coal has not been interfered with in any way by the stoppage of the five mines concerned. Practically the whole of the pits in the two districts are working full time; but it is well known that if the five pits referred to were in operation, some of the mines in the Newcastle District would be running about half-time, or less. The miners have offered to meet the owners in conference, and discuss the matter; and it is more than probable that if such a conference were held, conditions fairly satisfactory to the proprietors would be offered in some cases. Those who have talked so loudly about the trade of the port and the supply of coal for local industries, have affirmed too much; personal interests, and a desire to set aside the wishes of the men in every particular, have been the chief factors in promoting and continuing the present trouble.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Alexandersen, Paul
Ahlman, Christian
Arnell, John
Andersen, Rasmus
Andersson, Axel
Andersson, E. -1762
A. Mr. -1504
Anderson, David C.
Bergh, Borge
Benter, H.
Bulander, B. B.
Bensen, Severin
Bringsrud, Marald
Berg, S.
Brogard, N.
Boy, A.
Carron, Ed.
Christensen, H.
Carlson, Fred
Chotard, Emil
Clui, M.
Christensen, A. -1095
Cotter, J.
Ceslan, John
Clausen, J.
Chilton, Harry
Carlson, Carl
Davey, Charles
Dreger, Jack
Elisen, Sam -848
Ekblund, Swen
Eckart, T. G.
Ellingson, Ivar
Felsch, H.
Fasholz, Dan
Folvik, Lewis
Gunther, Dick
Gustafson, Alf
Heeshe, Henry
Hackensson, A. W.
Hallquist, Christ
Helsterman, Harry
Hansen, Sigvarth
Hansen, John
Holmborg, Frank
Hansen, Marius
Holm, Arthur
Hansen, H. T. -1446
Hansen, Johannes
Hakonsen, P. O.
Harrold, Henry
Johnsen, Gunner
Johnson, Oscar
Johnson, Gus
Johnson, Halvard
Jeter, V. B. -983
Johansson, Ed.
Johansson, N. A. -280
Johnson, John A.
Johnsen, George
Kremer, Sigurd
Kalnam, Andvey
Karstin, Hugo
Lassen, Johan -1542
Lauritsen, O.
Lill, Chas.
Lindeman, Gus
Lutzen, Waldemar
Lundblad, Ernst
Lato, Ed
Leideker, E.
Lang, Chas.
Lindberg, J. -1750
Lundberg, T.
Lyngard, Jorgen
Mushneck, Walter
Mants, R.
Martin, Arva
Monk, Charlie
Monterra, J.
Mesak, E.
Mennicke, Fritz
Miller, Wm.
Mayers, P. M.
Michaelsen, A. -1105
Morris, M. H.
Mattison, J. -1320
Nelson, Hans
Nelson, Ernest
Nelson, Ernest C.
Nellson, Axel
Olsen, Emil F. -1280
Olsen, Olav
Olsen, Ole Wilhelm
Osterberg, S. H. -1284
Olsen, O. Martin
Petersen, C. -1493
Petersen, Bjerne
Paulsen, Gustaf
Plant, Billie
Peterson, C. E. -903
Rasmussen, Andrew
Rutel, Ernest
Robbins, Jack
St. Clair, William
Schmidt, Louis
Skaanes, Egil
Schultz, F. J.
Sweeting, Jack
Sandberg, John
Swanson, E. -2675
Steenesen, H. -2436
Svendsen, S. -1717
Steen, J. C.
Sandy, Oskar
Samuelson, Victor
Schager, E.
Schultz, Robert
Thorne, Aug.
Toren, Gustaf A.
Tvedt, Olaf
Zimmer, Walter
Ziegler, Fred
Zimmer, Walter
Wahlberg, Rudolf
Wilson, Willie
Packages.
Andersen, David C.
Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton
Anderson, O.
Anderson, Edvard
Burk, Harry -1284
Gusz, Henry
Hansen, Eugen
Hansen, Jens
Jorgensen, C. M.
Johanson, John -880
Koskinen, Suttro
More, Walter
Silver, Salin E.
Ivertsen, Sigvald B.
Speckman, Mae
Tomkin, Frank

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, in inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The San Francisco and Portland Steamship Company have inaugurated a shorter schedule for their boats by lessening the lay-over at San Pedro and Portland. Twelve days only are now required for the round trip.

Captain Charles Reiner, who has been in command of the McCormick steamer "Klamath" for the last few weeks, has been assigned to the steamer "Willamette." He is succeeded on the "Klamath" by Captain Green, formerly in command of the "Willamette."

Work has now been started on the harbor improvements at Grays Harbor. Dredging is under way in the inner harbor and piledrivers are driving supporting piles for the north jetty. The aim of the work is to secure a twenty-foot channel from Grays Harbor to the sea.

Announcement has been made of a new steamship line which is to operate between San Francisco and the west coast of Mexico. The line is to be financed and controlled entirely by Norwegian interests headed by A. O. Lindvig of Christiania and will operate several large vessels exclusively in the freight carrying trade.

The Pacific-Alaska Navigation Company has arranged with the Harbor Commissioners for assignment of one of the new wharves in San Francisco as soon as it is completed. The new wharf will be 800 feet long by 200 feet wide; but even this size of wharf will be none too large to accommodate the rapidly growing business of the company.

In December a bond issue will be placed before the voters of Seattle on a proposition submitted by the port commission for the extension of the program of harbor development to include Duwamish waterway and the Black River at the south end of Lake Washington. The improvement of these localities has been urged for some time.

The frequency with which vessels have been piling up on Point Hudson shoal at the entrance of Port Townsend Bay has led to a determined effort to have the Government establish a flashlight and foghorn at this point. There is a light at present on Point Hudson but it is claimed that it is too far away from the shoal water to do much good.

Freight is plentiful; ships are scarce and the rates high, according to Balfour, Guthrie & Co., owners and operators of a numerous fleet of British steamships in addition to others chartered. The consequence is that every effort is being made to keep the fleet moving and waste as little time as possible in loading, discharging and moving in and out of ports.

The Pacific Coast Steamship Company is detailing its various ticket agents to make observation trips to the different agencies for the purpose of acquainting themselves with features of the business that are best understood through personal contact. This is to the end that the officials will be well equipped with information to properly handle the Exposition traffic next year.

The Osaka Shosen Kaisha, in addition to its passenger liners, will put on the berth two cargo ships, the "Luzon Maru" and "Java Maru," which will load at Victoria, Vancouver and Puget Sound ports for Bombay, via Japan and China. These vessels have been engaged in the Indian trade out of Yokohama, but have now been diverted to the North Pacific service in view of the withdrawal of the Canadian Pacific ships.

Reporting the death of one man, the injury of another and a terrible storm experienced off Cape Horn, the British ship "Galgate," Captain Griffiths, arrived in San Francisco, 153 days after sailing from Antwerp. Pete Carlson, a Swedish sailor, was washed overboard and drowned July 28 at 9 p. m. and shortly afterward Charles Smith was dashed against a bit and is still suffering from a broken wrist.

On her first visit to the Pacific, the new American-Hawaiian freighter "Panaman," Captain King, arrived in San Francisco on the 10th inst., after a fast run from New York via the canal and San Pedro. The steamer was twenty-one days from the Atlantic metropolis, and made the trip from New York to San Pedro in the fast time of seventeen days. She brought 4000 tons of general Eastern cargo for local consignees.

Portland's seagoing fraternity are very desirous that a revenue cutter be stationed on watch inside the Columbia River bar at least during the winter months. As a usual thing, in case of distress off the Oregon or Southern Washington coast the nearest revenue cutter that can be called upon for aid is stationed in Puget Sound and the Portland people would hail with relief an extra boat at the mouth of the Columbia.

The Pacific Navigation Company has purchased the steamer "Old Colony," and this fine vessel will be brought out and placed on the southern run with the "Yale" and the "Harvard." The "Old Colony" was built in 1907 by the William Cramp & Sons Ship & Engine Works, Philadelphia. She is triple screw, steel, turbine steamer of 4029 gross and 1564 net tons. The vessel is 375 feet between perpendiculars, 52.2 feet beam and 31.6 feet molded depth.

Bids have been turned in for the new government dredge "Monticello" and a stern wheel dredger. The "Monticello" will be furnished with a 10-inch suction and a 1½-yard clamshell bucket. The dredge will have a wooden hull 100 feet by 30 feet in size and the tender will also be of wood, 100 feet long by 20 feet beam. The new outfit is intended for service on the tributaries of the lower Columbia and will be used principally in the Cowlitz, Lewis and Clatskanie Rivers.

Tenders for a 130-foot Puget Sound passenger boat which will cost approximately \$38,000 have been called for by the Eagle Harbor Transportation Company. Plans for this boat have been drawn up by L. H. Coolidge. The principal dimensions of the new craft will be: Length, 130 feet; molded beam, 23 feet 3 inches; the upper works, having a slight overhang the width of main cabin, being 24 feet 6 inches, and depth of hold, 8 feet 6 inches. She will be driven by a triple expansion engine of 800 horsepower and is expected to develop a speed of 15 miles per hour. She will be an oil burner.

Captain Thomas Grant, one of the most widely known navigators on the North Pacific, has been appointed pilot of the Osaka Shosen Kaisha on the Sound. For many years Captain A. Brotherton has been in charge of the piloting and stevedoring for the Japanese company, but with the inauguration of a call at Vancouver the duties became too heavy for one man, and Captain Grant was engaged to navigate the steamers, while Captain Brotherton will attend solely to the superintending of the loading and unloading of the vessels while they are at Sound ports. Captain Grant was formerly pilot for the Pacific Coast Steamship Company.

The Tide Water Mill Company plans to place a steam-schooner in the lumber trade between Florence, on the Siuslaw River, and San Francisco. This company at present has four small sailing vessels carrying lumber, but the fleet is not sufficient to handle the full output of the mill. At the present time there is 14 feet of water on the Siuslaw River bar at low water, but it is expected that the completion of the Government jetties under way will give a minimum depth of 20 feet. Owing to the large tonnage of lumber schooners now laid up, it is expected that the Tide Water Mill Company will purchase a schooner rather than build.

The organization of the Municipal Bureau, having the management of the Oakland harbor, with the full control of the wharves, is now being rapidly worked out. The City Council has, for this purpose, appointed a harbor manager who has taken over the superintendency of all work on the new wharves, as well as the maintenance and betterment of old municipal wharves. The plan of government that is being worked out extends to the direct supervision and control by the harbor manager of all wharves and docks owned, rented, controlled and operated by corporations, firms or individuals on the Oakland waterfront. This power of control and supervision includes the authority to regulate rates and tolls.

The balance sheet of the Osaka Shosen Kabushiki Kaisha for the half year ending June 30, 1914, shows that the company is in a prosperous condition. Besides the payment of a semi-annual dividend of five per cent. to the stockholders a balance of 564,000 yen is carried over to the next term. About 1,000,000 yen were also added to the repair and insurance funds. One of the most interesting things in connection with the half-yearly statement of this company is the profit and loss account. Of the total credits of the half-yearly term amounting to 9,723,226 yen, 1,242,539 yen is set down under subsidies. In short, one-eighth of the income was supplied by subsidies. This company operates 108 steamers of a total gross tonnage of 183,057 and has ten new steamers of 39,200 tons building.

The Yarrows yard at Esquimalt continues to be kept busy with overhaul and repair work. Among the vessels having work done at this yard recently were: the steam yacht "Dolaura," repairs to engines and boilers; barkentine "Kohala," docked, cleaned and painted, rudder pintles and bushings renewed; the steamer "Princess May," docked, cleaned and painted and slight repairs; tug "Beatrice," docked and new propeller made and fitted; a Canadian Pacific Railroad scow docked, repaired and painted; steamer "Protesilaus," some copper pipe work; cable ship "Restorer," numerous small jobs; steamer "Prince George," considerable work in connection with conversion into a hospital ship, and in addition to this marine work numerous castings were made for the Esquimalt Municipality and also for the Department of Naval Service.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 18, 1914.

SIGN THAT PETITION.

Richard Ford and Herman D. Suhr have been sent to the State prison at Folsom to begin serving their life sentences for being poor. No other construction can be put upon their case. No evidence was adduced at their trial to show that they had ever counseled murder. No weapons were found on their persons. They just happened to be around when Manwell was shot. But they were poor, and championed the cause of poor men; therefore were shining marks for the hop barons' revenge.

The San Francisco Labor Council is preparing to appeal to Governor Johnson to pardon Ford and Suhr. Blank petitions to that end will be sent broadcast throughout the State for signatures. If you refuse to sign that petition may God deal with you in your extremity as you deserve. "With what measure ye mete, it shall be measured to you." Do unto Ford and Suhr as you would have others do unto you were you in their predicament. If those two comrades are left to their fate it will be to the everlasting shame of California.

Whatever else may betide California, outsiders will never after this be able to point the finger of scorn at us and say that we are a lazy lot of people. We have publicly and proudly put ourselves on record as being willing at all times to work as many hours a day as the boss wants us to, seven days in the week, fifty-two weeks in the year. Which is going some even for a free and independent, world-inviting, prosperity-ridden State like ours.

How would you like to ride free on the street-cars and railroads? If the Single Tax were in full operation we could all do that. The revenue derived from taxing land values would be sufficient to defray all legitimate expenses of government, and leave enough over to furnish all public utilities to the people free. Think that over the next time you are asked to vote for home rule in taxation.

LOAD LINE NEEDED.

Winter is in the offing. Storms and stressful weather will ere long be the order of the day. The ordinary dangers of navigation will be doubled and trebled.

Soon the usual batches of news despatches in the papers telling of wrecked ships and drowned men will be marked by increasing frequency. The treasuries of the Seamen's unions will be taxed to pay shipwreck benefits to members who have been lucky enough to escape the wrath of Old Briny with their lives. Snuffling editorials will be written by well fed little brothers of the rich on the dangers of the sea and the hardships of poor sailors, counseling patience and resignation to the will of God. Congress will be memorialized to make additional appropriations for life-saving stations. Seamen's church institutes will issue sobful appeals to the "upper class" to come through with money and cast-off clothing for "Poor Jack." Everything will be done except the one thing of going behind the scenes and trying to find out why, with all our accumulated knowledge and scientific appliances, there is an ever-increasing number of shipwrecks and loss of life at sea.

For there is no manner of doubt that many shipwrecks, perhaps a majority, are due to causes entirely within our power to abolish. One of the most prolific of these causes is overloading. And the cause of overloading, when you trail it to its inmost lair, you'll find to be the lust of profits, the taproot of all our industrial ills.

Now, we cannot remove the lust of profits by the direct and logical method of removing the profit system. Capitalism won't let us, and capitalism is in the saddle and going the pace pretty strong yet. In fact, the profit system is the keystone of capitalism. Pry it out and the whole arch will collapse.

But even under capitalism we can curb the lust of profits somewhat by making use of one of capitalism's own engines, legislation. We can, for example, enact a law providing for a national load line for all vessels with the exception of bay and river craft. The idea is not new; not even experimental in its workings. Other maritime nations have had such laws for many years, to the great saving of both life and property.

That there is a positive need in the United States of a load line law for vessels every observant person knows. At present an American shipowner is at liberty to send his vessels to sea as deep-loaded as he durn well pleases, without asking leave of anybody. That our shipowners avail themselves extensively of this license there is ample ocular evidence to be had on every hand along our seaboard. Go down to the water front some time when you have a day off. Watch the loaded coasters limping in from sea. See how their decks are almost awash in the waist, though the water is comparatively smooth. Even if you are a landsman you will instinctively know that to send such a vessel to sea is to unduly tempt Providence. If you are a sailor you know that the element of luck is depended upon fully as much as good management to bring them safely into port.

Yes, we need a national load line for vessels. Whether we will get one depends altogether on the degree of determination

with which we go after it. Anyway, if you are interested in the matter, write your views to the JOURNAL. Also send us accounts of all disasters to ships directly traceable to overloading that may come to your knowledge. In this way we can start an agitation which may lead to tangible results.

LOOKING ASTERN.

Probably no calling or trade has been so thoroughly revolutionized in the last generation as has the seaman's calling. Could a sailorman of the old clipper ship era have gone to sleep and slept until now, Rip van Winkle would have had somewhat less than nothing on him in the matter of astonishment at sight of the queer, melancholy-looking craft which the men of to-day designate as ships.

As late as forty years ago, when "Hawser-laid Bill" used to disport himself "where the whales and sharks are having their larks, ten thousand miles away," practically all of the world's sea-borne commerce was carried on by sailing vessels. The seven seas were dotted with the black hulls and snowy canvas of lofty square-riggers flying the flags of all nations. Jack Tar still retained many of the characteristics and strange habits attributed to him by the poets and romancers of preceding generations. "Ships was ships an' sailors was sailors in them days," as "Hawserlaid Bill" sometimes reminiscently sighs.

In a way he is right, too. Ships of that day were built for speed rather than carrying capacity. Their rounded, graceful lines represented the accumulated experience of centuries of the shipbuilder's art. Wonderfully carved figureheads and gingerbread work adorned their cutwaters and fashion pieces. The hardwood forests of the world were ransacked for their timbers. Withal, the greatest pride of a shipmaster, next to having his ship known as a smart sailer, was to have her spoken of as "a good sea-boat."

In other ways, also, ships then were different. They were of much smaller tonnage than ships of to-day, and carried relatively much larger crews. At that they never carried any too many. We had no steam donkeys then to heave up our anchors and hoist our sails. Sheer weight of hand-pulling—"Armstrong's patent"—enlivened by chanties and more or less tuneful "singing out," was depended upon to do everything now done by steam, plus all the things for which steam is unsuited.

And it sure was hard work. The running gear was of Russian hemp and, in some of the East India men, coir rope. Manila rope was just beginning to come into use but was not extensively adopted until the eighties.

The standing rigging also was of Russian hemp, as were all the stays except, of course, the bobstays. This entailed the making of a lot of chafing gear, and frequent over-haulings of the rigging, such as lifting the eyes off the bolsters and re-parceling and re-serving them, turning the deadeyes in afresh, etc.

When in port the usual custom was to rig in the jibboom. Often all the sticks above the crossrees were sent down. This was to ease the crankness of the ship, for, as previously told, ships of that day were built mainly for speed. That is, they were narrow of beam and sharp-bottomed. Few of them would stand up empty. Many carried permanent rock ballast floored over with planking.

Repairing of sails, and sometimes the making of new ones, was also done by the crew.

All this practice in "sailorizing" led to the development of a grade of seamanship which has never before or since been excelled. The young sailorman of the period, as a rule, took great pride in his profession. Generally he carried with him to sea a little sail bag with a fancy lanyard and sliding turk's-head. This bag served as a receptacle for his "nautical instruments"—i. e., marline spike, fid, pricker, small serving board, palms, a grease horn with assorted sizes of sail and roping needles, and what not. The greatest compliment any one could pay him was to say of him that he could "do his work on board of a ship like a man."

The coastwise trade of the world was everywhere monopolized by fore and afters and brigs of small tonnage. The full-rigged brigs in the West Indies and New England trade were among the trimmest-looking craft afloat forty years ago. The "Geordie" brigs on the English coast were so many floating schools for teaching seamanship to young Britishers. And they turned out the very best sailormen of that date. Indeed, the passing of the brig-rig marked the first sign of decay of modern seamanship. To us old-timers the full-rigged brig with royals and stuns'ls set was a thing of beauty and a joy forever.

In the offshore trade there were no steamers, except the regular Atlantic passenger liners. These, compared with their present-day successors, were mere liliputians averaging rather less than 3000 registered tons. Fourteen knots was about the limit of their steaming speed. But what they lacked in size and speed they fully made up for in ship-shape appearance. Every one of them carried as many yards and sported as much canvas in a breeze as one of Lord Nelson's old three-decked frigates.

To be sure, Great Britain possessed two or three score small 5 and 6-hundred ton freight steamers, but as they traded exclusively to the Baltic, Mediterranean and Black Seas they can hardly be classed as deepsea vessels. They were, however, the undoubted archetypes of the present enormous ocean fleet of brobdingnagian tramp steamers.

Thus, briefly outlined, stood the situation in the maritime world in the early and middle seventies. The need and demand for big-scale shipping had not yet made themselves felt. Neither had the nerve-racking scramble for quick profits engendered by the urge of latter-day competitive methods of business.

But the era of Big Business in maritime affairs was even then impending. In 1878 or thereabouts the first four-masted schooner ever built made her appearance on our east coast. She was soon followed by others; then by five and six-stickers, until the climax was reached in the seven-master. These monsters were flat-bottomed and broad-beamed, and carried thousands of tons of cargo where the old three-masters had been wont to carry hundreds. In less than ten years from their first appearance they had completely revolutionized the North American coastwise trade. They even made incursions into the offshore trade, and would no doubt have made good there had not the tramp steamer come into his own in the meantime.

The evolution of the square-rigger was hardly less rapid or marked. Beginning with the early eighties, and more especially in Europe, steel quite generally superseded wood in the building of sailing ships as well as steamers. Increasing size was also a notice-

able feature of the period, the average tonnage per ship nearly doubling within the decade. The first four-masted square-rigger was launched on the Clyde about that time—1881, if our memory serves us right. Others followed as fast as the shipyards could turn them out. Soon the five-masted square-rigger came upon the scene.

These new leviathans didn't make much of a hit with the old-fashioned kind of sailorman. They were primarily designed for cargo-carrying, speed being of secondary importance. Thus they lacked the compelling grace and beautiful lines of the old wooden clipper ships. As a rule they were bad sea boats and hard to handle in heavy weather. Worse than all, the very fact of their being built of iron seemed to violate every concept born of traditional sea lore. To the sailor of the old school an iron ship was a positive contradiction of terms.

During this time, also, manila rope came into general use for running gear. Wire took the place of hemp for the standing rigging. Turnbuckles were substituted for rope lanyards wherever practicable. Iron-stopped, patent-sheaved blocks replaced the rope-stopped, dumb-sheaved variety of prior vintage. A low and aloft, wherever iron or steel could be made to serve instead, rope was ousted, never again to be used for the purposes the old-timers knew so well. As "Hawserlaid Bill" once mournfully remarked: "They don't want anybody on board them there hookers what knows sailorizin'. The blacksmith does about all there's goin' of that sort o' work."

The gigantic liners and tramp steamers which now plough the seas are of so recent development that nearly everybody is familiar with it. In passing it may be stated, however, that they have perhaps contributed more than any other cause or causes to the great change which the years have wrought in the lives and working conditions of seamen. But of that more some other dog-watch.

The reason of our "looking astern" at this time is something which we read in a marine publication the other day. The editor went on to tell of two men in Portland, Ore., who have invented and patented a brand new kind of ship capable of being loaded with 5,000,000 (five million) feet of lumber in one hour.

The idea of the invention looks feasible, too. The ship is (to be) built on the principle of a floating drydock. When ready to load she is submerged to the required depth. The bow gates are opened just like you would open a pair of lock gates of a canal. Ten flat-bottomed barges, each carrying 500,000 feet of lumber, are then floated into the ship and placed in their respective cradles. The bow gates are closed, the tanks pumped out—and away she goes to sea. While she is away at sea other barges are loaded with lumber ready against her return so there will be no delay.

Some ship that; eh, Bill?

Capitalist legislators will do anything for the workers except to stop the robbery of the workers by the profit mongers. There's a reason. The legislators want to hang on to their jobs.

A new version—Some men learn by experience; some have wisdom thrust upon them; and some—never learn at all.—The Public. (Carry the news to Roosevelt.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 16, 1914.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping very dull. Shipwreck benefit was awarded to six members of the crew of the steamship "Rachell."

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 9, 1914.

No meeting. Shipping and prospects poor. R. TOWNSEND, Agent. 518 Yates St. Phone 1325.

Vancouver, B. C., Nov. 9, 1914.

No meeting. Shipping slack. W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 9, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 9, 1914.

Shipping and prospects poor. P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 9, 1914.

Shipping and prospects poor. J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 9, 1914.

Shipping and prospects poor. G. A. SVENSON, Agent. P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 9, 1914.

No meeting. Shipping slack. Prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 9, 1914.

Shipping dull; prospects uncertain. HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 2, 1914.

Shipping dull; prospects poor. JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 12, 1914.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 5, 1914.

Shipping slow; plenty of men ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Nov. 5, 1914.

Shipping slow; plenty of men ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention.

HARRY POTHOFF, Agent.

P. O. Box 54.

DIED.

Kasper Torgersen, No. 709, a native of Norway, age 27, died at Honolulu, T. H., Oct. 30, 1914.

Carl Arnecke, No. 1649, a native of Germany, age 28, killed by accident on board the steamer "Hydes" at sea, Nov. 5, 1914.

Harry Wilson, No. 50, a native of Sweden, age 56, died at San Francisco, Cal., Nov. 12, 1914.

Wilhelm Kuhme, No. 893, a native of Germany, age 25, reported drowned in the wreck of the steamer "Francis H. Leggett," off the coast of Oregon, September 18, 1914.

Karsten Johan Olsen, No. 1290, a native of Norway, reported as having died at Delagoa Bay, South Africa, May, 1914.

HITS AND NEAR HITS.

The workers are the real masters of the world, but they don't know it yet.

The old parties never tell whom they stand for—or on whom they stand.

The average worker doesn't get enough dough to supply his daily bread.

Ignorance is the spider that weaves cobwebs around the liberties of men.

Medical men are seriously discussing whether the brain is actually necessary to human existence. Judging from the many who never use their brains it would appear it is not.

They tell you industries cannot be managed by the public. But the three biggest industries in the United States, schools, post-offices and roads are managed by the public, without profits.

Nobody invented Socialism. Like Topsy, it "just growed." And the Socialist Topsy is getting to be a big girl now.

Another version: "Workers of the world, go and fight; you have nothing to lose but your brains."—Melbourne Socialist.

There may be plenty of room at the top, but the road up is so crowded that the average man gets lost and crushed in the jam.

No man will intentionally rob himself and owing to this self-evident fact there will be no robbers or robbery under Socialism.

Many a small stockholder in the trust who imagined he was in the swim is drowning in the water put in by the big fellows.

The only difference between the capitalist parties is offices. They all want all the pie there is—and they scrap for nothing else.

"Railroads begin to buy," says a capitalist paper, "orders include 7,000 tons of rails, 750 cars and 10 locomotives," with no quotation on legislators and judges.

An explorer says the natives of New Guinea are the shortest lived race in the world. He ought to stick around in Colorado when John D. is feeling a little peeved.

Private ownership of the mines is resulting in the waste of 60 per cent. of the coal mined. As a matter of economy as well as of safety and justice, collective ownership of the mines must come.

Argentine Republic has established an agricultural bank, for the purpose of lending to farmers and stock raisers at five per cent. Loans will be made on municipal warrants and farm products. The United States will do nothing of this kind lest it should be considered "Socialism." It prefers that the cotton farmers should starve, and the northern workers freeze.

A speaker says "the Christian child is stronger than his heathen brother." Well, considering the work he has to do in child labor factories, the Christian child needs to be stronger than his heathen brother.

Cattle from the Chicago stockyards can be transported only in herds branded "for immediate slaughter." Listens like an old party election.

Millions of men in Europe are fighting for "the fatherland" and they don't own a foot of the fatherland or any other land. They don't even own their jobs.

Someone says capitalism is a shell game. It's worse than that; it's a \$hell game.

The more the masters try to stay the onward march of Socialism the more it stays.

Socialism has nothing to do with religion, but religion will never do much without Socialism.

The house of the rich is built on the back of labor. If labor becomes restless the house will topple.

If the man who works got all he made it is obvious that the man who doesn't work would get nothing.

Blessed is the man who hears the truth and answers, "Here."

Shall somebody have everything or everybody have something?

The only issue is "Shall the workers get what they earn, or shall they give it to the idlers?" What do you think about it?

The world may owe you a living, but you'll never collect the debt voting an old party ticket.

The rich are not robbed. Only he who produces wealth can be robbed—that is, the worker.

Strange the workers will accept the unsecured promise of a politician to abide by his platform when there isn't a bank in the country that would look cross-eyed at his unsecured promise to pay 30 cents.

The path of progress is not paved with human bones, but with high ideals and kindly deeds.

Professed followers of Washington and Jefferson object to Socialism on the ground that it is revolutionary.

Working is the one thing in this world that doesn't pay.

Emergency currency somehow failed to emerge to meet the need of the cotton farmers.

Yes, there is a war in progress in the United States. It is a class war—the workers to get jobs and the masters to get what the jobs produce.

The workers make everything except money and history.

The workers ask nothing, expect nothing, and get nothing.

The real trouble seems to be that this nation is wholly unprepared for peace.—Appeal to Reason.

BOUQUETS FOR "POOR JACK."

It has not escaped notice that notwithstanding the havoc wrought among peaceful shipping by German cruisers bent on destroying the enemy's commerce, this duty has been performed most humanely and, altogether, German sailors have made a name for themselves quite distinct from that won by the Kaiser's soldiers at Rheims and Louvain. The crews taken off the ships sunk by the Germans were released at the first opportunity and while kept as prisoners on board the cruisers appear to have been treated with the consideration that seamen generally accord to human beings in distress. The Germans would have been justified in abandoning their prisoners to their fate on desert islands. Bereft of naval bases unoccupied by an enemy, they had no choice but to sink their prizes; still this work of destruction was accompanied with strict consideration for the rights of innocent parties and when liners carrying women and children fell in with German cruisers, the liners were allowed to proceed unmolested after dismantling their wireless. In short, the Germans have maintained the traditions of courtesy, kindness and humanity, which are the very birthright of the seaman, and in conducting their commerce-destroying cruises with such humanity they have shown themselves worthy of any naval honors which may accrue to them during the present war. Apart from considerations of strategy, the honors of a naval war do not invariably rest with the victor and no greater satisfaction can be derived from the study of naval history than a realization of the fact that the seamen who uphold the flag of their country do not forget the best traditions of the sea in the work of destroying the enemy's force. The tradition of the sea is that once the enemy has been disabled and is no longer a menace, he is entitled to the full consideration which a true seaman always shows his brother man. This is the sentiment which prompted the author of the famous remark: "A brother seaman is in distress, blood is thicker than water." Writers unacquainted with the warm feeling of brotherhood with which seamen regard one another have attempted making of this incident a basis for racial dissertations which probably never entered the head of the gallant officer who uttered these words. Let therefore all who have to do with ships and shipping console themselves in these troublous times with the reflection that although soldiers be now exhibiting in the conduct of war all the low instincts generated by the morbid conditions of modern life under the regime of industrialism *a l'outrance*, seamen remain the same intrepid and considerate human beings that we know them to be in peace times. When every man is a soldier it is perhaps unreasonable to expect of every man in uniform the chivalry associated with the conduct of the true soldier. But almost every man who goes to sea, whether he be really "sailorizing" or engaged in any of the multifarious occupations now performed aboard ship, is imbued with the tradition of the sea, and the consequent qualities of self-abnegation and altruism which the seaman is called upon to show even in the ordinary routine of his perilous avocation.—Shipping Illustrated.

The law of supply and demand in practical operation seems to mean that the idlers demand all the good things and the workers supply them.

INCONGRUITY OF UNEMPLOYMENT

California is likely to have to wrestle with unemployment this winter, and it would be a good thing if the nature of unemployment—the incongruity upon which it flourishes—were more thoroughly and generally understood. The primitive individualistic idea about work is that those who will not work shall not eat. This policy was enforced with great success in some of the early American colonies. It is a good policy until it starts to develop in a society which does not know enough to find work for all its members. Then we have the ironic picture of an able-bodied man first denied work, and then, because he has not worked, denied food and shelter.

The situation would have been essentially the same if the Governor of one of the early colonies had said to a laborer: "You must either work or stop eating up our food. Here is a tree which ought to be chopped down. However, my personal interests are such that I do not want it chopped down at present, and, therefore, you cannot chop it down. So, you cannot have anything to eat until the time comes when it serves my purpose to have it chopped down."

Of course, nothing of the kind happened. What we in our complex society take as a matter of course would have been received with howls of derision in a simple, primitive and honest community. We begin with the assumption that human beings need continual prodding and hauling to keep them at work at all, and then, still hanging on desperately to the system which was built up around this assumption, we make work a privilege, a boon, to be handed out as best fits private convenience. There are always tasks on all sides literally crying out to be done, but we give to persons with distinct private pecuniary interests the right to say when this work shall be done, or whether it shall be done at all.

William Dean Howells describes a summer-resort Elysium in Maine, where the dignity of labor was expressed in the retort of the washlady to an insolent patron: "I'll wash you and I'll iron you, but I won't take none of your jaw." If labor's attitude could be and were that of this washlady there would be no problem of unemployment, no "class struggle" and no industrial crises. "As in all right conditions," comments Howells, "it is here the employer who asks for work, not the employee; and the work must be respectfully asked for."

He is right. Nothing is more worthy of respect than useful labor. Money is a dirty metal in comparison. All serviceable labor, from that which designs a great cathedral to that which digs a ditch, is honorable, and, lacking that contribution to his community, no man is honorable.

Perhaps this is radical doctrine now, but it will have to be accepted before the "problem of unemployment" is solved.—San Francisco Bulletin.

"Vigorous protest" has been made by the State Department against the British seizure of the Standard Oil tank steamer John D. Rockefeller. Laying profane hands upon a vessel of that name is almost as great a sacrilege as bombarding a cathedral.—Kansas City Times.

All work and no play may be a bad thing, but all work and no pay is worse.

A SLUMP IN SALVATION.

It is not only Socialism that has gone under in the European fracas, but the Salvation Army has also disappeared on the continent. Ten thousand of its most active members and workers are now fighting under literal banners of "Blood and Fire" instead of the metaphysical symbol known by that name, under which the army conducted its warfare with "the devil."

The organization and system have completely collapsed on the continent, and in neutral countries the army is financially broken. A reconstruction of the entire plant will, it is said, become necessary after the war is over. Its officers declare that it has suffered more than any religious organization in existence except that of the Catholic Church. In this country the well-to-do are closing down on their donations, the churches give nothing, the industrial plants, from which most of the money of the army was extracted, have mostly gone out of business and collections at street meetings have fallen to the vanishing point.

The report seems to show that this concern was no different from thousands of others based frankly on material considerations. When economically affected, it disappeared, as they did. The metaphysical signboards and trademarks under which it carried on business became utterly useless and impotent in the face of material collapse. Actual, physical warfare, simply blotted out the abstract conflict between "Sin and Holiness," which the army was supposed to continually wage and "salvation" became a drug on the market. Those to whom it is offered without money and without price have no use for it, and those who formerly put up the price so that it might be brought to "perishing sinners" have quit, and both the sinners and those who carried them the glad tidings are equally perishing on the battlefields of Europe, fighting the "battle of the Lord" on opposing sides.

But in this respect, the army is by no means unique. There is nothing which purports to represent "religion" to-day that can stand up against war, from the haughty, ultrarespectable, established State churches to the "religion" of the gutter. The universal impotency of all of them suggests that they too be sent to the scrap pile along with "militarism." If the world needs religion of any kind, it needs an utterly new and different one, instead of one that serves "the devil" in war time, and pretends to oppose him in time of peace.—N. Y. Call.

About 95 per cent. of all the land in Mexico, and Mexico has an area of more than 767,000 square miles, is owned by 495 men. There are several families of great landowners, and individual holdings in many cases surpass in extent some of the States of the United States. The Maderos, for example, own land more extensive by twice than the State of Rhode Island. Luis Terrazas and his father-in-law, Enrique Creel, a former Ambassador to the United States, own three-tenths of the State of Chihuahua, a holding nearly as large as the State of New York. One may travel all night by rail and not leave the estate of Terrazas. Under the plan of Zapata, the lands so held would be broken up into small holdings.

Always when there is war, the devil makes hell larger.—A German Proverb.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

teach school in Cleveland; and it had as much right to pass that resolution as it would have had to repeal the ten commandments.

"The members of the Board had strange visions of strikes and lockouts and boycotts and all other ghostly apparitions which are born of sudden terror and alarm; but the plain truth is, as is clearly shown by the evidence, that the American Federation of Labor will not tolerate strikes by employes engaged in the service of the public.

"So this excitement was, after all, merely a troubled dream; and yet, upon so slight a provocation as this, the Board passed that resolution, and the superintendent proceeded in hot haste to put it into immediate execution.

"He summoned his four assistants and issued his fiat that they should begin to investigate and report to him, and then the 'reign of terror' began."

In taking up the right of labor to organize, Judge Neff said:

"Labor unions are lawful organizations. It is grossly unjust to legislate in any way against those who toil. Labor is the only property the workingman brings to market, and it is all he has to sell."

The climax of the decision came when the judge looked directly at Frederick and said:

"Mr. Frederick, the overwhelming weight of the evidence establishes that you are guilty of contempt. You can still do some semblance of justice to these teachers. Un-speak your bitter word of banishment!

"Why blight the lives of these teachers, destroy their usefulness, and break their hearts? I would reinstate them myself if I had power under the law to do so. You owe their reinstatement to the public, whose servant you are.

"You are out of harmony with the public, your real employer. You are not employed by the Board of Education, but by the public. In your loyal service to your nominal masters, the Board, you have drifted away from your real master, the public.

"I assure you that in the measure that you extend consideration to these teachers, in the same measure will the court extend consideration to you."

Attorneys for the teachers assert that the decision paves the way for the unionization of teachers in all the larger cities of the State, and will result in higher and more uniform wages.

"Safety First" in Mills.

The State Industrial Accident Board is arranging for a "safety first" campaign in the mills and factories of Massachusetts. In a circular, the board suggests that a man be employed as "safety inspector," and spend all his time improving the plant as regards the safety of employes. In smaller establishments it is advised that this work can be done by an employe in connection with other duties. A safety committee should be selected by and from the employes to make frequent inspection of the plant and offer suggestions to the safety inspector. It is shown that this committee will bring to the safety organization a vast amount of prac-

tical experience, and workmen who see chances for improvement will have some one to report to.

One of the most common causes for accidents in industrial establishments is poor lighting. This fact is emphasized in the statement of the board, and one of the first duties mentioned for the safety inspector is to look after the lighting arrangements and make sure that dangerous machines are well illuminated.

Farms for Jail Inmates.

The cost of maintaining county jails in Pennsylvania, estimated at \$1,000,000, would be cut in half if industrial farms were established and prisoners given employment instead of wasting their time in idleness behind prison bars, is the opinion of Secretary Votaw, of the Pennsylvania Prison Society, after a personal investigation of conditions in the jails of Pennsylvania's 67 counties.

"Our efforts to find work for the convicts," he says, "are in line with the prevention of crime. In time, we trust, some remuneration may be given to the men who work. It may be true that in the olden days a sentence to 'hard labor' involved the infamous galleys, the tortures of the chain gang, but now a sentence to labor is a greater blessing than a sentence to idleness."

The average daily population of the county jails in 1913, Mr. Votaw says, was 6,140. Of these the number engaged daily in some work of service was 2,277, leaving 3,863, or nearly 55 per cent., in idleness. He figures the number of days spent in idleness during the year at about 1,000,000, and adds:

"During this time we support them while idle and often are obliged to support their families. Very often when the judge sentences a man to prison he is at the same time sentencing a family to destitution and to pauperism. Lost in idleness, 1,000,000 days at 50 cents a day, the economic waste amounts to \$500,000 in one year."

His remedy for the loss in idleness is the industrial farm. In many counties the number of prisoners is too small to warrant establishment of such farms, but, he says, the objection can be properly met by the establishment of several farms under control of the State authorities, to which those convicted of minor offenses could be sent.

While the law forbids employment of more than 35 per cent. of the prisoners at any one time in the manufacture of articles which are to be sold in the markets, Mr. Votaw says that on a farm many could be employed in their own maintenance, without conflict with the statutes.

Wages Are Forced Upward.

The Federal Government, as one of the largest employers of labor in the United States, frequently has labor problems of its own. Secretary Lane of the Department of the Interior was brought face to face with the labor question in the huge Grand Valley, Colorado, reclamation project, on which about 400 men are employed. Early last spring, as a result of the ambition of the project engineer to put through the cheapest piece of work ever done by the United States Government, wages were reduced far below the level of those in the surrounding country. "Muckers" in the tunnel were reduced to \$2.56 a day, cement workers and laborers to \$2.24, and slave-driving methods employed

by the superintendent, former partner in the contracting firm.

The men requested an increase in wages early in June. The matter was referred by the local project engineer to the Water Users' Association, the organization of farmers who are the prospective owners of the 5,300 acres now arid lands which are to be reclaimed by the irrigation project. The system in vogue in this sort of work is that the Government undertakes to furnish the water to irrigate the land. The expense is to be charged to the land as a sort of first mortgage and is to be paid in installments by the land owners. It will be readily understood that the Water Users' Association was in agreement with the project engineer to make this the cheapest job on earth. They accordingly decided that the increase in wages could not be granted.

The men appealed to Secretary Lane, who requested Secretary W. B. Wilson, of the Department of Labor, to arbitrate the difficulty. Secretary Wilson replied that it seemed to him not a case for arbitration, but for investigation. He stated that if the Government was paying less than the prevailing rate it should at once pay that rate. If it was not paying less than the prevailing rate the men had no case. Secretary Lane thereupon requested him to investigate.

The matter was then turned over to the Bureau of Labor Statistics and Mr. Ethelbert Stewart, chief statistician of the bureau, was sent to Colorado to investigate. Mr. Stewart recommended that the rates be raised to the scale maintained by the Western Federation of Miners, so far as tunnel mining was concerned, as this work is essentially identical with the work done by the metalliferous miners in western Colorado.

Mr. Stewart recommended that the minimum rate of wages for all tunnel workers should be \$3 a day, an increase from \$2.40 and \$2.56; that machine men be paid \$4, and machine helpers, timber men, etc., be paid \$3.52, an increase from \$2.80 and \$3; that the minimum for cement shovelers outside the tunnel be \$2.50, an increase from \$2.24; that tampers be paid \$2.65, an increase from \$2.24; that key shovelers and key tampers be paid \$2.80, an increase from \$2.24.

There was also a compulsory ruling that all men not having families actually living in the camp must take their meals at the Government mess-house. A number of the men lived near the works and could bring their lunches. In other words, they were compelled to take their meals at the mess-house while living within walking distance of the works. This rule Mr. Stewart asked to have annulled.

On October 23 Secretary Lane signed an order putting into effect all of the rates recommended by the Department of Labor, thus settling one of the very bitter controversies in the Colorado industrial situation.

Platinum has advanced to \$50 an ounce, comparing with a normal price of \$45. Russia furnishes the world with platinum. The principal trade centers, however, have been London, Berlin and Paris. The Ural Mountains in Russia contain the largest platinum deposits in the world. It comes into the United States duty free.

A concerted effort, backed by the insular Government, is being made to substitute corn for rice as an article of diet among the Filipinos.

WE WANT FOOD.

We've got a war on our hands in this country. We've got a battle against the power that is behind thrones and generals and armies. That power is coming down with its steely hand of greed to every fireside in America.

During the Civil War a few men stayed at home and gambled with the necessities of life while the soldiers were fighting—gambled with bread and flour and meat and sugar and shoes and clothing and blankets—and in this way, history tells you, they laid the foundations of the great swollen modern fortunes.

To-day this same band of looters, these polite robbers of the American people, have discovered in the tragedy of war in Europe the most gigantic chance to plunder the people that has been let loose in half a century.

It is common talk that one business house in Los Angeles has cleared \$1,000,000 in the first week of the war in one commodity. San Francisco is coming close behind. We don't want these men in prison—we don't want them to corrupt the average sinner who is in there. We don't want to give them our advice—they've never taken our advice.

The place this things hits you and me is in the cost of living. This increase in prices is going to continue; to-morrow's news of the great war will come home to you and to me in the added intensity of our struggle for bread. It is the plain people who are to be exploited, while the magnates in the saddle glean incalculable wealth.

They are already gloating over the prospect; they are already leaping like tigers on their prey at the thought of what is to be made—what is to be made—out of this struggle.

Every trust in America has been "investigated" and what of it?

It's all right to boast and bluster about the coming prosperity. These liars would deceive you until your blood ran into their coffers.

We want food. We want to do exactly as the speculator is doing. He sees the people's need and says to himself, "We must get hold of that stuff." We want to do the same thing, except that we want to do it for the public good and not for private plunder. The greatest thing we can do for peace is to take hold of the market for the good of the human race.—J. Stitt Wilson.

CAPITALISM THE CULPRIT.

The American Federation of Hygiene has sent out a chart which exhibits startling figures, and, while not designed for that purpose, shows that the people should be alarmed at how the present system is actually destroying home and religion now.

According to this chart, the American people spend annually:

For immorality and social diseases	\$3,000,000,000
For church work at home.....	250,000,000
For foreign missions.....	12,000,000

In other words, more than ten times as much money is now spent in debauching womanhood and wrecking the home as there is in supporting religion here and forwarding it abroad.

It is time to quit talking of what Socialism might do in the future against home and religion, when at best this is purely speculative,

and consider what capitalism is actually doing now against them. The one is at the worst purely a scare; the other is a terrible reality.

Socialism is in reality merely a political and industrial move to end the robbery of the worker, and would actually do more for the home and true religion than any movement of the age.—Ex.

IDLE LAND MAKES IDLE MEN.

Since Henry George in *Progress and Poverty* so clearly presented the relation between land monopoly and low wages it has become a matter of only elementary logic to show:

That wages are high or low according to the number of men seeking employment. Thus if many idle men compete for one job, wages will go down despite the best efforts of the trade unions; whereas, if there is a scarcity of men, wages will advance without the help of trade unions.

That the number of men seeking employment and the number of jobs seeking men to fill them depend upon the accessibility of free land. Thus if free land can be reached by poor people they will not remain in the cities to beg, starve, or work part of the time for little wages.

That as land becomes monopolized and held idle men are driven into the cities. They follow the line of least resistance and naturally prefer half or wholly to starve touching elbows in the crowded cities rather than face hunger and want in the isolation of the country.

Thus armies of wage slaves are produced and back of them are other armies of the partly or totally unemployed.

The process is very simple and direct. One could almost fancy that the great employers of labor deliberately conspired to produce the result. But it isn't so. The big employers are merely the men whom luck has foisted in such positions that they are able to reap all the advantage of a vicious system of land monopoly that creates wage slaves faster than prisons, asylums, work houses, soup kitchens, and the grave diggers in the Potter's field can care for them, so that there are always plenty of "scabs" to take the place of union men who strike to keep up wages.

For the maintenance of this brutal system we are all to blame about alike. Indeed, it is quite useless to blame anybody. The thing to do is to change it, to throw the land open and give every human being a chance to make an honest living. Since the dawn of history the poor, in mass, with few and brief exceptions, have never had a fair chance, for the land within their reach has always been monopolized by the few who could grab and hold it.—Everyman.

The number of entries at Hamburg during the year 1913 was 16,427 ships of 14,241,894 tons, as compared with 15,774 ships of 13,567,913 tons in 1912. Of this total 14,054 ships, representing 13,141,362 tons, entered with cargo as compared with 13,531 ships of 12,605,640 tons in 1912, while 2,373 ships representing 1,100,532 tons entered in ballast, as against 2,240 ships of 962,273 tons. The total number of ships included 5,002 sailing vessels of 1,108,112 tons in 1913 as compared with 4,709 sailing ships of 1,056,570 tons in 1912, and 11,425 steamers representing 13,133,782 tons as compared with 11,065 steamers of 12,031,343 tons.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

New York City unions have a total membership of almost half a million.

John Golden, International President of the United Textile Workers' Union, has resigned as a member of the Massachusetts State Board of Labor and Industries.

According to the Government census, in 1850 there was only one woman employed to every 10 men in New York City. Now the ratio is one to every four.

The Washington State Federation of Labor will hold its annual convention at Olympia, Wash., beginning January 18, 1915.

Trade unionists in Topeka, Kans., have organized a committee to raise funds for the purpose of building a labor temple. An effort will be made to interest every organized worker in Topeka.

Social workers in Milwaukee have petitioned the State Industrial Commission to raise wages for women and minor employees. It is stated that many Milwaukee industries are paying women and girls less than a living wage.

The recent gains of electrical workers, of Bakersfield, Cal., who have secured an eight-hour day and a wage rate of \$5, has encouraged the entire local movement, which is given a practical illustration of what can be accomplished by unity.

The Trades and Labor Council of Nashville, Tenn., passed resolutions in opposition to the convict lease system, which is now in force in that State, and declared in favor of the working of convicts on the public roads and in providing supplies for the State institutions.

The Fowler Nail Company of Seymour, Conn., has signed an agreement with the A. F. of L. Horse Nail Makers' Union, No. 10953, and the Machinists' Union for a 48-hour week without reduction of present wages. The agreement provides for payment for overtime and the adjustment of differences by arbitration.

The Typographical Union of Baltimore has inaugurated a campaign against tuberculosis in the printing industry. President Jackson has issued an appeal to every printing office proprietor to assist by installing a simple process of ventilation and the observance of sanitary prudence that will minimize the spread of this dread disease.

The Seattle Typographical Union has passed a resolution calling on all locals in the States of Washington, Oregon, California, Idaho, Montana, Utah, Nevada and Colorado to start a campaign for a five-day law for four months, and asks the Executive Council of the International Typographical Union for assistance in enforcing this action.

Figures made public by the State Department of Mines show that the number of men employed in the bituminous region is given as 189,924, of which 156,289 are inside and 33,365 outside, and in the anthracite region there are employed 175,308, of which 128,667 are inside employees and 46,641 outside. Fatal accidents in the soft region are given as 611 and 624 in the anthracite region. The non-fatal accidents were 1,164 in the bituminous region and 1,238 in the anthracite district. The report notes the increase in the efforts to halt accidents and the development of the safety-first idea.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire BuildingSecond Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Alfred
Anderson, A. -1797
Anderson, A. -1772
Anderson, C. J.
Anderson, Gust
Arceniam, James
Abrahamson, Berner
Bekker, Geo.
Brown, Peter
Burns, J. R.
Benter, Henry
Bruce, Robert
Backman, P.
Bahr, Walter
Crosley, J.
Campbell, Frank
Denton, E. L.
Daly, W. O.
Kekker, O.
Die Christ, O.
Davis, F. A.
Daddy, C. W.
Elsted, John
Engstrom, Carl
Erikson, Erik
Fenes, Ingvald
Foss, A.
Gillson, W. J.
Gonzales, M.
Glaskeen, J.
Gardner, James
Gelger, Joe
Graae, F. C.
Hansen, Olaf
Hahner, Fred
Heins, Hugo
Haester, Otto
Halversen, Hans
Helmstrom, J. A.
Hansen, enry
Hellisen, H.
Herman, Axel
Jacobson, Tonglis
Jensen, G. G.
Jegstrop, H.
Jensen, Jens
Jensen, L.
Johansen, Birger
Jerkes, Fred
Johnson, Julius
Johansen, Arvid
Johansen, Geo.
Jacobson, Johan
Jorgensen, Jacob
Jorgensen, Agge
Kalnow, A.
Kallas, M.
Kenny, J.
Klebnikof, I.
Korsmeyer, F.
Koch, W.
Kristensen, Oscar
Kristiansen, J.
Kallo, F.
Krouse, Ernest
Kristiansen, Trygve
Kruger, J.
Lapauble, J.
Larsen, Lars
Larsen, H. -1595
Ljungstrom, Steen
Lamb, Herebert
Loef, Oscar
Matson, Eric
Mathisen, Sigurd
Mortensen, J. R.
Monson, M. -914
Markman, H.
Matson, Eric
Mikkelsen, K. -1620
Monson, Martin
Muins, F. W. D.
Muller, Willie
Maas, R.
Marx, T.
McDonald, Wm.
Nelson, Oscar
Nelson, Bertha
Nielsen, Harold
Nielsen, Alfons
Nygard, Olaf
Ness, Louis
Ness, Carl
Nielsen, P. L.
Ole, Johan
Olsen, J.
Olsen, C.
Omholt, L.
Osterlund, C.
Osterhoff, C.
Orstad, Christ
Olson, C. -584
Olsen, A. M.
Olsen, O. P. -1141
Putta, Walter
Pestoff, S.
Paaso, A.
Pettersen, Harry
Petersen, John
Petersen, Olaf B.
Pulley, R. E.
Rasmussen, P.
Rose, W. H.
Rosenvald, I.
Rydquist, C. H.
Rasmussen, Rasmus
Rasmussen, E. S.
Rasmussen, Olaf
Rohde, Fritz
Rose, W. H.
Saar, I. A.
Samsing, K. J.
Skedsmo, A.
Storfeld, Hjalmer
Stone, N.
Svendsen, E.
Sverd, C. P.
Sweeting, J.
Smuelsen, H.
Soderberg, Harold
Staff, C.
Strand, C.
Strauss, P.
Tahlinan, M.
Thomsen, F.
Thomsen, Toger
Thorsen, Johannes
Thompson, Willie
Totz, R.
Tahti, Hjalmar
Tomls, Frank
Van Loo, E.
Vallley, P.
Wallace, A.
Wick, J.
Wold, J. J.
Weiler, T. J.
Wilhelm, E.
Xokavulron, A.
Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERSPrivate Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobbin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthauser, Otto
Linea, W.
Line, Victor
Murphy, Daniel
Nyhagen, Julius
Oglvie, Wm. A.
Olsen, Martin E.
Pearson, John
Pearson, Fred
Sweeting, Jack
Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable RatesFront Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton
Haldorsen, Adolf
Ingebrethsen, Alfred
Lomas, Richard
Lawrence, Harry
Olsen, Alvin B. K.
Thorsen, Fredrik N.
Thorsen, Richard

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust.	Kluge, Frank
-1808	Kelly, Patric
Andresen, Anton	Laine, Frank
-1635	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nilsson, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olsen, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Petersson, W. H.
Gordia, Piet	Felz, Gottfried
Gynther, John	Pohland, Max
Gravler, Eugene	Petersen, John
Grell, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Jansson, L. -2166	Welsen, J.
Johansson, Arvo	Walter, John
Jacobson, A.	Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118	Peterson, Axel
Arnell, John	Pettersen, Karl
Batchall, Alex	Petersen, J.
Bleezings	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Bergman, L. J.	Roberts, I.
Debus, F.	Rod. Sakarias
de Lange, Ingolf	Saistad, O. N.
Doyle, W.	Schultz, Axel
Ernandes, Frisco	Slattery, Wm.
Eriksson, -333	Sim, Gunder
Evensen, Krist	Schmidt, Heinrich
Forde, S. C.	Simensen, Isak
Flotten, James	Schoftner, Bernhard
Gronro, Oswald	Sormato, Matti
Hansen, Ove Max	Thomsen, Th.
Hylander, Gustaf	Toves, H. C.
Ingebretsen, J. A.	Thorne, John
Jacobson, Arthur	Thompson, S. K.
Johansen, Hans	Udby, Harold
Johansen, A. H.	Walder, Olsen N.
Kustel, V. J.	Packages.
Kaiser, Fred	Glazer, Y.
Melder, Albert	Gorgensen, Olaf
Munsen, Fred	Hansen, John
Nordgren, Chas.	MacGuire, O. F.
Nilsen, Alf. W.	Solberg, Peter
Olsen, Oswald -1059	Stanners, W. S.
Olasen, Chas.	

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.
320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON
321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.
304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Home News.

The World's Purity Federation has appropriated \$30,000 to protect girls who visit the San Francisco Exposition from white slavers. This statement was made by John B. Hammond of Des Moines, Iowa, superintendent of the law enforcement division. The action was taken at a meeting of the executive council in Kansas City.

Governor Hiram Johnson has authorized the organization in Los Angeles of another division of the naval militia, to be known and designated as the Ninth Division, Naval Militia of California. Lieutenant Commander Alonzo H. Woodbine, Naval Militia, has been detailed as mustering officer, and will supervise the organization of the new division on November 19.

An ice box is needed in the Chicago postoffice as a result of the farm to the consumer service undertaken by the parcel post. Daniel A. Campbell, postmaster, opened negotiations with the department at Washington for permission to install a refrigeration plant in the basement of the Federal building to provide a means of storing perishable goods until they can be delivered.

Superintendent of Schools Frederick of Cleveland, O., has been sentenced to ten days' imprisonment and fined \$500, the maximum penalty, for contempt of court by Judge Neff. Frederick was adjudged guilty of contempt after he had ignored a court order restraining him from dismissing six teachers who had been active in forming a teachers' union. Labor leaders say it will encourage school teachers throughout the country to organize.

The Interstate Commerce Commission has suspended until January 29th an advance in passenger fares proposed by a large number of Western railways. The increases suggested in tariffs, which were to have become effective November 1, averaged one-quarter of a cent a mile, and affected the passenger rates between points located on the Oregon Short Line via Salt Lake City or Ogden, Utah, and the Denver and Rio Grande and points east and south of Denver.

The State of California has taken steps to secure a schoolship, whose home port will be San Francisco. Governor Johnson has made application to the United States government for a ship, and plans to have it placed under direction of the State Harbor Board until such time as the Legislature can meet and name a special board and provide for the maintenance of the ship in the next budget. Under the Pennsylvania plan, which is considered the best one, the governor and mayor name the board of managers for the schoolship.

"The shortage of Coast Artillery troops for the United States proper is at the present time so far below the requirements as to make it a matter deserving the serious consideration of Congress." This statement is made by Brigadier General E. M. Weaver, Chief of the Coast Artillery Service, in his report to the Chief of Staff of the Army. General Weaver recommends that legislation be enacted increasing the Coast Artillery Corps by the number of officers and enlisted men which have been and must be abstracted from the United States for over-sea service.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - - - WASHINGTON

Phone 342

Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen, - - - Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

The old wooden bark "Calburga" is now at anchor at Halifax, N. S., to be converted into a barge for the Dominion Coal Co. She still looks good, fit and strong.

The hull and machinery division at the Portsmouth (N. H.) Navy Yard has received a contract from the bureau of construction and repair at Washington to convert coal barges 79 and 80 into oil carrying barges. The contract will amount to over \$15,000.

The government of the Bahamas has renewed the contract with the Ward line for carrying mail and passengers every other week, and mail and freight on alternate weeks. The company will receive a subsidy of \$25,000 per annum, which is double the former grant.

The contract for dredging the Houston Ship Channel to the specified depth of twenty-five feet and 100 feet wide throughout its entire length of fifty miles has been completed, being fourteen months ahead of time, and the completed work has been formally accepted by Colonel C. S. Riche in behalf of the United States Government.

Ground has been turned for the \$200,000 shipways at the League Island Navy Yard. Secretary Daniels, in his address expressed the administration's intention of building as many plants for the manufacture of battleships, armament and munitions of war as are necessary to "protect the nation against private interests engaged in the war supply business."

The new steel barges of the Augusta-Savannah Navigation Company are now being assembled on Fig Island, opposite the Atlantic Coast line wharves at Savannah, Ga., and will probably be ready for operation about the latter part of November or the first of December. These barges will be propelled by gas-producer engines, the first of their kind to be used in the South.

The Ellicott Machine Company recently launched for the United States Engineer Corps at Fairfield, Md., a steel suction dredge 151 feet long, 35 feet beam and 12 feet deep, with hoppers having a capacity of 350 cubic yards. It is to be ready November 21 and will be used at Absecon, N. J., under the direction of United States Engineer Johnson, of the district of Wilmington, Del. Officials from the Maryland Steel Company and several officers of the Engineer Corps were present at the launching. A luncheon was served in the administration building of the company.

The Cape Cod Canal is now a lighted boulevard by night. On each bank from bay to bay eight-mile lines of high-powered electric lights have been installed for the illumination of the route to permit the use of the waterway for 24-hour-a-day traffic. Meanwhile reports from the administrative offices of the trench give us to understand that the barge traffic is steadily growing greater and the difficulty of the tidal current steadily growing less. This last is more plausible by the fact that the dredging to full depth of twenty-five feet at low water has now been performed over all but the central mile of the ditch, this last mile being twenty feet deep. It is figured that reduction to full depth will eliminate all disturbance from this current.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes
FOR MEN EXCLUSIVELY
NEW STORE! NEW GOODS!
NEW MACHINERY!

Call and inspect our new up-to-date quarters
Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords
We can save you money by purchasing your next pair of shoes from us.



Phone Douglas 198

UNION LABEL USED



NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Albertson, Chris
Andersen, August
Andersen, Henry
Andersen, Nela
Anderson, A. -1447
Anderson, Hilding
Anderson, H. J.
Anderson, Johannes
Anderson, Martin
Anderson, S. A.
Backman, Paul
Bauer, Andrew
Beausang, Eugene
Beck, John A.
Beimel, Peter
Benson, Severin
Berg, Sigrid
Bjorklund, N. H.
Blackwood, R. H.
Bloom, Charles
Callon, Josh.
Carlera, Pete
Carlson, Dick
Carlson, John
Carlson, Julius
Carlson, P. S.
Cellan, John
Cesnen, Max
Christensen, Albert
Christensen, H. P.
Danielsen, Sigurd
Danielson, E.
Davis, Walter H.
Davis, Frank A.
De Bare, Henri
Debus, Fredrick
Dempsey, H.
Eby, Ivar, D.
Eckart, T. G.
Eckhoff, Otto
Eggers, John
Ehlert, A.
Ehlert, Ernest
Einardt, John
Ellingsen, Bill
Ellis, E. C.
Elofson, John
Falborn, John A.
Farrell, William
Fischer, Wilhelm
Fitthal, F.
Fraser, Thomas
Fredholm, C. J.
Gabrielsen, Elling
Gabielsen, Feder
Glencross, Harry B.
Gordon, Geo.
Grabow, Martin
Granstrom, Nestor
Green, E.
Griffall, Peter D.
Haak, Reinhold
Haave, Norvald
Haldin, F.
Hall, S. C.
Hallen, Victor
Halvorsen, H.
Hammargren, Oscar
Hannis, A.
Hannus, Alex.
Hannus, Aug.
Hansen, E.
Hansen, C. T.
Hansen, Henry
Hansen, H. L.
Hansen, J. -2156
Hansen, J. M.
Hansen, Karsten
Hansen, Marius
Hansen, Olaf
Hansen, Thos. -2383
Harmening, Fred
Haskins, C.
Heckel, Max
Heckman, Fred
Ikvalko
Illig, Gus
Jaede, Hans
Jameson, J. E.
Jamisch, Ed W.
Jansen, Henry
Janssen, H. E.
Jarl, Chas.
Jenkins, John B.

Anderson, S. M.
Anderson, Tommy
Anderson, W.
Andersson, -1819
Arntsen, Julian
Athanaselis, Michael
Aranson, Albert
Azar, Alf
Azar, D.
Blumel, W.
Boers, M.
Borgen, John
Brander, William
Brennick, John
Brynjulfson, H. B.
Burndez, Charles
Buse, D.
Bynum, Joe
Christensen, Martin
Christenson, Willi
Clausen, Chr.
Cockell, Frank
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Cord, Pete
Costa, Casimiro
De Roos, J.
Des Hayes, F.
Deswart, William
Digman, Carl A.
Downey, James
Drager, O. F.
Dreger, Jack
Drenkhahn, M.
English, John
Eriksen, Bernhard
Erickson, C. A. -844
Erikson, E.
Erickson, J. E.
Ervin, Arthur H.
Eskildsen, Nils P.
Eugen, John
Evans, Stanley C.
Evensen, Louis
Fredholm, Falke
Fredriksen, Birger
D.
Freitag, Franz
Frieberg, Peter
Griffin, Jas.
Groth, John
Gulbransen, Bjorn
Gunderson, K.
Gutman, Charles
Gutsenan, Leo
Gynther, John
Heesche, Henry
Helinius, Oscar
Helsten, Carl
Hensen, J.
Hewitt, Peter
Hiegens, H.
Hill, John
Hiltwood, A. S.
Hoffman, Jack
Hogelund, Andrew
Hofgaard, Hans
Hogstedt, Charles
Hole, Sigvald
Holst, R.
Hoseth, Christian
Hovring, H. J.
Howard, O.
Hubner, C. F. W.
Hultberg, Ernest
Husby, Lars
Huse, Ed. R.
Hyde, Carl
Irwin, Robert
Isakson, Carl
Jensen, Carl
Jensen, C.
Jensen, George
Jensen, Hans
Jensen, William
Jespersen, Martin
Johansen, C. -804

Johansen, Ed. -2240
Johansen, Johan
Johansen, Louis
Johansen, Thos. W.
Johanssen, A. F.
Johansson, Alfred
Johansson, A.
Johansson, Carl
Johnson, A. R.
Johnson, Bernard
Johnson, C.
Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Knoblauch, Eugen
Kohne, Ernst
Kramer, Fred
Krishjan, A. W.
Kristiansen, Karl
Kristiansen, J. P.
Kristiansen, L. P.
Kristiansen, Hans
Kroeger, Henry
Kruiger, Gustav
Krumming, Andrew
Krutman, C.
Kylander, Herman
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Murray, Edward
Nilsen, Andreas
Nilsen, Emil
Nilsen, Ragnvald
Nilsen, Harry
Nilsson, Johan -937
Nonberg, Gustaf
Nor, Niels
Nurml, Victor R.
Nyberg, Erik
Oaks, Theo. K.
Olausen, E.
Olsen, Axel
Olsen, Bertel
Olsen, Otto
Olsen, Ragnvald
Ojstedt, S. A.
Olsen, Peter
Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Pedersen, Carl
Pedersen, Hans
Pedersen, Walter G.
Pederson, Sofus R.
Peters, J.
Petersen, Henning
Petersen, John A.
Petersen, Soren
Petersen, Otto
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rignell, Joe H.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sandberg, John
Sanne, Rudolf
Saunders, James
Savio, Mario
Schager, Ernest
Scheffler, Samuel
Schmidt, Louis
Schneider, Fred
Schrene, Elwood
Schroder, Herman
Schrueter, E.
Schultz, Fred
Scott, Emil
Sederholm, Anton
Seidel, Willi
Seibert, H.
Shem, A.
Sherry, J. H.
Shields, J. J.
Shmidt, Ernest
Tamisar, P.
Tamman, Krispin

Johnson, G. W.
Johnson, D.
Johnson, F. -1723
Johnson, Gust
Johnson, R. W.
Johnson, Stine
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jorgensen, Aage
Kalkin, Fred
Karlsen, Martin
Karsten, Hugo B.
Kaysor, Charles
Kearns, N.
Kenny, James
Kimeral, Herman
Kindlund, Otto
Kirstein, John
Kittlesen, Alfred
Klette, Ernst
Klingstrom, G. G.
Klotz, Arne
Lapouble, J. P.
Lapschies, Edward
Larsen, A. -1768
Larsen, Alf
Larsen, Axel
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, Hans
Larsen, Ludvig J.
Larson, C.
Larson, H. P.
Lepor, Oscar
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lundberg, Thurston
Lundgren, Richard
Lybeck, Thomas
Mayes, J. B.
McConnell, David
McMalo, Victor
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets \$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up, \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET
EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

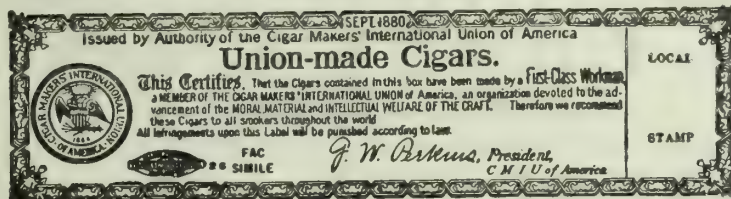
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER
Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Garfield 7690

124 EAST ST.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

News from Abroad.

The newspaper France says the Belgium Parliament will be called into session at Havre some time this month.

A draft agreement has been reached by representatives of the British and French governments in regard to amendments of the system of joint control of the New Hebrides.

The citizens' committee of Gisborne, New Zealand, has cabled £1000 for the relief of British distress caused by the war. The mayor of Dunedin has also cabled £1000 for the relief of the Belgian poor.

The Paris Temps says wine-growers of Southern France have been requested by the Government to supply the French army with a portion of their harvest free of charge as a thanks offering for being spared the horrors of war which have desolated the northern regions.

On June 30 last the population of New South Wales was 1,857,391, of whom 974,315 were males and 883,076 were females. At the end of the preceding quarter the population was 1,844,985, so that the gain during the quarter was 12,406, of which 8410 was due to the excess of births over deaths and 3996 to the excess of arrivals over departures.

It is reported that the Swedish State Railways have lately been drawing supplies of coal from Spitzbergen. These railways contracted, as they usually do, with Scotland for that portion of their requirements which goes to Narvik, but the Scottish merchants canceled their contracts owing to the war. A cargo of American coal has also been imported.

A consular report states that the Ministers of Finance and Commerce of Russia have been requested to declare Vladivostok and Nikolaiefsk free ports temporarily, in order to facilitate the importation of goods from America. It is claimed that unless this step is taken the imports from America, which are expected to increase on account of the cessation of imports from Europe, will be shipped via Dalny instead of via the Russian ports.

With Russian supplies of manganese stopped for the present, owing to the uncertainty surrounding the passage of the Dardanelles, fresh sources of supply are being tapped. Indian and Brazilian manganese is being shipped in larger quantities, and now a new source of supply appears to have been found in Egypt, as freight inquiries are circulating for the transport of some 50,000 tons from Abu Zenima, a place some 60 miles south of Suez, said to offer safe loading with good facilities.

With a view to the further development of northern Australia, the government of that commonwealth is undertaking extensive harbor improvements in the Gulf of Carpentaria, Van Diemen Gulf and Prince Charlotte Bay. At the present time the work is centering on the shipping facilities of the Macarthur River, which has a fine natural harbor with sufficient depth of water to accommodate all but the very largest steamers. This project also includes the creation of a new port at Centre Island, about ten miles from the mouth of the river. These projects will open up an immense grazing country and including the contemplated railroads will call for an expenditure of \$50,000,000.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gus	Johnson, Martin
Andersen, E. W.	Janssan, Axel
Albertsen, Hans	Johnsen, Jack
Christian	Jensen, Ole
Blom, Aanden Ade	Johnson, J. E.
Bernhard, Oscar	Kathy, Albert
Cohn, W. E.	Knudsen, David
Certz, Emil Ali	Magnussen, Magnus
Erickson, Ollie E.	Marcussen, J.
Erickson, Earl	Marepie, John
Elm, A.	Nelson, Fred
Ekelund, Will H.	Olsen, John
Findley, Jos. A.	Schlachte, Alfred
Fritsch, Leonard	Tobey, John
Gundaker, Sam W.	Teraclson, Ernest
Happmer, H.	Wilson, Herman
Israelson, H.	Wallin, E.
Jacona, Caremlo	

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Flister, Johannes	Polhome, Mr.
Flannigan, T. H.	Ridderstaff, Ernest
Hagen, Gustav	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wilhelm	Starks, John
Larsen, Fred	Stein, George G.
Magnuson, P. A.	Stixrud, Jack
	Stromsness, Oscar

With the Wits.

"Do you think you can manage with my salary of \$12 a week, darling?" he asked after she had said yes.

"I'll try, Jack," replied she. "But what will you do?"

A young lady complained about the way her sweetheart treated her.

"Why don't you give him the mitten?" said her chum.

"Mitten, nothing," responded the forlorn one. "He doesn't need the mitten. I had better give him a pair of socks; he's getting cold feet."

As the train was moving out of a Scotch station a man in one of the compartments noticed that the porter, in whose charge he had given his luggage, had not put it in the van and so shouted to him and said: "Hi! you old fool! What do you mean by not putting my luggage in the van?"

To which the porter replied: "Eh, man! yer luggage is ne'er such a fool as yersel'. Yer i' the wrang train!"

Mr. Potts (to his wife)—My dear, the air is chilly. Fermez la fenetre.

The Visitor (sotto voce)—Why do you ask your wife in French to shut the window?

Mr. Potts (ditto)—Because you are here. If I asked her in English she wouldn't do it, as she won't take instructions from me before visitors. But if I say it in French she gets up and does it at once, so as to let you see that she understands the language.—Pick-Me-Up.

A lawyer was cross-examining an old German about the position of the doors, windows, etc., in a house in which a certain transaction occurred.

"And now, my good man," said the lawyer, "will you be good enough to tell the court how the stairs run in the house?"

The German looked dazed and unsettled for a moment.

"How do the stairs run?" he queried.

"Vell," continued the witness, after a moment's thought, "ven I am oop-stairs dey run down, and ven I am downstairs dey run oop."

Secure and Profitable

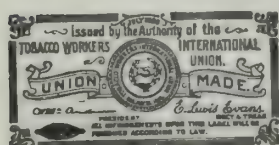
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of the common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



Agent U. S. Government Charts and Nautical Publications, Hydrographic and Geodetic

H. J. H. LORENZEN
12 MARKET STREET

Corner of Sacramento and Market Streets
San Francisco, Cal.
Dealer in

Watches Chronometers Clocks
Solid Gold Goods Diamonds

MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING

Watches, Chronometers and Jewelry
Rates Determined by Transit Observations
Chronometers and Sextants Rented

\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

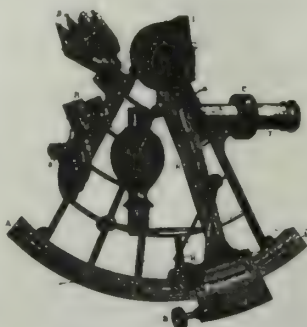
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James R. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP
WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

A Reservoir for YOUR Stream of Wasted Money



You know how easy it is to let money slip through your fingers. Saving is a habit. Cultivate the habit and you will have one of these Banks filled with coins to show for your work.

The Banks are strongly made of steel with neat oxidized copper finish. Kept in the home it is a constant reminder to save. There is no temptation to open it. We keep the key and open the Bank whenever you wish. Each Bank is fitted with a patented lock.

Bring the Bank to Store when you want it opened—do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

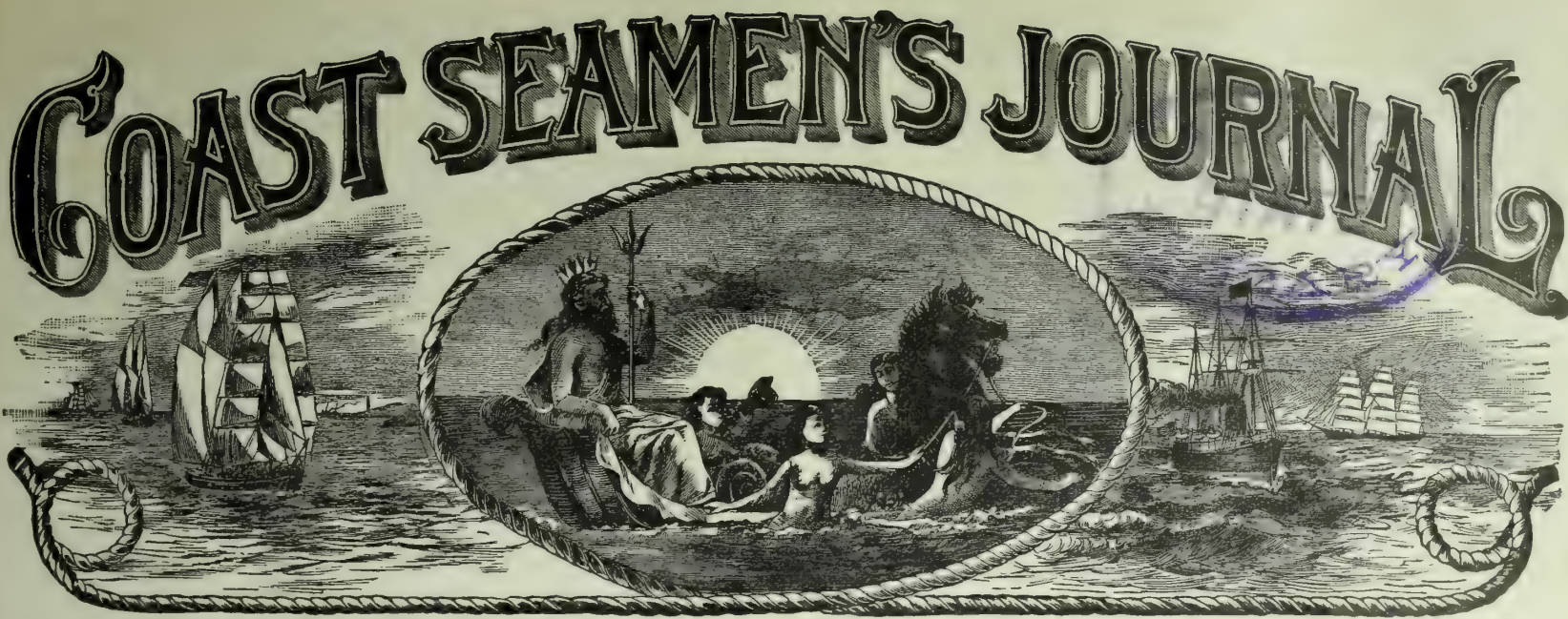
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 11.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 25, 1914.

Whole No. 2305.

TRADE UNIONS AND ANTI-TRUST LAWS.

Exemption of Labor Organizations from Operations of Law Justifiable.

An incident of the present Colorado strike—the indictment of officials of the United Mine Workers by a Federal grand jury in Pueblo—again brings to the fore the relations to the Sherman Anti-Trust law.

No single action of President Wilson has called forth more criticism than his approval, last June, of the Sundry Civil bill. This provided, among other things, that no part of the \$300,000 appropriated for the enforcement of the Anti-Trust law should be used for the prosecution of labor organizations.

That such a method of limiting the activities of the Department of Justice was highly objectionable, few will deny. It does not appear, however, that the President was responsible either for the inception or for the execution of the plan. To avoid the necessity of changing—perhaps with serious consequences—a carefully prepared legislative program, he signed the bill in the exact form in which it had been passed by the previous Congress. He took pains, however, to qualify his approval by declaring that if it were possible for him to veto the "proviso," without vetoing the whole measure, he should unhesitatingly do so. Also, he pointed out that other funds at the disposal of the Government made the limitation as regards this particular appropriation of no practical importance. The prosecution just begun by the Department of Justice of officials of the United Mine Workers for their activities in connection with the coal strike in West Virginia last year would seem to prove the sincerity of his declaration.

More important than the proper apportionment of praise and blame between the President and Congress for the legislation criticized, is the question whether the exemption of labor organizations from the operations of the Anti-Trust act is itself justifiable or desirable. Congress seems clearly disposed to accord such exemption. In the daily press the only intelligible reason given for this determination is the growing influence of the labor vote. If this were in truth the only motive behind the proposed policy, Col. Harvey's declaration that the country seems destined soon to "face a determined struggle for class domination whose outcome every patriotic citizen must contemplate with the gravest foreboding" would seem fully warranted. But are there not better reasons for exempting labor organizations from the condemnation of the Sherman law than the fact that labor leaders in and out of Congress desire it?

That the Anti-Trust act should not be applied indiscriminately to all combinations in restraint of trade is now generally agreed. After a good deal of hesitation, the Supreme Court of the United States has itself come to that conclusion, although it has not yet clearly indicated what the basis of discrimination, beyond the vague "rule of reason," is to be. Combinations of producers, using unfair methods to build up monopolies and then using their monopoly powers to extort unreasonably high profits from scattered and unorganized consumers, must certainly continue to fall under the condemnation of the law. From this class of clearly obnoxious and unlawful combinations there is a gradual gradation to combinations, like those of Western

fruit growers attempting to maintain fair prices for their products in Eastern markets, which all would approve.

Shall we wait for the Supreme Court to work out a satisfactory classification of combinations, condemning the objectionable and upholding the "reasonable," or are there certain principles of condemnation which Congress may itself advantageously apply? I believe that there is one such principle that may at once be applied and that justifies the proposal to accord special treatment to labor organizations—a principle that has been embodied in English law since 1875 and that seems to have operated there in a way that has given general satisfaction.

Amidst the complexity of the combination movement two distinct sets of economic relations are clearly separable. One concerns the dealings between the producers and consumers, or the sellers and buyers, of commodities; the other the dealings between employers and employees. Referring to the latter the British conspiracy and protection of property act of 1875 declared that in connection with trade disputes no agreement or combination to do, or to procure to be done, any act "shall be indictable as a conspiracy if such act committed by one person would not be punishable as a crime." In other words, combinations of wage-earners or of employers concerned with the questions of wages, hours, etc., that arise between them were expressly relieved from the condemnation which the common law applied to "combinations in restraint of trade."

It was believed that in this field combination instead of being an evil was on the whole beneficial. Wage-earners should be encouraged to combine—"trade union acts" were passed by the same Parliament—since combination was necessary to the protection of their interests. By combining on their side employers could easily protect themselves from excessive demands on the part of the labor combinations. They should be allowed to combine with equal freedom. The interest of the public would, it was thought, be sufficiently safeguarded if individuals were held to strict responsibility for their individual acts, the added penalties applying to conspiracies becoming operative only when the acts committed by combinations were in themselves criminal.

This can not fairly be characterized as class legislation. The exemption applies as well to combinations of employers in connection with trade disputes as to combinations of employees. It is merely a recognition of the fact that the relations between employers and employees present one phase of the combination movement; the relations between producers and consumers, sellers and buyers, a different phase.

The proposal to exempt labor organizations from the operation of the Anti-Trust act is an application of this same principle. In its practical operation the Anti-Trust act has frequently been applied to labor organizations; never, so far as I am aware, to employers' associations. Because it has never been turned against employers' associations, it has been assumed, perhaps too hastily, that they do not now come under the law.

Those who advocate the exemption of labor organizations may easily clear their proposal of the charge of involving class legislation by following the example of the British Parliament and causing the exemption to apply alike to employers' associations and labor organizations in respect to their mutual relations. This is what is really aimed at. The exclusion of employers' associations, which has been tacitly assumed, should be expressly added if labor organizations are to be excluded.

There are several arguments that may be urged in favor of this change. The Anti-Trust law has been held to prohibit the use of the boycott. There seems no reason, so far as the argument runs, why it should not also be held to prohibit the strike. Strikes certainly present combinations engaged in restraining trade as clearly as boycotts. But such an extension would bring our Federal law back to the stage of development in which State laws were in the first quarter of the last century. Strikes and boycotts are to be deplored, no doubt; but does not the path of progress lie through developing combinations on both sides and arrangements for collective bargaining, conciliation, and arbitration, that will make a resort to these weapons unnecessary? This is the well-nigh unanimous view of economists.

The normal procedure under the Anti-Trust act is a dissolution suit carried on at the instance of the Government. Does any one seriously advocate the dissolution, through judicial order, of our larger labor organizations? The American Federation of Labor has often been the target of attack for embittered employers, but, so far as I know, no one has gone so far as to petition the Government to dissolve it, and for obvious reasons. This fact alone shows how different is the problem presented by the great capitalistic combinations and by labor organizations. The remedy that is applied as a matter of course to the one is not even thought of in connection with the other.

Finally, there is good ground for urging that the present law operates unfairly. The fact that it has not yet been invoked against a single employers' association, though frequently applied to labor organizations, is indirect evidence of this. Without any special machinery or publicity employers may readily come together, with business management concentrated as it now is, to agree on common policies with reference to employees. The political activities of the National Association of Manufacturers, revealed through the recent Congressional inquiry, show how far such associations may sometimes go without arousing suspicion of their purposes or methods. Thus effective combinations in restraint of trade may be maintained on the employers' side without attracting attention or giving rise to evidence that might later be utilized in legal actions.

The same is not true of wage-earners. Combined action for them means coming together in public meetings, publishing information in labor papers that may be widely read; in short, advertising as widely as possible what they propose to do and the means they propose to use in doing it. It is easy to prove the existence

of the combination, if it amounts to anything. The consequence is that an anti-combination law may be enforced with little effort against wage-earners, scarcely at all against their employers. Feeling the injustice of this situation and their helplessness, the more hotheaded and ill-balanced among wage-earners are only too apt to turn to secret and lawless methods that are socially much more deplorable than any number of strikes and boycotts conducted openly and with proper regard for the public peace.

In this situation, not prohibition of combination in connection with trade disputes, but regulation applied impartially to both sides by competent administrative officers would seem to be what is needed. If this should prove a first step toward the substitution of regulation for indiscriminate prohibition for combinations of all sorts, so much the better.—Henry R. Seager in *The Survey*.

FURUSETH ON THE JOB.

The report which follows is practically a continuation of the report from Comrade Furuseth which was published two weeks ago. As will be seen he is hammering away with might and main at the interests allied against us. Progress will necessarily be slow as the enemy is strongly entrenched. We are thinking, however, that he'll be glad to sue for peace when we get our big siege gun, the Seamen's bill, in shape and trained on his trenches. Just wait and see.

New York, November 7, 1914.

Mr. Thomas A. Hanson, Secretary-Treasurer, International Seamen's Union, 570 West Lake Street, Chicago, Ill.

Leaving here on the Fall River boat on Saturday I arrived in Boston on Sunday morning.

The Fall River steamer carries 32 sailors (?) at \$9.25 per week and board and two wheelmen at \$11.10 per week. Besides these she had two pilots, three deck officers and the master. She has a right to carry 1421 passengers and a total crew of 270. She had 28 boats all under davits, but the most of them could only carry fifty persons or less.

On Monday I called at the office of the United Fruit Company with the request that we be given passes to their vessels in order to co-operate with them in getting together the right kind of men to meet the conditions which will arise when the Seamen's bill is passed. Captain Anderson, the marine manager, to whom I was speaking treated me courteously and promised to "think it over."

On Tuesday we had a meeting in which fifty-two members were present, and in the evening we had an open meeting in which about ninety men were present.

I arrived back here on Wednesday morning. We had an open meeting at 51 South street, on Wednesday evening with the attendance of about one hundred men. The meeting was addressed by R. F. Bell, P. H. Griffin, G. H. Brown, myself and others. The meeting was very satisfactory and encouraging.

On Thursday night we had a meeting in the Harbor Boatmen's Hall at 214 West street. The meeting was addressed by R. F. Bell, H. P. Griffin and myself. G. H. Brown made a short talk and then distributed circulars for meeting to be held in Father McGrath's Mission, 422 West street, the following night.

Yesterday I went to call upon Captain Anderson of the United Fruit Company, who comes to New York on Friday, on Mr. Smith of the Ward line (I saw Mr. Macey instead), and then I went to call upon Mr. Jungen of the Morgan line. In each case they had promised to "think it over." Captain Anderson had not finished "thinking it over." Mr. Macey, speaking for Mr. Smith, was not finished "thinking it over," but told me to tell Brown to call upon him. Mr. Jungen could not see me, but sent out word that he was "thinking it over."

My own opinion is that they will not quit "thinking it over" until the bill is passed. They do not believe it will pass. At any rate they will cross that bridge when they get to it. My further opinion is that the shipowners here have discussed the matter between themselves and come to the conclusion that they can well afford to keep "thinking" in expectation that the bill will not pass. They are paying the President and Congress the compliment of believing that the pledge made to the people and the seamen will not be redeemed.

The meeting in Father McGrath's last night was more encouraging than we had expected. About fifty men were present, forty of them sailing from the West Side. The meeting was addressed by R. F. Bell, H. P. Griffin, G. H. Brown and myself and we were all given close attention.

There is, in my opinion, no doubt that the men on the Atlantic can and will be organized, but there must be earnest and unanimous work, and it must be in New York, and the more the

work is concentrated on New York the better.

We shall try to have meetings here during the convention weeks.

Respectfully submitted,

ANDREW FURUSETH,

President International Seamen's Union of America.

P. S.—The Fall River boat also carries two bow watchmen at \$11.10 per week.

UNIVERSITY EXTENSION.

Editor Coast Seamen's JOURNAL:

The readers of the Coast Seamen's JOURNAL will probably be interested in the enclosed announcement of a University Extension class in international law. The University Extension division, as perhaps you are aware, through its Bureau of Class Instruction, endeavors to organize classes outside of the University for the benefit of those who cannot attend the regular classes. The center of this class work in San Francisco is in the Underwood Building, corner First and Market streets. The office is in Room 311 and the classes are held, excepting a few of the business courses, on the fifth floor.

We should be very grateful to you if the enclosed announcement could be inserted in your next issue.

Very truly yours,

NADINE CRUMP,

Secretary Bureau of Class Instruction,
University of California.

UNIVERSITY OF CALIFORNIA

University Extension Division.

Bureau of Class Instruction.

Miss Nadine Crump, Secretary.

Classes Meeting in Oakland.

Banks and Banking—Oakland Chapter of American Institute of Banking. Prof. I. B. Cross.

Languages—Plymouth Center, Piedmont and Laurel avenues. French A-2, Monday and Wednesday, 7 p. m. Miss Faith Hunter Dodge. French C-2, Monday and Wednesday, 4 p. m. Miss Dodge. Spanish A-2, Tuesday and Thursday, 4:10 p. m. Miss Dodge. Spanish C-1, first meeting Monday, November 2d, 8 p. m. (Monday and Wednesday, 8 p. m.; or other days and hours to be arranged by class). Miss Dodge.

St. Michael's Church, Benvenue and Alcatraz avenues: French A-1, Tuesday and Thursday, 10 a. m. Miss Dodge.

Public speaking, Wednesday, 8 p. m., Room B of the High School, Twelfth street, between Jefferson and Grove streets. Mr. J. G. Sweet.

Classes Meeting in San Francisco.

Underwood Building, 525 Market St.

Advertising—Wednesday, 7:30 p. m., Room 526. Dr. W. Brown.

Banking and Commercial Law—San Francisco Chapter of American Institute of Banking. Dr. Maurice Harrison.

Banking and Finance—San Francisco Chapter of American Institute of Banking. Dr. Holmes Beckwith.

Business Courses: Bookkeeping, Tuesday and Thursday, 7 p. m., Room 311. Mr. J. H. Walker. Shorthand, Monday and Wednesday, 8 p. m., Room 311. Typewriting, Monday and Wednesday, 7 p. m., Room 311.

Commercial Law—Wednesday, 7:30 p. m., Room 523. Mr. John U. Calkins, Jr.

Engineering—Elementary Electrical, Tuesday, 8 p. m., Room 518. Mr. H. H. Bliss.

English—Elementary Composition, Tuesday, 8 p. m., Room 523. Miss Nadine Crump. Modern Drama, Wednesday, 8 p. m., Room 518. Dr. A. Reinhardt. Short Story Writing, Wednesday, 7 p. m., Room 518. Dr. A. Reinhardt.

Languages—French A-2. Registration Wednesday, November 4th, 11 a. m., Room 518. First meeting Monday, November 9th (Monday and Wednesday, 11 a. m.). Miss Dodge. French, Elementary. First lesson Friday, October 30, 7 p. m., Room 520. Miss Fryer. French, Advanced and Intermediate. First lesson Friday, October 30th, 8 p. m., Room 520. Miss Dodge. French, 130-A, first lesson Wednesday, October 28th, 12:15 noon. (Monday, Wednesday and Friday, 12:15 noon), Room 518. Miss Dodge. Spanish A-2, first lesson Tuesday, November 10, 6:45 p. m. (Tuesday and Thursday, 6:45 p. m.), Room 520. Miss Dodge. Spanish, Elementary. Tuesday and Thursday, 7 p. m., Room 523. Mr. H. H. Bliss. Spanish C-2, Tuesday and Thursday, 7:45 p. m., Room 520. Miss Dodge.

Course A1 means course for beginners.

Course A2 for students having minimum of 1 unit (15 lessons).

Course A3 for students having minimum of 2 units (2 courses of 15 lessons each).

Course C-2 for students having minimum of 6 units and credit for C1 or a good conversational command of the language.

German, Elementary, Monday and Friday, 7:30 p. m., Room 523, Dr. H. L. Schwarz.

German, Advanced, Monday and Friday, 8:30 p. m., Room 523. Dr. Schwarz.

International Law—Meeting for organization Thursday, October 29th, 7 p. m., Room 518. Mr. F. A. Shaeffer.

Public Speaking—Thursday, 8 p. m., Room 518. Mr. J. G. Sweet.

Stockton—Modern drama, Thursdays at 8 p. m. Dr. Aurelia Reinhardt.

Vallejo—Social Psychology, Thursday 7 p. m. Dr. I. W. Howerth and Mr. F. F. Nalder.

The above is the schedule of classes now meeting. Instruction can be given in practically all subjects wherever the demand is sufficient. Classes are open to all. No examination required for entrance.

For further information concerning University Extension classes, call or write University Extension Division, Berkeley; or call at Room 311 Underwood Building, San Francisco, from 3 to 5:30 p. m. and from 7 to 9 p. m., Monday-Friday; Saturday, 1-2 p. m.

P. S.—A course in any subject consists of 15 lessons, for which there is a fee of \$5.

ON THE FIRING LINE.

[From a letter from Dr. Karl Schewe, private in the German army, published in *Bodenreform*, Berlin.]

At present I am a private in an infantry battalion. The majority of my comrades are workmen. Their jokes at my frequent awkwardness amuse me. Their eagerness to fight makes me proud. Their economic perception concerning social affairs astonishes me.

Nearly all the skilled trade workers among them know about the land reform movement. To the others in my own company I have made clear the principle underlying our social faith in briefly discussing this subject: "Where will all the milliards go which a final victory of our arms will throw on the German market?" I discussed the subject, not in the form of a lecture, but in the course of conversation. All listened eagerly. Many asked questions and most of them grasped the idea that without a heavy tax on land values, the distribution of these milliards will be inequitable, even though the most upright government should have supervision.

If we should win this world war, Germany will be the chief European power, the most prominent in the world's history and in control of the world's affairs, a glorious spectacle that may be turned into tragedy should we fail to settle the land question in accordance with justice.

Neither *Bodenreform* nor Dr. Schewe is just now in a position to discuss some questions which this letter presents. Dr. Schewe sees that the exaction of a heavy indemnity from a conquered enemy will benefit German land owners, and injure Germany's landless ones, unless a land value tax be laid. He would probably be in danger of a courtmartial were he to frankly discuss whether there is any moral or economic difference between land owners levying tribute on their own countrymen, and a conquering nation levying tribute on the vanquished. He would surely suffer that fate were he to plainly say what he has so adroitly intimated, that the soldiers in the field are fighting their landlords' battles; that a not improbable result of a victory will be heavier burdens of rent, decrease of opportunities for employment and lower wages when they return to occupations of peace. That they can only escape such a result by engaging in a fight for fundamental economic reform, after going through this bloody war. That unless they win this economic fight, all losses and sacrifices in the present war, will be but for the profit and glory of a privileged class. But military discipline does not look favorably on presentation of such truths. Nor would it look favorably on this truth which may not have occurred to Dr. Schewe. The economic fight might have been fought and won without first engaging in a bloody war. And once fought and won, no bloody war would thereafter be even thinkable.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Would Check Immigrants.

At the next session of the Sixty-third Congress the Senate will consider the Burnett Immigration bill, which provides for a literacy test for immigrants. The bill has been reported favorably by the Senate Committee on Immigration.

In discussing this question, the United Garment Workers, at their recent Nashville convention, took this position:

"The enormous accessions to the ranks of our competing wage workers, being to a great extent unemployed, or only partly employed at uncertain wages, are lowering the standard of living among the masses of the working people of this country without giving promise to uplift the great body of immigrants themselves. The overstocking of the labor markets has become a menace to many trade unions, especially those of the lesser skilled workers. Little or no benefit can possibly accrue to an increasing proportion of the great numbers yet coming; they are unfitted to battle intelligently for their rights in this republic, to whose present burdens they but add others still greater. The fate of the majority of the foreign wage workers now here has served to demonstrate on the largest possible scale that immigration is no solution of the world-wide problem of poverty.

"Resolved, That we call on American trade unionists to oppose emphatically the proposed scheme of government distribution of immigrants, since it would be an obvious means of directly and cheaply furnishing strikebreakers to the combined capitalists now seeking the destruction of the trade unions.

"Resolved, That we condemn all forms of assisted immigration through charitable agencies or otherwise.

"Resolved, That we warn the poor of the earth against coming to America with false hopes; it is our duty to inform them that the economic situation in this country is changing with the same rapidity as the methods of industry and commerce.

"Resolved, That we call on the government of the United States for a righteous relief of the wage workers now in America. We desire that it should either (1) suspend immigration totally for a term of years. or (2) put into force such an illiteracy test as will exclude the ignorant and also impose such a head tax as will compel the body of immigrants to pay their full footing here and be sufficient to send back all those who within a stated period should become public dependents."

Solving Harvest Problem.

A conference will be held in Kansas City, Mo., some time next month by the United States Commission on Industrial Relations for the purpose of devising methods for better distribution of harvest workers in future seasons. Labor union officials, secretaries of commercial clubs, business men, social workers and federal and State officials will be present.

During the harvest season just closed the commission kept two agents in the field. They traveled with the harvest

workers and lived and labored with them. Other agents studied the question from the viewpoint of employment agents, farmers, bankers and State officials. This investigation has shown a deplorable lack of authentic information or of any machinery for properly directing the distribution of those workers. Towns in the grain-growing States would advertise for 5,000 men when they needed only 500, because of the fear of a shortage of help. It is shown that the lack of system resulted in a demoralization of large numbers of young men who ran out of funds and were forced to live in cheap lodging houses, where they were thrown into association with professional hoboos. The community suffered because of the growth of petty larceny and lawlessness.

At the coming conference it is proposed to appoint a committee to work out a plan and report to another meeting, which will be held in February.

Eventually the commission believes that the distribution of harvest workers can be properly brought about through the system of Federal employment exchanges which it will urge Congress to establish.

One of the abuses which it is hoped to end is the practice of certain private employment agencies in the large eastern cities of charging men seeking employment as much as \$5.00 or \$10.00 and then sending them to the labor commissioner of some western State with no more definite knowledge of the demand than they have obtained by reading advertisements and news dispatches in the newspapers.

Simple Rules to Save Life.

A committee of physicians, appointed by the Federal Bureau of Mines, recommends the following procedure in rendering first aid to miners or other workers overcome by electric shock or by gases in places which cannot be reached by a physician or surgeon in time to save life. The recommendations are of importance to workers everywhere, and are as follows:

"In case of gas poisoning, remove victim at once from the gaseous atmosphere. Carry him quickly to fresh air and immediately give manual artificial respiration. Do not stop to loosen clothing. Every moment of delay is serious.

"In case of electric shock, break electric current instantly. Free the patient from the current with a single quick motion, using any dry nonconductor, such as clothing, rope, or board, to move patient or wire. Beware of using any metal or moist material. Meantime have every effort made to shut off current.

"Attend instantly to the victim's breathing. If the victim is not breathing, he should be given manual artificial respiration at once.

"If the patient is breathing slowly and regularly, do not give artificial respiration, but let nature restore breathing unaided.

"In gas cases, give oxygen. If the patient has been a victim of gas, give him pure oxygen, with manual artificial respiration.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenens Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurationes Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

There are 100 union teachers in Spain.

England employs almost 4,000 females in fireworks factories.

In London, Eng., 45,000 women and girls are unemployed.

Printers in Pretoria, South Africa, are paid \$28 a week.

A child labor law has been passed by the Porto Rico Legislature.

Saxony has 33,555 factories with 801,408 employees, of which 276,710 are women.

The third annual report on labor organizations in Canada, covering the year 1913, has been issued by the Department of Labor. At the close of 1913, the numerical strength of organized labor in Canada stood approximately at 176,000—an increase of nearly 16,000 over the figures at the close of 1912. The estimated membership for each of the three years during which reports on organized labor in Canada have been issued has been as follows: 1911, 133,132; 1912, 160,120; 1913, 175,799.

A little while ago the military censors in Sydney and Melbourne, in Kaiser-like fashion, suppressed articles in "The Australian Worker," "The Woman Voter," and "The Melbourne Socialist." The Melbourne censor went so far even as to suppress articles which had appeared in English newspapers, and would probably have made prisoners of war of Miss Vida Boldstein and the other brave women who conduct "The Woman Voter" were it not that a deputation from the Trades Hall Council and representatives of weekly papers interviewed the Labor Minister for Defense about the matter.

At a meeting of the industrial unions committee in Sydney the following motions were carried unanimously: 1. (a) That the industrial unions committee, in view of the prevailing distress arising through unemployment caused through the war, urges the federal government to start public works on a large scale at once, in order to absorb the unemployed; (b) all men so employed by the federal government to be paid by notes; (c) twenty million pounds worth of notes to be issued; one million pounds worth to be redeemed every year until in the course of twenty years the whole of the twenty million notes will be redeemed. 2. That the State government be approached by the industrial unions committee and urged to arrange loans from the commonwealth to carry on the State public works.

That a movement is on foot to have the International Socialist Bureau move to Holland, and have it administered by the Dutch Socialist party, is the news contained in the columns of the Berlin "Vorwarts." The article, taken from the issue of October 24, says: "In connection with the proposal by the Dutch Socialist party to move the International Bureau into Holland while the war lasts, it may be noted that the English comrades have expressed themselves in favor of the idea. At almost the same time that the plan was being agitated, the Swiss and Italian Socialist party members were planning an agitation to bring about the removal of the bureau to Switzerland. The Swiss comrades, however, have now expressed their satisfaction with the proposition to have the bureau moved from Brussels to Amsterdam."

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alexandersen, Paul	Lill, Chas.
Ahlman, Christian	Lindeman, Gus
Arnell, John	Lutzen, Waldemar
Andersen, Rasmus	Lundblad, Ernst
Andersson, Axel	Lato, Edi
Andersson, E. -1762	Leideker, E.
A., Mr. -1504	Lang, Chas.
Anderson, David C.	Lindberg, J. -1750
Bergh, Borge	Lundberg, T.
Benter, H.	Lyngard, Jorgen
Bulander, B. B.	Mushneck, Walter
Bensen, Severin	Mants, R.
Bringsrud, Marald	Martin, Arva
Berg, S.	Monk, Charlie
Brogard, N.	Monterra, J.
Boy, A.	Mesak, E.
Carron, Ed.	Mennicke, Fritz
Christensen, H.	Miller, Wm.
Carlson, Fred	Mayers, P. M.
Chotard, Emil	Michaelsen, A. -1105
Cirul, M.	Morris, M. H.
Christensen, A. -1095	Mattison, J. -1320
Cotter, J.	Nelson, Hans
Ceelan, John	Nelson, Ernest
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Carlson, Carl	Olsen, Emil F. -1280
Davey, Charles	Olsen, Olav
Dreger, Jack	Olsen, Ole Wilhelm
Elisen, Sam -848	Osterberg, S. H.
Eklund, Sven	-1284
Eckart, T. G.	Olsen, O. Marthin
Ellingson, Ivar	Petersen, C. -1493
Felsch, H.	Petersen, Bjorne
Fasholz, Dan	Petersen, Gustaf
Flovik, Lewis	Plant, Billie
Gunther, Dick	Peterson, C. E. -903
Gustafson, Alf	Rasmussen, Andrew
Heeshe, Henry	Rutel, Ernest
Hackensson, A. W.	Robbins, Jack
Hallquist, Christ	St. Clair, William
Helsterman, Harry	Schmidt, Louis
Hansen, Sigvarth	Skaanes, Egil
Hansen, John	Schultz, F. J.
Holmborg, Frank	Sweeting, Jack
Hansen, Marius	Sandberg, John
Holm, Arthur	Swanson, E. -2675
Hansen, H. T. -1446	Stenesen, H. -2436
Hansen, Johannes	Svendsen, S. -1717
Hakonsen, P. O.	Steen, J. C.
Harrold, Henry	Sandy, Oskar
Johnson, Gunner	Samuelsen, Victor
Johnson, Oscar	Schager, E.
Johnson, Gus	Schultz, Robert
Johnson, Halvard	Thorne, Aug.
Jeter, V. B. -983	Toren, Gustaf A.
Johansen, Emil	Tvedt, Olaf
Johansson, N. A. -280	Zimmer, Walter
Johnson, John A.	Ziegler, Fred
Johnson, George	Zimmer, Walter
Kremer, Sigurd	Wahlberg, Rudolf
Kalnam, Andvey	Willson, Willie
Karstin, Hugo	Willsen, Packages
Karsin, Johan -1542	Andersen, David C.
Lauritsen, O.	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, in inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielsen, Bellflower, Calif., they will receive news that will be of interest to them.

Pacific Coast Marine.

In a few days work will be resumed on the Pearl Harbor dry dock, which has been at a standstill since it collapsed in course of construction in February, 1912.

Shipping firms connected with the Australian trade are much interested in the announcement that the railways of Australia are to be standardized in the matter of gauge.

Carlos F. De Berna, representative on this Coast of the Peruvian Steamship & Drydock Company, announces he intends to dispatch a steamer from San Francisco direct to the Isthmus and Colombian and Ecuadorean ports about December 1.

Although the date is not finally settled, it is probable that the food ship "Camino," which will relieve the starving Belgians, will leave San Francisco on or about November 25. All freight charges will be paid by money held by the London Relief Committee, so that every cent contributed in America will be expended for food and clothing.

The Blue Funnel line has programmed a new service via the Panama Canal from the United Kingdom to this Coast, according to advices received in local shipping circles. The new service is scheduled to begin at the first of the year. Three distinct steamship lines, embracing a round-the-world service, are planned by the company. The Blue Funnel line has been operating between the old country and the North Pacific Coast via the Suez and Oriental ports of call for many years.

Recently the British ship "Kircudbrightshire" was towed from Astoria to Portland without a pound of ballast or a pound of cargo in her. This feat of bringing a ship one hundred miles when she was in an extremely "tender" condition was accomplished by means of ballast logs fastened along each side. The trip was made in eighteen hours and her appearance was so unusual that the Port of Portland authorities refused to assume the responsibility of towing her up the Columbia.

The next Harrison line steamer to come to this Coast will be the "Discoverer," which is making her maiden trip to the Golden Gate. She is a vessel of 5408 net tons register, and was put on the run to this Coast because of the general shift in schedules made necessary when the British Admiralty commandeered several of the Harrison ships, two of which were destroyed by the German cruiser "Emden"—the "Craftsman" and the "Diplomat," the latter being the newest and finest of the fleet.

W. W. Keith, harbor master of the Oakland Board of Public Works, is in the East making a study of harbor conditions in various Eastern seaports, with the idea of obtaining information for the improvement of the Oakland waterfront. Keith will also visit the heads of the large steamship companies operating vessels in the coast to coast service for the purpose of laying before them the facilities to be had for docking and handling vessels with the completion of the Oakland harbor improvements.

The Alaska Steamship Company's steamer "Dirigo" on the run between Seward and the Alaska peninsula for the last year, foundered off Cape Spencer, while being towed to Seattle by the steamer Cordova of the same line. Captain John Johnson and his crew of twelve men were taken off safely. A hard gale was blowing and when the vessel became unmanageable the crew left. The "Dirigo" was built at Hoquiam and was 165 feet long. During the gold rush it was used on the run between Puget Sound and Alaska.

Shipping and lumber men predict that when the demand for lumber in States bordering the Atlantic seaboard assumes its old-time proportions, the sawmills along the Pacific Coast and in the interior will be operated to capacity and that business will prosper to a greater degree than it has for a number of years. The view is expressed that all large steamers plying between this Coast and the Atlantic via the Panama Canal will have no trouble in picking up full cargoes of lumber eastbound. Such has been the case since the opening of the big ditch.

The construction of the new dry dock at Vancouver, which is being undertaken by the Dominion Shipbuilding, Engineering & Dry Dock Company, is now well under way, contracts having been awarded for concrete work, steel construction and excavations. Foundations for the first large group of buildings have been laid. The total area covered by this group of reinforced concrete shops and power house will be 850 by 150 feet. Two of the buildings will be 150 by 250 feet in size, and the third 100 by 150 feet. The subsidy granted by the Dominion government to the venture amounts to four per cent. on the full expenditure, \$5,500,000, for a period of thirty-five years.

The Grace steamer "Santa Catalina," which was badly damaged by fire in the Lower Columbia recently, is undergoing repairs at the yards of the Willamette Iron and Steel Works. It is estimated that the cost of repairs will amount to \$300,000. The fire, which came near des-

troying this new Grace liner, broke out in the engine room. Its exact origin has not yet been determined. The flames spread quickly and the burning vessel had to be beached. The great damage wrought to the craft was amidships. For a distance of about 150 feet on either side the fire left the shell and deck plates badly warped. The houses and superstructures were destroyed.

To advance the interests of shipmasters, to insure justice in courts of inquiry, marine and customs procedure, to make an effort to have oppressive shipping laws amended, to seek better representation at Washington, to obtain better aid to navigation, to assist members out of employment and to contribute toward the relief of those who are sick or in distress and to widows left destitute—these are the aims of the Shipmasters' Benevolent Association of the Pacific Coast, which has just been formed, with headquarters at Seattle. About one hundred skippers have become charter members of the organization. Captain Frank White was elected president, and the following appointed a committee on by-laws, rules and regulations: Captains John A. O'Brien, Fred Warner, W. M. Jensen, Fred Harriman, G. W. Morgan and R. C. McGillivray.

It is reported that the British steamer "Bankdale," now at Esquimalt, has been chartered by the British government to act in the capacity of a collier for the British cruisers now operating in the North Pacific. The "Bankdale" came north under peculiar circumstances. She was bound from Norfolk, Va., to Guaymas, Mexico, with a cargo of Pocahontas coal, via the Panama Canal, and when off the lower coast was overhauled by a British cruiser, whose commanding officer ordered Captain Hall to steam direct for Esquimalt. Apparently there was nothing against the ship or owners, the reason for the unusual procedure being that the British authorities desired to divert coal from Mexican ports which might ultimately reach the bunkers of hostile warships. For her outward voyage the "Bankdale" was under fixture to Balfour, Guthrie & Co. to load barley at the Golden Gate for the United Kingdom, but this charter, in view of the Government's action, is automatically canceled.

F. A. Ballin, a naval architect, and E. H. Dodge, both of Portland, have patented a new design of vessel for use in the coastwise trade that is especially adapted to lumber. It is claimed that the vessel can be loaded or discharged with 5,000,000 feet of lumber inside of one hour. The ship, herself, would be in the form of a self-propelled floating dry dock. Loading would be accomplished by means of barges, the hull being capable of taking ten barges and each barge would have a capacity of 500,000 feet of lumber. Water would be admitted to the double bottom and side tanks to sink the structure to receive the loaded barges through folding gates in the bow. Once loaded the water in the hull would be pumped out and the gates closed, the vessel then being ready for sea. Such a craft would be 650 feet long, 80 feet beam and the loading barges 100 feet by 30 feet. Extra barges would be used and loaded for the following trip while the vessel was away on her voyage.

A contract has been made by the Navy Department with the Union Iron Works of San Francisco for a giant dry dock capable of accommodating any vessel which can get through the locks of the Panama Canal. The Navy Department guarantees that it will pay the owners of the dock at least \$50,000 a year for six years for the accommodation of battleships or other naval vessels at this dock. The Navy Department is to pay a fixed charge a ton for vessels accommodated in the dock, but in case these charges for a year do not amount to \$50,000 the department will pay that sum. If the department uses the dock to a cost of more than \$50,000 a year it will pay the total amount. The construction of the dock is to begin soon and it is expected that the dock will be ready for use within eighteen months or two years. Congress last spring authorized the making of this contract and also appropriated for the dredging out of the channel to Mare Island yard, which it is hoped will result eventually in clearing the channel deep enough for dreadnaughts. With the completion of the Panama Canal the docking situation on the Pacific Coast threatened to become acute, as the present facilities are entirely inadequate to the needs of the Navy. It is believed that the new dock will prove of great advantage to the city of San Francisco, as it will be the only one of its size north of the Panama Canal. The dock will be 1090 feet long, 110 feet wide and will measure 40 feet over the sills.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.
LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65.
ALBANY, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 25, 1914.

THE EIGHT-HOUR DAY.

The stand taken by the A. F. of L. convention on the question of securing a universal eight-hour day through legislation was, in the opinion of the JOURNAL, regrettable. It was doubly regrettable in that it makes water for the wheel of those who, rightly or wrongly, accuse the Federation of being a reactionary body out of harmony with the best thought of the day in the labor movement.

It would be ideal, of course, therefore preferable, if labor could by the sole use of its own resources establish a universal eight-hour working day. But if past experience and the present outlook in the world of labor count for anything in determining the feasibility of reaching that goal thusly within the life-time of any one now living, the only conclusion possible is that it won't be done.

And why this rearing and balking at the idea of securing a universal eight-hour work day through legislation? Have not the great majority of the improvements of the workers' lot so far been secured through legislation? Indeed, the American Federation of Labor prides itself, and justly, too, on having been the chief instrument in winning these legislative victories for labor. Take away its record in that respect, and what would remain would not make an over-impressive showing. The fact is that the aims of labor always were, still are, and probably always will be, so greatly dependent on proper and just legislation for their realization, that possession of the law-making machinery of the State has ever been the first object sought in every revolutionary movement among the masses.

At that it will be comparatively simple to show that under present industrial conditions an eight-hour work day secured through legislation would advantage the workers a good deal more than one established in the ordinary way by some

organized craft. Unless a trade-union be 100 per cent. organized—and there are no such unions anywhere—it cannot force all employers to accede to its demand for an eight-hour work day. This will manifestly result in giving the unfair employer a trade advantage over the fair employer. By working his employes nine hours a day, say, he will be able to underbid the fair employer when both are bidding on the same contract. In this way he will secure for himself the lion's share of the business to be done. His establishment will run full time with a full complement of help. The fair employer, on the other hand, will be forced to lay off many of his employes for lack of work. After a while some of these, through the stress of hunger and cold, will be driven to seek work in the nine-hour establishment, even though it involve the repudiation of their union pledge. Necessity knows no pledge. The history of the labor movement is replete with instances of that kind.

Not so with an eight-hour work day established by law. It would apply alike to all employers, fair and unfair. Evasions of the law would be easy to detect; therefore seldom or never attempted. It would set free for use in other directions an immense amount of trade-union energy and time, now expended partly in conserving the eight-hour work day where it has already been established, but much more in trying to establish it elsewhere. These facts are so obvious to the ordinary understanding that they need but be pointed out to be conceded.

Speaking for the organized seamen we make no bones of confessing that what betterments of our lot we have thus far achieved, have in a great measure been secured through legislation. We are still at it, as witness the La Follette Seamen's bill. What is more, we shall expect as a matter of course that the American Federation of Labor will steadfastly continue its valuable and valued backing of our legislative program.

Coming still nearer to home we want to state for the benefit of those who may not know it that the Sailors' Union of the Pacific has been organized for nigh on to thirty years. As unions go these days it is reckoned a strong organization. It has been fortunate in the choice of its leaders. Its habitat is in a section of the United States where labor is generally conceded to be better organized than anywhere else. Yet, with all these advantages, the best the Sailors' Union of the Pacific has been able to do for itself up to date, in the matter of shortening the work day, has been to establish a nine-hour day in port. At sea its members are still legally obligated to work as many hours a day as the master may direct.

In view of these facts, how can we reasonably expect that the many millions of unskilled and but little skilled workers in this country will ever get the eight-hour work day without legislation? This body of workers numbers many times more than the entire membership of the American Federation of Labor. That they cannot be efficiently organized, when organized at all, is sufficiently proved by the fact that they are not. If they could be, the American Federation of Labor would, as a matter of plain duty, have done it long ago. Again, we ask, how are these helpless, un-

organized workers to get the eight-hour work day without legislation?

Now, these are questions that cannot be airily waved aside, or pooh-poohed as of no special importance. The labor movement is no stronger than its weakest unit. The tremendous aggregation of unorganized workers at the bottom is labor's weak spot. A universal eight-hour day would eliminate much of the weakness by creating an increased demand for labor. This, in turn, would tend to relieve, in a considerable measure, the uncomfortable pressure on the ranks of the organized workers due to the crowding by the great army of the unemployed.

Altogether, there are too many and weighty reasons why we should strive to secure a universal eight-hour work day through legislation, for us at this time to tamely abide by the mistaken verdict on the question by the American Federation of Labor. Every unemployed man and woman is a reason. If it be objected that it is conferring too much power on the government to allow it to regulate our working hours, the answer to that is: Let the workers own the government and run it for the benefit of all the people, instead of, as now, for the benefit of a small, privileged class of parasites. The American Federation of Labor can, if it will, do a great, a very great, deal toward that end.

Say, if your father had been insane and, while in that frame of mind, had contracted a great, uncalled-for debt, would you feel morally obligated to pay that debt? Of course you would not; and feeling that way about it you would, equally of course, not pay the debt.

The case is exactly analogous to that of those warring nations in Europe and elsewhere who are piling up huge debts for the sole purpose of perpetrating bestial, insane murder on a wholesale scale. These debts are nonchalantly left to be paid by generations yet to be born. If those generations are not tainted with the criminal insanity of this generation, they will as nonchalantly repudiate the debts. No man or nation is morally obligated to pay the debts of a lunatic when incurred with the full knowledge on the part of his creditors of his mental condition. And no money lender will ever convince a sane jury that he doesn't know or inwardly believe that war is the most horrible outrage on civilization which Satan himself could think of.

It is related that during one of the sessions of the recent A. F. of L. convention Andrew Furuseth registered a protest against the lack of drinking water in the convention hall. Delegate O'Connell, who was in the chair at the time, asked the convention to note that the kick was made early in the morning.

Now, what in thunder do you suppose the relator of that yarn could be driving at?

"Stop whining," exhorts a contemporary; "prosperity is here."

"Is here" suggests that our esteemed, etc., may have effected a corner in prosperity; which, haply, explains why the whining won't stop.

Spare the turkey and spoil the day.

STATE-OWNED SHIPS.

Our friends, the shipowners and their retainers, have during a number of years past had a great deal to say about "the rehabilitation of our merchant marine," "bringing the American flag back to the sea," "seeing the Stars and Stripes wave over our ships in every port in the world," and kindred imagination-stirring topics.

And, to give them due credit, they have not always confined themselves to mere declamation. More than once have their cohorts, fired with loftiest patriotism, and panoplied in an armor of unadulterated brass, made determined raids on the U. S. treasury for the wherewithal to make their dreams real. That they were beaten off in every instance only proves that it takes more than patriotism and brass to get money out of Uncle Sam. Except on rare occasions, when Wall Street slips one over on him, the old gentleman is from Missouri. You've got to show him that you know what you're talking about before he'll come across with the dough.

This the shipowners failed to do. To be sure, they are dead right when they insist that it takes money to build ships, and some more of it to keep 'em running after they're built. The axiom that the whole is greater than a part is not more incontrovertible. But where they made their initial mistake was in thinking that the Government ought to financially guarantee the success of their little enterprise, without sharing in its profits. Their second mistake was the assumption that the people would fall for the thing enthusiastically.

The fact is that the people of these United States have done about all the infant trust fostering they're ever likely to do. Their past experience in that line warrants the making of that statement. The idea of capitalizing the public treasury for private profit is becoming very unpopular. Any statesman advocating it hereafter will not be a statesman longer than it takes his constituents to get the hook out for him.

No, "the rehabilitation of our merchant marine," when it is undertaken, will be a strictly private enterprise, or it will be done entirely by the Government. That it will be undertaken, and that sooner than most of us think, the events of the last four months have now made certain.

The probabilities point strongly to the Government as the eventual rehabilitator. Private capital has proved its inability to successfully handle great transportation problems by its mismanagement of our railroads. The best informed men of the day are practically a unit in declaring that the only cure for the notorious shortcomings of our transportation system on land is Government ownership and operation. It's an open secret that this will be one of the leading issues which the next Congress will have to face. When private capital falls down on an undertaking of national scope and necessity, the Government has no option but to step into the breach and take hold of the undertaking. That the Government is able to manage public utilities efficiently it has conclusively shown. Indeed, it has shown that it can do so a great deal better than private enterprise ever knew how.

And if railroads, why not ships? Ships

are public carriers every whit as much as railroads. There is no essential element of difference in the functions of the two. Most of the great steamship lines serve as feeders to the transcontinental railroads, and vice versa. The international character and importance of modern travel and commerce have developed to the point where railroads and steamship lines have become the natural complements of each other. They must co-operate or both fail.

Therefore, when, as now seems certain, the Government takes over the railroads, it will at the same time be forced into the steamship business. That is, if it wants to make a success of the job. There can be no co-ordination of services so anti-thetic in principle as a public service carried on for profits, and one carried on solely for the public good and absolutely without profits. As Lincoln might have said, no business can long endure part public and part private.

That it is entirely beyond the capacity of private capital to restore our foreign-going merchant marine is proven by the good and sufficient fact that we have no such marine. The magnitude of the task exceeds the effective working limits of private capital. The muddled and disorganized condition of our railroads shows the folly of leaving the operation of public services to private enterprise. At that the railroads have not only been extravagantly subsidized and otherwise encouraged by the Government, but they have had practically no competition to contend with. How helpless then must not private capital be when addressing itself to such a gigantic task as the upbuilding of an efficient foreign-going merchant marine, with the whole world competing against us. No, that task can only be carried to a successful issue by the Government.

That the seamen of the country would welcome the advent of a Government-owned and operated merchant marine the JOURNAL is in a position to definitely affirm. Their attitude in the past on the subject of ship subsidies, and similar attempts at looting the public treasury by the shipping fraternity, has been one of unvarying opposition. The seamen also know to their sorrow what a miserable failure, from a workingman's point of view, a privately-owned merchant marine is and always was. On the contrary, they have good reasons to feel assured that if the Government—i. e., the people—owned and operated our merchant marine, all the demands embodied in the La Follette Seamen's bill would be granted, in addition to others now only tentatively entertained. Seamen likewise reason that with all profits eliminated from the service the Government could, and undoubtedly would, pay them sufficient wages to support in decency and comfort a wife and family. A home, in the full acceptance of that term, is about as possible of realization to a seaman under present conditions as would be any other old pipe dream. Yes, seamen are unqualifiedly in favor of public ownership and management of all public utilities, including and beginning with our merchant marine.

Capitalism must be destroyed ere we can have "peace on earth, good will to men."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 23, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping dull, the number of men around the hall increasing.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 16, 1914.

No meeting. Shipping and prospects poor.

R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Nov. 16, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 16, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 16, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 16, 1914.

Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 16, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 16, 1914.

No meeting. Shipping slack. Prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 16, 1914.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 9, 1914.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 19, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull, plenty of men ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 12, 1914.

Shipping slow; plenty of men ashore. Balloting on officers and delegates to the Convention was proceeded with.

LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Nov. 12, 1914.

Shipping dull; many men ashore. Balloting on officers and delegates was proceeded with.

HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Nov. 16, 1914.

Shipping dull; plenty of men ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention.

THOMAS BAKER, Agent.
27½ 2nd street, Bickle Bldg., Room No. 10. Phone Main 9731.

DIED.

Ben Swanson, No. 2198, a native of Norway, age 26, died at San Francisco, Cal., November 22, 1914.

James Moe, No. 722, a native of Norway, age 56, killed in Alaska, Seattle telegram, November 16, 1914.

DANGEROUS JOB.

England has discovered the most dangerous job in the world and she has found the right man for the place.

The most dangerous job is fishing for mines at sea and the person who fills it is the daring North Sea trawler-man, who leaves his shore cottage in a tiny schooner and comes back weeks later with a load of fish. Sometimes he doesn't come back. That's part of his reckless life.

Hunting for German mines is a very business-like occupation. Once away in the quarter where the mines are supposed to be laid the trawlers part off in pairs. A strong cable is stretched across from one boat to the other. In the middle of the cable there is a "kite," a huge triangular weight, which keeps the cable well down under the water; the trawlers then sail apart, and go across the tides, the weighted hawser sagging down between them.

The mines might lie 16 to 18 feet below the surface. That is about the depth of the vital parts of a battleship's engine-rooms, magazines and coal bunkers. A mine exploding there has a tremendous chance of doing deadly damage; if it occurred at a shallower depth the chances are that although damaged the ship would still remain seaworthy.

Perhaps for days the trawlers sweep across the tides without result. Life aboard is more deadly dull than before; there is not even the excitement of hauling the gear and cleaning the catch two or three times a day.

The skipper stumps round, filled with the pride of office, his hand returning at intervals to run along the trawl warp which stretches down like a silver band into the blue depths, to rise, a sagging, dripping thread to the other little boat running alongside many yards distant. The skipper's hand is a sensitive organ, hard and toilworn, but with the training of years he can distinguish at once the vibration of water from that caused by a foreign substance.

The mines are anchored from the bottom, and the passing cable cuts the mooring rope, which goes curling around the sweeping warp. The old man notices it at once. There is a sharp blast of his siren.

"Easy all!" he bawls across to his partner. They have struck a channel sown with death, and where there is one there are sure to be others. The trawlers slow down and steam apart. The connecting cable tautens, and slowly above the heaving water appears a small, shining sphere.

The blast of his siren has warned the watchful torpedo boat in the offing. She comes up full speed, her crew glad of the chance of something to do.

The deadly mine is thrown off to float on the bosom of the waters, and drifts away, such a tiny glistening atom to carry such terrible consequences. The cut-water of the torpedo boat makes a gleaming arc in the sun as she swings round for action. The trawlers fall away, and on the war vessel there is a flutter of white duck where the bluejackets are training a light gun on the mine. A crouching figure behind bends back, there is a bark, and a wreath of smoke from the boat's bow, and, in answering roar a huge column of water shooting skywards, the mine is exploded, dropping back into the seething cauldron of the sea in scat-

tered fragments, its deadly purpose frustrated.

Sometimes, of course, the mine explodes when the hawser breaks its mooring. It heels over with the shock of contact, and, before any one aboard the trawler is aware, there is the heavy boom of the explosion, while the trawler rocks and shivers in every bolt with the concussion.

But the effect upon the boat is no more than if she struck a soft sand bank; she loses her course, perhaps, but the skipper or his mate calmly ticks off the fact with the position.

Risk! Those bluff, square-built, blue-eyed sons of the sea will laugh at you. Their life is all risk. After all, it is only another kind of fishing. They fish for mines, instead of fish. And every trade has its risks. That is the philosophy of the mine-sweepers.—S. F. Daily News.

MAN MADE FOR WHAT?

Was industry made for man or was man made for industry?

If man was made for industry then it is just that industry should be the master and man the slave. It is just that 500,000 men and women should be killed and injured annually while they minister to the industrial deity; it is fair that women toil long hours for a pittance; it is right that humanity writhe in agony under the goad of the industrial taskmaster.

Or, on the other hand, if industry was made for man, then it is just that man should be the master and industry the slave. It is fair that any calling which crushes men's bodies, destroys the souls of women and little children, or takes a toll of life and joy greater than its contribution to the happiness of the community, should be reformed or abolished.

Two thousand years ago Jesus rebuked the Pharisees and justified His disciples—in these words: "The Sabbath was made for man and not man for the Sabbath." The world listens for the modern prophet who shall claim: "Industry was made for man, and not man for industry."—Scott Nearing.

NOT ON THE JURIES.

A lawyers' association has been investigating the jury system of Chicago, and finds that the working class is kept off juries. Among the juries selected in Chicago during a given time 215 were managers, 327 owners and presidents of companies, 135 foremen, 75 superintendents, 68 secretaries of companies, 67 merchants, 70 bookkeepers, 225 salesmen, 461 clerks and 80 agents, were called to serve on juries, but not an actual manual laborer.

The report shows that in 83 towns in Cook county outside of Chicago the same proportion holds. It probably holds, with slight variations, worse or better, all over the United States.

Yet the capitalists pretend that they have not drawn class lines. Yet they tell you the worker can get justice in the courts. But capitalism, like all criminals, is a hypocrite and a liar.

"The bear that walks like a man" seems also to have been doing politics in the same upright way. At any rate he has quite a number of alleged wise guys busy just now pulling his chestnuts out of the fire for him.

SLAMS AND BANGS.

All Capitalism wants is what you produce. All Socialism wants is that you keep what you produce.

"Fifteen women killed by a single shell in Libau."—Headline. That beats John D.'s Ludlow record, but the pious oil peddler is still six children ahead.

An old party editor asks, "Does suddenly acquired wealth bring unhappiness?" It does to those it is acquired from.

A preacher wants to remedy our industrial ills by prayer. Well, that's better than voting for the old parties and doesn't cost as much.

Verily I say unto you who fear lest ye "cast your votes away," what profiteth it a man that he save his vote and lose his own skin?

For those that sell, the tariff is nice, But for those that work, it cuts no ice.

An old party graft orator says: "In prosperous America the workers want nothing." They've certainly voted the right way to get it.

A railroad president says government ownership of railroads will "hamper the business of the country." It'll hamper the swindling business of the country, all right.

The biggest Dubb of them all is the working man who still thinks he has a chance to become a millionaire.

Couldn't that explorer who went to Africa to get samples of monkey talk have achieved better and less expensive results by subscribing to the Congressional Record?

Minority leader Mann says one step toward prosperity is to put the tariff back where it was before the last election. Another step toward prosperity is to put Mr. Mann back where he was before his first election.

The war lord cannot hang on forever; but the landlord keeps up his siege of your pocketbook, day and night, year in and year out.

The workers spin and brew and bake And the bosses grin and "stew" and take.

When John D. casts his bread upon the waters he expects it to return to him before many days in the form of more dough.

The ruling class may change the prevailing form of industrial slavery but it will never abolish industrial slavery of its own free will.

A burnt child dreads the fire, but a stung voter always comes back for more.—Ex.

American railroads are a splendid example of private enterprise. It is admitted that they are practically bankrupt, that they cannot pay the interest on their bonded indebtedness. Great is private ownership!—Ex.

THEY LIKE IT.

The people like Government service. They have shown they do by their attitude toward the parcel post—the only thing that has been done for the farmer for years.

Postmaster-General Burleson announces his astonishment at how this department has grown. During the past year more than 70,000,000 parcels were sent. The European war caused a marked falling off in other branches of the mail service, but the parcel post increased its work enormously.

The Postoffice Department ordinarily does not advertise. It is not necessary for it to advertise when it has a monopoly of the carrying of letters. But the farmers of America have called on the department to advertise the parcel post at county and city fairs. It was needful because the Government has not yet assumed a monopoly of carrying parcels, and the farmers wished others to know how far the Government system surpassed the private system. Responding to the call of the farmers, exhibits were the past year made in more than 700 fairs.

It is now proposed to enlarge the amount that may be sent by parcel post in all zones to 100 pounds. The Postmaster-General announces that an effort is being made in Congress to prevent the extension of the service. Private interests are opposed to anything that interferes with their profits and serves the people. Farmers should use the parcel post more, and should serve notice on their Congressmen to keep their hands off the service. Show that you intend to rule Congress between elections.—Ex.

JADED APPETITES.

A recent advertisement of a well-known New York restaurant announced: "Whether it is in luncheon, dinner or supper, you will find in our menu of delicious cold specialties, ready for your selection at our buffet in the main dining room, creations to tempt the most jaded of appetites."

It is comforting to know that the grossly overfed man or woman need not starve. When the appetite fails through constant indulgence, it can be tempted to new excesses by these "delicious cold specialties," and so enough nourishment may be secured to preserve life.

It is indeed a pitiable spectacle to see the forlorn victim of piggishness sadly regarding a menu that can no longer entice him to abuse his stomach. Let him now take heart and visit the restaurant that has learnt how to "tempt the most jaded of appetites."

It is a noble work that this restaurant is doing: one well worthy of our civilization.

But who will tempt the unjaded appetites of the slum dwellers?—The Forum.

To every man, no matter what his rank or station, there belongs, along with the right to live, the right to organize—to associate himself for a legitimate purpose with others of the same class or kind, or habit of thought, for mutual help and self-protection. It is an inalienable right of which no human power, however strong, may lawfully strip him. It is inherent in his nature as a social being—living, walking, acting among and with other men.

Wages are a perpetual reminder of man's inferiority to man. When all men are equal, there will then be no necessity for them.

ARE HUMAN, AFTER ALL.

The human race cannot be said to have advanced very far along the path of civilization when millions of men in Europe are fighting and slaughtering one another and don't know why. Somebody tells them to fight and they fight, that's all. That the soldiers of the opposing armies have no quarrel with one another is shown in the following letter from a German soldier to his wife:

"Dear Wife:— . . . It had become dark and the French had already honored us with their 'evening blessing.' That is what we call their habit of breaking off the battle at about 6 o'clock with a storm of about five hundred heavy shells sent in all directions in which they believe us to be. A company was just about to form in line for supper at the field stove when suddenly a form appeared above the enemy's trenches and waved a white cloth.

"It was a French captain, who slowly came nearer. An officer went out to meet him, and the French officer asked, in broken German:

"'Have you enough to give my men something to eat, too?'

"The counter question as to how many men he had, he answered with:

"'About a hundred.'

"He was told to bring his men over and did so immediately. They put aside their guns and took part in the meal of their German comrades about the field stove. The captain explained they had not had anything in their stomachs for four days and that, under such circumstances, further fighting was utterly impossible."—Ex.

STATESMEN AT WORK.

Did you hear that? The Administration is going to prevent monopolization of the coal industry in Alaska. Wouldst thou know by what means? They are going to lease the coal lands to private operators for 50 years. These operators must pay the Government two cents a ton. Two cents, understand. All of two cents a ton. The proceeds are to reimburse the Government for building the Alaska railroad that will enable the private companies to make money out of the coal. Great heads had those fellows who devised the scheme. The trusts should give them employment as soon as the people get through with them, and doubtless will—out of gratitude.

But that isn't all. Listen. The Government is going to retain enough coal lands to do mining on them for the Navy. The wise-aces thus admit that governmental mining can be done, and that it would be a benefit for the Government to do it; but they are not going to do it for the whole people. Not they. They prefer to lease the mines for 50 years for royalty of two cents a ton. When will you wake up, Henry?—Ex.

A business man says that Parliament before legislating on business questions should get the views of business men of the country. All right; here they are: "Smash the unions. Reduce wages. Raise prices. Kill Socialism. Jail agitators. Now trot out your legislation."—Clarion, London.

If you ask, "Why is war?" you may as well ask "Why is commercialism?" One system brings the other. Only the abolishment of commercialism will abolish war.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

"The oxygen may be given through a breathing bag from a cylinder having a reducing valve, with connecting tubes and face mask, and with an inspiratory and an expiratory valve, of which the latter communicates directly with the atmosphere.

"No mechanical artificial resuscitating device should be used unless one operated by hand that has no suction effect on the lungs.

"Use the Schaefer or prone pressure method of artificial respiration. Begin at once. A moment's delay is serious.

"Continue the artificial respiration. If necessary, continue two hours or longer without interruption until natural breathing is restored. If natural breathing stops after being restored, use artificial respiration again.

"Do not give the patient any liquid, until he is fully conscious.

"Give him fresh air, but keep his body warm.

"Send for the nearest doctor as soon as the accident is discovered."

The President Approves.

President Wilson has declared he is in hearty accord with the movement against tuberculosis, and has written the following letter to officers of the National Association for the Study and Prevention of Tuberculosis:

"I know that I need not assure you of my very profound interest in and sympathy with the work of the National Association for the Study and Prevention of Tuberculosis, and I am delighted to know that you feel encouraged by the results of its efforts. I sincerely hope that November 29, the day which you have designated as Tuberculosis day, will result in awakening the people of the United States still further not only to the necessity, but to the perfect feasibility of arresting and preventing this terrible disease."

A number of Governors are issuing proclamations on the Tuberculosis day campaign, calling on the churches and schools to unite during the week of November 29 in an educational campaign against tuberculosis. The movement is not for the purpose of raising funds, but simply to bring to the people all over the country the essential facts with reference to the treatment and prevention of tuberculosis.

Child Labor Is Measured.

A pamphlet, "The Extent of Child Labor Officially Measured," based on the latest federal report, has been issued by the National Child Labor Committee to show the amount of child labor in this country. The census volume gives figures for children between ten and fifteen years old, omitting all figures for children under ten, making the total number of child laborers as 1,990,225. If the children under ten were included, the figures would undoubtedly be 2,000,000.

Attention is called to the need of protection for the children working at agriculture, who are often thought to be employed under better conditions than mill hands. Children employed in the Maryland, Delaware and New Jersey berry and vegetable fields, and in the Texas cotton

fields, are cited as examples of agricultural laborers who work under unfavorable conditions, and who, according to the testimony of school authorities, are receiving little or no education or industrial training.

Of the 895,976 children under fourteen at work, 582,381, or 65 per cent., are employed in the eight States where there is no fourteen-year age limit for work in factories, or in the ten other States where the fourteen-year limit is weakened by exemptions. The passage of the Palmer-Owen bill to be considered at the next session of Congress and which is intended to prohibit interstate commerce in the products of child labor, would greatly reduce the number of children under fourteen at work in factories in these States, and is therefore eagerly sought by the opponents of child labor.

Other children who would be affected by the passage of the Palmer-Owen bill are those between fourteen and sixteen who are allowed to work at night in thirteen States, who work eight hours a day in twenty-eight States, and who may be employed in mines in nineteen mining States. There are only nine States in the Union which have all the provisions of the Palmer-Owen bill, so that its passage would greatly reduce the amount of child labor and make the number of child workers given in the next census much less than 2,000,000.

Wage Increase Rejected.

Glove manufacturers in Gloversville, N. Y., whose employes are on strike, have rejected the proposal of the State Board of Arbitration and Mediation that a 15-cent increase be given their workers. The strike began on August 21 and was participated in by all the 1,500 glove cutters, which has involved about 15,000 other workers, and was occasioned by the refusal of the manufacturers to grant an increase in the piece price of cutting gloves of 25 cents a dozen on men's and boys' gloves and of 20 cents a dozen on women's gloves. While the board recommended a 15-cent increase, it stated that the first request of 20 and 25 cents did not seem exorbitant. Several manufacturers have lately conceded an advance on the basis recommended by the board.

In a public statement issued by the strikers, they say:

"The committee of the manufacturers have now placed themselves on record as being the first body of manufacturers in any industry in turn down the State authorities in their endeavors to settle a wage strike, thereby bringing industrial peace to the community.

"The position the manufacturers have taken in rejecting the State's recommendation, is one that is dangerous to the welfare of the citizens of Fulton county in many ways.

"The strikers' committee have pledged themselves to the county authorities to do all in their power to prevent violence in any form. The manufacturers, by their arrogant action, seem to be doing everything in their power to provoke men, thereby causing violence in the community."

At last we know what is meant by "rumors of war." It is the home-made war news featured by the newspapers in big type on days when bona fide news is scarcer than usual.

WHAT JEFFERSON SAID.

The liberty of speaking and writing guards our other liberties.

Under the law of Nature we are all born free.

The mass of mankind has not been born with saddles on their backs, nor a favored few booted and spurred, ready to ride them legitimately, by the grace of God.

Political interest can never be separated in the long run from moral right.

It is better to abolish monopolies in all cases than not to do it in any.

If a nation expects to be ignorant and free, in a state of civilization, it expects what never was and never will be.

Put it out of the power of the few to riot on the labors of the many.

That government is the strongest of which every man feels himself a part.

The right of self-government does not comprehend the government of others.

Take not from the mouth of labor the bread it has earned.

This corporeal globe and everything upon it belongs to its present corporeal inhabitants during their generation.

Our Creator made the earth for the use of the living and not of the dead. Those who exist not have no use or right in it, no authority or power over it.

The earth is given as a common stock for man to labor and live on.

I am not among those who fear the people. They and not the rich are our dependence for continued freedom.

Error of opinion may be tolerated where reason is left free to combat it.

The most sacred of the duties of a government is to do equal and impartial justice to all its citizens.

The principle of spending money to be paid by posterity, under the name of funding, is but swindling futurity on a large scale.

Laws and institutions must go hand in hand with the progress of the human mind. Institutions must advance also and keep pace with the times.

Reformation is more practicable by operation on the mind than on the body of man.

Whenever there is in any country uncultivated lands and unemployed poor, it is clear that the laws of property have been so far extended as to violate natural right.

I have not observed men's honesty to increase with their riches.

Continue to go straight forward, pursuing always that which is right, as the only clue which can lead us out of the labyrinth.

Principle will in most cases open the way for us to correct conclusion.

From the nature of things, every society must at all times possess within itself the sovereign powers of legislation.

The capitalist conception of government excludes from its functions every activity that would abolish private profit. In other words, government instead of being an instrument of the community, must confine itself to being a tool and weapon of the capitalists to insure them a free and unlimited field for private exploitation. If it goes beyond that, or limits it in any way, it becomes "paternal" and "socialistic."—New York Call.

Demand the union label upon all purchases!

LIST OF NEW SHIPS.

The Bureau of Navigation, Department of Commerce, Washington, D. C., reports 100 sailing, steam, and unrigged vessels of 21,724 gross tons built in the United States and officially numbered during the month of October, 1914, as follows:

	Atlantic and Gulf	Porto Rico	Pacific	Hawaii	Great Lakes	Western Rivers	Total
	No. Gross	No. Gross	No. Gross	No. Gross	No. Gross	No. Gross	No. Gross
Wood							
Sailing	5 132						5 132
Steam	28 634		7 252		16 278	9 206	60 1,370
Unrigged	19 5,916		1 35		3 286	4 48	27 6,285
Total	52 6,682		8 287		19 564	13 254	92 7,787
Metal							
Sailing							
Steam	5 13,787				3 150		8 13,937
Unrigged							
Total	5 13,787				3 150		8 13,937
Totals							
Sailing	5 132						5 132
Steam	33 14,421		7 252		19 428	9 206	68 15,307
Unrigged	19 5,916		1 35		3 286	4 48	27 6,285
Grand total...	57 20,469		8 287		22 714	13 254	100 21,724

The largest steel steamers included in these figures are:

Name of vessel	Gross	Where built	Name of Owner
Great Northern.....	8,255	Philadelphia, Pa.	Spokane, Portland & Seattle R. R. Co.
Gulfstream	5,188	Camden, N. J.	Gulf Refining Co.

From other sources than construction 31 vessels of 98,608 gross tons were added to the merchant fleet as follows:

These vessels were officially numbered in accordance with the act of August 18, 1914.

Rig	Name of Vessel	Gross	Where built
St. s.	Calamares	7,782	Belfast, Ireland.
St. s.	Tenadores	7,782	Belfast, Ireland.
St. s.	Pastores	7,781	Belfast, Ireland.
St. s.	Edward L. Doheny	6,170	Walker-on-Tyne, England.
St. s.	Sacramento	5,692	Newcastle, England.
St. s.	Santa Marta	5,013	Belfast, Ireland.
St. s.	Carillo	5,012	Belfast, Ireland.
St. s.	Howick Hall	4,922	Port Glasgow, Scotland.
St. s.	Herbert G. Wylie	4,292	Walker-on-Tyne, England.
St. s.	Norman Bridge	4,288	Newcastle-on-Tyne, England.
St. s.	Saramacca	3,283	Amsterdam, Holland.
St. s.	Suriname	3,274	Amsterdam, Holland.
St. s.	Marowijne	3,191	Belfast, Ireland.
St. s.	Llama	3,189	Newcastle-on-Tyne, England.
St. s.	Charles E. Harwood	3,178	Walker-on-Tyne, England.
St. s.	Wico	2,748	Low Walker-on-Tyne, England.
St. s.	Santa Clara	2,584	South Shields, England.
St. s.	Orleanian	2,293	Whitewich, Scotland.
*Sch.	France Marie	1,994	Havre, France.
*Sch.	Glenlui	1,934	Liverpool, England.
Shp.	Rhine	1,690	Greenock, Scotland.
Bk.	Pilgrim	1,629	Port Glasgow, Scotland.
Shp.	Timandra	1,579	Port Glasgow, Scotland.
Shp.	Pass of Balmaha	1,571	Glasgow, Scotland.
Shp.	Brynhilda	1,502	Glasgow, Scotland.
Bk.	Anna Maria D'Abundo	954	Castellamare, Italy.
*Sch.	Tuxpam	869	Port Glasgow, Scotland.
Bkn.	Skoda	744	Kingsport, N. S.
*Sch.	Panuco	646	Sunderland, England.
Bkn.	Stranger	623	Bridgewater, N. S.
Sch.	W. H. Baxter	399	Canning, N. S.

NEW KIND OF LIFE-BOAT.

One of the most thoroughly equipped life-boats that ever put to sea left New York recently for a trial spin to Europe. The test voyage was abandoned, however, on account of the outbreak of the European general war. The new life-boat is the "Lundin." It is a 36-foot gasoline-engine-driven launch, and it is designed so fully to meet all emergencies that it might well undertake a trip around the world. Among other of its features it is furnished with a three-plate electric stove, a six-volt gasoline engine starter, incandescent cabin lamps, a 7-inch searchlight, and a wireless plant. It would be a pleasure to be saved in such a boat. It was explained that electricity was chosen for lighting and cooking in order to eliminate any danger of explosion or fire brought about by gasoline vapor coming in contact with exposed flames. Moreover, electric equipment is clean, convenient, and sparing of room. A single generator furnishes the energy for all the launch's varied electrical apparatus. The boat is wired with 110-volt circuit lamps which are fed with energy directly from the generator. The little boat's wire-

less plant has a sending radius of from 50 to 100 miles, and can receive messages from a distance of between 400 and 600 miles. The "Lundin" is to be sent to the San Francisco Exposition by the way of the Panama Canal.—Mariners' Advocate.

TWAIN'S "WAR PRAYER."

Mark Twain pictures a regiment gathered in a church on the eve of departure for the front. The War Prayer is offered as follows: "O Lord, help us to tear the soldiers of the foe to bloody shreds with our shells; help us to cover their smiling fields with the pale forms of their patriot dead; help us to lay waste their humble homes with a hurricane of fire; help us to wring the hearts of their unoffending widows with unavailing grief. Blast their hopes, blight their lives, water their way with their tears."

The worker who thinks he is free because he is not bound with his organized brothers will find out that he is carrying a load vastly more burdensome in the thralldom of organized capital.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. 'Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Texas barbers have completed a State organization.

Coopers at Portsmouth, N. H., have secured an eight-hour day.

The Industrial Relations Commission will begin an investigation of the Colorado coal strike situation at Denver, December 1.

The Typographical Union of San Francisco has instructed its officers to make a report on out-of-work conditions, the same to be submitted to a referendum vote of the membership in an effort to decide whether the union will establish an out-of-work benefit fund.

Trades unionism in the Imperial Valley, California, is growing, both in numbers and sentiment. A central body has been formed and preparations are being made by several recently organized locals to secure charters from their respective international unions.

The Pennsylvania State Department of Public Instruction states that the enrollment at free schools for miners throughout the anthracite region shows an increase over last year. Through this course of instruction these workers are aided in the securing of mine foremen's certificates.

Among the resolutions introduced by Paul Scharrenberg, Secretary of the California State Federation of Labor, in the annual convention of the American Federation of Labor, was one advocating Government ownership and control of manufacture of all munitions of war. Another resolution sponsored by Mr. Scharrenberg was that advocating an international office employees' union.

The new wage scale of the San Francisco Machinists' Union, which provides for a \$5 per day rate on work in the Exposition grounds, has been approved by the Labor Council. The present rate is \$4 per day on inside work and \$5 for outside work.

Street-car men in Indianapolis have been enjoined from going on strike by a temporary injunction issued by Federal Judge Anderson. The order is to be in effect until there is a decision of the petition for a permanent injunction.

After a two weeks' strike, the Wichita Falls (Tex.) Laundry Workers' Union has won its demands and all employees have returned to work. When negotiations were opened, the workers conceded many points, except recognition of their union. The walkout was so effective that the workers, in their final contract, secured every concession they desired. Those who handled the strike state that the settlement is a better one than originally proposed by the laundry employees.

A new contract, signed by the Fort Worth Record Publishing Company and the Mailers' Union of that city, illustrates the difference between union and non-union conditions. Formerly these men worked seven days a week for a minimum rate of \$8 with no pay for extra time and no limit to the day's work. The new contract calls for a minimum of \$15 per week for a six-day week, and an eight-hour day. Price and one-half will be paid for overtime. The apprenticeship question is regulated, and provision is made for the examination of apprentices after the first six months to see if they possess mailer qualifications.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Monson, Martin
Alonzo, Julius Maas, R.
Anderson, Fritz Marx, T.
Anderson, J. -330 McPherson, James
Brown, Peter Mikkelsen, M. D.
Bruce, Robert Monroe, Wallace
Backman, P. Moore, Wm.
Baylor, Louis Nelson, Oscar
Brown, Geo. W. Nielsen, Harold O.
Crosley, J. Nygard, Olaf
Carlson, John -861 Nielsen, P. L.
Carlson, Gus Nielsen, Bernt
Christensen, Christ Neilsen, Oscar J.
Christensen, Fred Neilsen, Ed.
Cotreau, A. Nord, Karl
Denton, E. L. Norlin, George
Daly, W. O. Oie, Johan
Die Christ, O. Olsen, J.
Doddy, C. W. Olsen, C.
Doughty, G. P. Omholt, L.
Engstrom, Carl Osterhoff, H.
Erikson, Erik Orstad, Christ
Erikson, H. -837 Olson, C. -584
Espedal, John Olson, O. P. -1141
Everts, John Okhuysen, J. H.
Fones, Ingvald Olsson, E. -597
Fugelli, O. Ostman, M. -1243
Fjellstad, K. M. Putta, Walter
Franz, A. Paaso, A.
Granqvist, C. O. Petterson, Harry
Green, Dan Petersen, Olaf B.
Hansen, Olaf Parrotta, Peter
Halversen, Hans Pakko, Emil
Helmstrom, J. A. Perry, Robert
Hansen, C. B. Petterson, Carl
Hermansen, Gustaf Rasmussen, E. S.
Jacobson, Tongils Rasmussen, Olaf
Jensen, G. T. Ramstad, L.
Jensen, H. Rasmussen, Vigo
Jensen, Jens Ranjaid, G. F.
Jensen, L. Rosen, E. H.
Johansen, Geo. W. Rogers, W.
Johnson, Jacob Storfald, Hjalmer
Jorgensen, Agge Stone, N.
Jensen, John Frank Svendsen, E.
Jacobsen, Oscar Sverd, C. P.
Johanson, Alfred Sweeting, J.
Johnson, Hilmer Staff, C.
Johnson, A. W. -2186 Sampson, C.
Koch, W. Samuelsen, L. -1316
Kristensen, Magnus Smith, T. J.
Kruze, Charlie Scott, J. S.
Lapauble, J. Sorensen, E.
Lamb, Herbert Sanger, E.
Lof, Oscar Stolsvik, J.
Larson, Harry Thompson, W. N.
Larsen, Conrad Valdey, P.
Lee, Jens Wallace, A.
Llevendal, Gust Wold, J. J.
Lynn, Charlie Weigeland, Sigfred
Mathisen, Sigurd Wickstrom, Anton
Mortensen, J. R. Xokavulron, A.
Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Headquarters For
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Room 4187 ARCADE BUILDING
SEATTLE, WASH.

Next door to Master Mates and Pilots
Conducted by CAPT. H. S. SMITH,
Who for four years was Assist. Ins. of
Steamboats in Seattle

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emll Line, Victor
Dobbin, H. Murphy, Daniel
Doering, E. W. Nyhagen, Julius
Hansen, Johannes Ogilvie, Wm. A.
Iversen, Iver Olsen, Martin E.
Johansson, Charles Paterson, John
Johannsen, Christian Pearson, Fred
Karthauser, Otto Sweeting, Jack
Linea, W. Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton Lawrence, Harry
Haldorsen, Adolf Olsen, Alvind B. K.
Ingebrethsen, Alfred Thorsen, Fredrik N.
Lomas, Richard

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnson, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.
Anderson, Otto
Bruce, Otto
Beuter, H.
Carlsen, Herald
Christensen, C. A.
Christensen, Otto
-1223
Dolany, Willie
Doua, C. W.
Dully, Thomas
Elaesen, Sam
Ericson, O. H.
Felsch, Henry
Fujun, F.
Gundersen, Andrew
Grandstrom, N.
Hastors, C.
Hawkins, Fred
Hecher, W.
Krause, Ernst
Kjiew, Magnus
Kikun, Alexander
Larsen, Alexias
Larsen, Knut C.
Larsen, Martin
Lindeman, K.
Leine, Viktor
La Boye, M.
Lyle, Alex.
Masters, C.
Melder, Johan
Meyerdierk, Heinrich

Michaelsen, John
Moller, Anders
Moller, L.
Martensen, H. C.
McConnell, D. C.
Meyer, Ch.
Melts, John
Niemeta, John
Olsen, Olive J.
Osborn, Chas.
Pedersen, Mathis
Palmer, Jas. H.
Pensgaard, Emil
Peterson, T. G.
Rod, Halfdan
Rytke, Otto
Sorensen, Peter
Schmidt, Louis
Saer, E. A.
Schmidweg, Andrew
Staad, Claude
Swansen, John
Sweeting, Jack
Snyder, Jack
Tukkanen, J.
Tully, A.
Tanford, B. A.
Thomel, Martin
Wilson, R.
Westergren, C. W.
Widersen, Ernst
Wheeler

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Batchall, Alex
Bleezings
Bowen, J. J.
Bergman, L. J.
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Flotten, James
Gronros, Oswald
Hansen, Ove Max
Hylander, Gustaf
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Kustel, V. J.
Kaiser, Fred
Melder, Albert
Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Olsen, Oswald -1059
Olasen, Chas.

Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Rod, Sakarias
Salstad, O. N.
Schultz, Axel
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.

Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.
Olasen, Chas.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Home News.

The total number of national and international congresses and conventions to meet in San Francisco the coming year is more than 300.

Mrs. Frances Munda, Democrat, of Yavapai County, will be Arizona's first woman State Senator. In the last election she led the entire Democratic ticket, defeating her Republican opponent by 600 votes.

The full crew bill, recently voted upon as a proposed amendment to the constitution of the State of Missouri, was defeated by a vote of more than two to one, according to complete returns from every county in the State.

Four sailors of the United States Navy who saw service at Vera Cruz and who are now recuperating in the hospital at the Brooklyn Navy Yard, appeared in a police court in New York as complainants against employees of a Broadway theatre, who, they charged, had refused to admit them because they were wearing uniforms.

A refining plant to cost \$1,000,000 is to be built by the Anglo-Mexican Petroleum Products Co. in New York Harbor, presumably on Staten Island. Heretofore the company has sold crude oil only, but its management desires to enter the field for refined products. The company recently secured a waterfront terminal near New Orleans on which it is building a tank farm and refinery at a total cost estimated at between \$250,000 and \$500,000.

The Cincinnati Chamber of Commerce has started a move to build up the Ohio National Guard by urging that business men pledge themselves to pay the wages of employees who join the militia when they spend their annual vacation in encampments. Already twenty-five Cincinnati firms have agreed to the proposition. The recent "patriotic" performances of the militia in West Virginia and Colorado has served as a powerful reminder to the business interests where their interests lie.

Stephen McFarland, president of the New York branches of the United Irish League of America and of the Irish Volunteer Fund, has warned the public interested in home rule for Ireland to have nothing to do with James Larkin, the Irish labor leader who arrived in this country recently. Larkin is described as a "revolutionary Socialist" and a "well-known enemy of home rule." The statement is signed by Mr. McFarland, Jeremiah Lawlor, secretary, and John P. Hayes, financial secretary.

Various abortive attempts have been made on different occasions to send to South America a delegation of American business men in a specially chartered steamer. Another such scheme is now on the tapis and this time the identity of the interests back of it make it more likely to be followed by practical results than its predecessors. The enterprise is fostered by the Fidelity Trust Co. of Baltimore, who have chartered from the International Mercantile Marine Co. the American steamer "Finland," which it is intended to despatch from New York January 27 next and from Baltimore January 29 for San Juan, P. R., thence to Brazil (five ports), Montevideo, Buenos Aires, Valparaiso, Antofagasta, Mollendo, Callao and home via Panama Canal, calling at Kingston, Ja., and Havana; the cruise ending at New York, May 1, 1915.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing and Renting

ABERDEEN

WASHINGTON

Phone 342

Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up
208-12 HERRON STREET

Aberdeen,

Washington

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Domestic and Naval.

Broughton Strait, near Vancouver Island, has been closed to navigation on account of the war.

The new Japanese steamship "Tokushima Maru," 3,753 tons, will probably be the first steamer flying the Japanese flag to take cotton from Galveston through the Panama Canal. The "Tokushima Maru" is booked for a sailing out of Galveston during late November, the cotton probably going to Kobe.

It is notified that all applications for British Admiralty charts must be accompanied by a statement as to the purpose for which such charts are required and their intended destination. On no account must charts be supplied, either directly or indirectly, to Germany or Austria, or to subjects of these countries resident elsewhere.

Commencing December 5, 1914, the United Fruit Company will inaugurate a direct weekly freight and passenger service between New York and Havana. This service will be performed by the new steamships, "Pastores," "Tenadores," "Calamares" and "Carillo," leaving New York Saturday noon and due at Havana Wednesday morning, leaving the following day for Colon, Bocas del Toro and Limon and return via Havana.

The agitation in shipping circles following immediately on the outbreak of the European war has largely subsided and conditions are becoming nearly normal again. It has been declared that the movement of freight is steadily increasing and steamers sailing recently have had good cargoes. With the exception of Germany, Austria and some points contingent upon the navigation of the Bosphorus, merchandise is moving unhampered in all parts of the world.

Bermuda merchants have formed the Bermuda-American Steamship Company, which has chartered the "Oceana," one of the first foreign-built vessels to receive American registry. The first sailing from New York will be early in December and there will be a round trip once a week. The colonial government will pay a monthly subsidy of \$5,000 for the six months of charter. The "Oceana" is of 8,790 tons, with capacity for 8,000 barrels, 40,000 cubic feet refrigeration space, and 600 first-class passengers. This is the first steamship service to operate between New York and Bermuda under the American flag since the year 1876. Mr. C. L. Dimon and associates are at the head of the enterprise on this side.

Up to October 31st, a total of seventy-six vessels, having an aggregate tonnage of 271,526 gross, were registered under the American flag, taking advantage of the amendment to the Panama canal act which prohibited the registry of foreign built vessels more than five years old. The increase in the American merchant marine placed the United States ahead of Japan in the matter of vessels used in transoceanic voyages. With Germany losing more than 300,000 tons of merchant ships as a result of the war, the mercantile marine of this country may pass that of Germany in volume. Tonnage formerly flying the British flag made up the majority of the vessels recently admitted to American registry. Three Belgian and six German ships are among vessels given permission to fly the Stars and Stripes.



WORKSHOP
Room 325

CUTTING DEPT.
Room 327

SALES DEPT.
Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Aibertson, Chris
Allen, James
Andersen, August
Andersen, Nela
Anderson, Axel
Anderson, A. -1447
Anderson, Hilding
Anderson, H. J.
Anderson, Johannes
Anderson, S. A.

Backman, Paul
Baro, Sevrin
Bauer, Andrew
Beausang, Eugene
Beimel, Peter
Benson, Severin
Berling, John B.
Bergsten, Ragnvald K.
Bergstrom, Frank
Bird, Christopher
Blackwood, R. H.

Callon, Josh.
Carlera, Pete
Carlsen, Carl
Carlson, Livik
Carlson, John
Carlson, Julius
Carlson, P. S.
Carlstrom, John
Cellan, John
Cesnen, Max
Christensen, H. P.

Davis, John
Davis, Frank A.
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Dempsey, H.

Eby, Ivar. D.
Eckart, T. G.
Eckhoff, Otto
Edolf, K.
Egelhoff, Fred
Eggers, John
Ehlert, A.

Ehlert, Ernest
Eklund, John
Ellis, E.
Elofson, John
English, John

Falborn, John A.
Fischer, Wilhelm
Gabrielsen, Elling
Gjalsdal, Elling
Gordon, Geo.
Grabower, Martin
Granstrom, Nestar
Gravitt, Carl
Griffall, Peter D.

Haak, Reinhold
Hakanson, John
Haldin, F.
Hall, S. C.
Hallen, Victor
Halvarsen, H.
Hammargren, Oscar

Hannus, Alex.
Hannus, Aug.
Hansen, E.
Hansen, C. T.
Hansen, Henry
Hansen, H. G.
Hansen, J. -2156
Hansen, Karsten
Hansen, Marius
Hansen, Olaf

Hansen, O. R.
Hansen, Thos. -2383
Hanson, W. H. C.
Hardrup, Axel
Harmening, Fred
Harrison, Frank
Ikivallo, Gus

Jaede, Hans
Jamsch, Ed W.
Jansen, Henry
Jansen, H. E.
Jarl, Chas.
Jenkins, John B.
Jensen, Carl

Jensen, C.
Jensen, George
Jensen, Hans
Jensen, Oscar
Johannessen, Anthon
Johansen, C. -804
Johansen, Johan
Johansen, Louis

Kaktin, Edward
Kalkin, Fred
Kalin, Ed.
Karlsen, Jakob
Karlsen, Martin
Karsten, Hugo B.
Kaspersen, Henrik
Kimera, Herman

Kindlund, Otto
Kittlesen, Alfred
Klette, Ernst
Klotz, Arne
Knoblauch, Eugen

Kohne, Ernst
Kolbe, Albin
Kalodzig, George J.
Kramer, Fred
Kremer, Sigurd
Krishjan, A. W.
Krishjan, Karl
Kristiansen, L. P.
Kristiansen, Hans

Kroeger, Henry
Kruger, Gustav
Krusman, C.

Anderson, S. M.
Anderson, Tommy
Anderson, Victor
Andreasen, A. -1635
Antonsen, Marius
Apsas, Fred
Arntsen, Julian
Aronson, Albert
Attel, Alf
Azarar, D.

Bloom, Charles
Blumel, W.
Boers, M.
Borgen, John
Boy, Geo.
Brusbard, E.
Bryan, John
Brynjulfsen, H. B.
Burndez, Charles
Buse, D.
Bye, Fernando
Bynum, Joe

Christensen, Martin
Christensen, Willi
Christiansen, L. P.
Clausen, Chr.
Cockell, Frank
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Cord, Pete
Costa, Casimiro

Des Hayes, F.
Digman, Carl A.
Dixon, John
Downey, James
Drager, O. F.
Drenkhahn, M.

Enokson, Marcus
Eriksen, Bernhard
Erickson, C. A. -844
Erikson, E.
Erikson, G.
Erikson, Konrad
-333

Erickson, J. E.
Ervin, Arthur H.
Eskildsen, Nils P.
Evans, Stanley C.

Fredholm, Falke
Frieberg, Peter
Groth, John
Gulbransen, Bjorn
Gunderson, K.
Gutman, Charles
Gutseman, Leo
Gynther, John

Haskins, C.
Heckel, Max
Heckman, Fred
Helnius, Oscar
Helsten, Carl
Henricks, H.
Hensen, J.

Hetebrugge, Walter
Hewitt, Peter
Hiltwood, A. S.
Hoffman, Jack
Hogan, A.
Hogelund, Andrew
Hogstedt, Charles
Hole, Sigvald
Holend, E.

Holst, R.
Hovring, H. J.
Howard, O.
Hubner, C. F. W.
Hultberg, Ernest
Husby, Lars
Huse, Ed. R.

Hyde, Carl
Irwin, Robert

Johansen, Thos. W.
Johanson, Alfred
Johanson, Carl
Johanson, Steve
Johansson, A.
Johansson, C. -1908
Johnson, Einar

Johnson, C.
Johnson, D.
Johnson, F. -1723
Johnston, P. E.
Johnson, Pete
Jones, Berthon
Jonsen, H. -2213

Kohne, Ernst
Kolbe, Albin
Kalodzig, George J.
Kramer, Fred
Kremer, Sigurd
Krishjan, A. W.
Krishjan, Karl
Kristiansen, L. P.
Kristiansen, Hans

Kroeger, Henry
Kruger, Gustav
Krusman, C.

Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

Lake, F. -1670
Lapouble, J. P.
Lapachies, Edward
Larsen, Anton
Larsen, F. S.
Larsen, George L.
Larsen, George
Larsen, Ludvig J.
Larsen, Peter -1271
Larson, C.

Maatta, John
MacAuley, Hugh
Macrae, Alexander
Magnusen, Magnus
Malmstrom, C. A.
Manss, Fred
Markley, Paul
Markmann, Heinrich
Martin, H.
Mathesen, Ludvig
Mayes, J. B.
McConnell, David
McLellan, John

Nagel, Alf.
Naujack, Fritz
Nauman, A. F.
Nelson, A. B.
Nelson, C.
Nelson, E. C.
Nelson, Robert
Nelson, Werner
Nelson, W.

Oaks, Theo. K.
Ojstedt, S. A.
Olause, E.
Olsen, Axel
Olsen, Bertel
Olsen, Gus
Olsen, Jens
Olsen, John Andreas
Olsen, Jorgen
Olsen, Olaf
Olsen, Olav. T.
Olsen, Otto
Olsen, Ragnvald

Paader, Hugo
Palmer, P.
Parson, Herman
Paulsen, Alex.
Paulson, Gustav
Pedersen, Carl
Pedersen, Halfdan
Pedersen, Hans
Pedersen, Paul -896
Pedersen, Peder
-1093

Pederson, Sofus R.
Peters, J.
Petersen, Carl
Petersen, Henning
Petersen, John A.

Raam, Henry
Ramberg, B.
Rasmussen, Andrew
Raymond, Frank L.
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Rimmer, Chas.

Saar, J. A.
Salger, Julius
Sand, Bernhard
Sanne, Rudolf
Saunders, James
Sauza, Custodio
Saylo, Mario

Scheffler, Samuel
Schmehl, Paul
Schmidt, Louis
Schneider, H.
Schrader, Fred
Schruester, E.
Schultz, Fred
Scott, Emil

Sederholm, Anton
Seibert, H.
Selzer, Julius
Shem, A.
Sherry, J. H.
Shrene, Elwood

Tamisar, P.
Tamman, Krispin
Tasnase, E.
Taunum, H. -973
Thomsen, William
Thomas, Edward
Thompson, Thomas

Uderkill, Karel
Velg, Theodore
Vangelder, William
Van Katwijk, J. W.
Waldhouse, John
Walsh, B.

Welsen, Billy
Weltz, Hill
Welfare, J.
Westlake, S. G.
White, Fred
Wilson, James

Zankert, Karl
Zimmerling, Fred
Zornig, Harry

Larson, H. P.
Lerch, C.
Liljendahl, Ludvig
Lindelop, Charles
Lindgren, I.
Lindner, J. -1750
Lohne, E.
Lorentzen, J. E. D.
Lundberg, Thurston
Lundgren, Richard

Mehrtens, Herman
McMalo, Victor
Melder, Albert
Merliut, Gaston
Miller, Fred
Moberg, A. W.
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Filly -2039
Muller, Fred
Murray, C. P.
Murray, Edward

Nerberg, Kristian
Niemeier, Oscar
Nilsen, Andreas
Nilsen, Ragnvald
Nilsen, Harry
Nordstrom, Johan
Nurmi, Victor R.
Nyberg, Erik
Nyman, Oskar

Olsen, Peter
Olson, Geo. W.
Olson, Nils -502
Olson, S.
Olsson, G. B.
Olsson, C. O.
Olsson, James
O'Neill, Jas.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.
Osterhoff, Heinrich

Petersen, Soren
Petersen, Otto
Petersson, A. -1436
Petersson, Chas.
-1901
Pettersen, Einar
1437
Pettersen, Karl
Pettersen, Conrad
Pettersen, Hjalmar
Pettersen, Oscar F.
Pettersen, Robert
Prieus, Fritz
Prizz, Carl
Publicatus, August

Rod, Sakarias
Roery, Frans.
Rogis, A.
Rosenblad, Axel
Rulse, -
Rundquist, O.
Rutte, Peter

Skjellerup, A.
Smalberg, Otto
Smith, D.
Soderlund, Uno
Sorensen, Christian
Sorensen, S. P.
-2722

Spona, Evali
Stanley, Joseph
Stanton, J.
Stein, Emil
Stintman, John
Strand, Louis
Suarinen, Frank
Sunderlin, Ax.
Sundhouse, Joe
Sundi, Oscar

Sutherland, Peter
Svensson, E., 2675
Swansen, O.
Swanson, Gus.

Thompson, Waino
Thorstrum, Ludvig
Todaht, Martin
Tollefsen, Hans
Tommola, Vaino
Torstensen, Folke
Traynor, John

Uppett, Walter
Vartnow, Wm.
Viberg, John
Voorhies, Firman
Wilson, J.
Willmorn, W.

Windblad, Martin
Winter, Harry
Winton, J. A.
Wirta, John
Work, John
Wrig, Ferdinand

Zwakten, Rudolph
Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasie, Demetre
Beling, Oscar
Berling, J. B.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefson, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Charles G.
Hansen, Karl

Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hagbart
Hoffman, J.
Jensen, Hans
Johansen, Emil
Jorgensen, Olav
Klette, E. F.
Laas, J.
Laydon, D.
Mehrtens, H. K.

Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Roslin, Robert

Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets

Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-
sen, No. 1964, are inquired for at
the Standard Oil Company's office,
at San Francisco.

Anyone knowing the whereabouts
of John Burke No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Karl or Charley Emil Olsen, a na-
tive of Christiansand, S. Norway,
about 26 years old, light complected
and stout built, last heard from nearly
two years ago when in Sydney,
N. S. W., is inquired for by his an-
xious mother, Enke Karen Olsen,
Markens gd. 26 Christiansand, S.
Norway.—8-7-1914.

John Rebbetad, who was in the
steamer A. F. Lucas in November,
1911, is inquired for by his brother.
Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked
in the American bark "Oasis," Sept.
2, 1887, is inquired for by W. F. Ho-
henschild, Berkeley, Cal.

Norman Hadley, a seaman, sup-
posed to be sailing on the Pacific
Coast, is inquired for by J. B. Mc-
Curdy & Co., attorneys, relative to
an inheritance. Anybody knowing
his whereabouts, please notify Chief
of Police, San Francisco.

\$10.00 reward for information lead-
ing to the present whereabouts of
Joe Magruder, who was in February
of this year a sailor on the steamer
"General Hubbard" when she was in
collision with the steamer "Portland"
on the Columbia River. Notify W.
S. Burnett, 260 California street, San
Francisco. Telephone Sutter 6623.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets \$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week. Electric Lights, Call Bells and Hot and Cold Water in every room. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St., San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

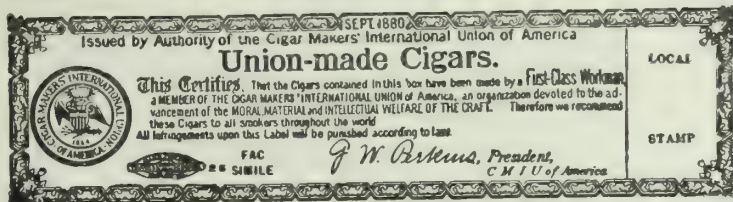
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER
Seamen's Outfitter
Union Made Goods
General Merchandise

Suits Steam-Cleaned \$1.50

Garfield 7690

124 EAST ST.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

News from Abroad.

The remarkable collection of sculptures by Monsieur Rodin, now at the South Kensington museum, has been presented by Monsieur Rodin to the British nation.

Emperor William and Prince Henry of Prussia both have been removed from the ranks of honorary Admirals of the British fleet. Their names are stricken from the November navy list, which has just been issued.

The British Red Cross Society of Sydney has sent a special donation of £5000 for the purchase and equipment of motor ambulances for use at the front. This makes a total of £30,000 subscribed by the youngest branch of the Red Cross Society.

An experiment is to be made in Montevideo with the so-called Durax system of street paving. A contract has been closed for laying 5,000 square meters of Durax paving in the city. The materials required are about to be shipped from Norway.

Dr. George Robert Parkin, organizing representative of the Rhodes scholarship trust, denies the report that the trustees propose to take legal steps to annul the codicil of the late Cecil Rhodes' will, providing scholarships for German students.

It is reported from Hamburg that two giant submarines are making trial trips at the mouth of the Elbe. They are said to be four times the size of any existing submarine and able to keep at sea forty days without having to replenish or even join the mother ship.

The cables mention that Chinese residents in Berlin are wearing flags to indicate that they are not Japanese, as several have been maltreated by mistake by German mobs. However, it is safe to bet that the Japanese are wearing the flags, too. A yellow flag is easier to wear than a black eye.

The return of British exchequer receipts and issues for the first 10 days of October shows that the expenditure amounted to £20,307,748 as against £8,683,304 in the 11 days of October last year. The supply services, including the army and navy, cost £15,324,544, an increase of £11,502,292.

Permanent prohibition of the sale of absinthe and kindred alcoholic beverages in France may be a result of the war. Transportation and sale of absinthe were forbidden when the war began. The Government has now supplemented its original order with another, forbidding the sale of alcoholic drinks similar to absinthe.

Certain regrettable practices having been discovered in connection with the grain trade, the Dutch minister for agriculture, industry and commerce, has ordered the burgomaster of a northern province to buy, on behalf of the State, all the wheat and rye put on the market. This course, which was only reluctantly adopted, was necessitated by the attitude of the dealers and farmers themselves, who steadily opposed the efforts made to keep prices at a reasonable level, by withholding stores for purposes of speculation. Wherever an attempt to raise the prices is discovered, the government will seize the stores, and the burgomasters in all agricultural districts will be appealed to co-operate in this direction. Similar measures will probably be taken with regard to peas and beans.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gus	Johnson, Martin
Andersen, E. W.	Janssan, Axel
Albertsen, Hans	Johnsen, Jack
Christian	Jensen, Ole
Blom, Aanden Ade	Johnson, J. E.
Bernhard, Oscar	Kathy, Albert
Cohn, W. R.	Knudsen, David
Certz, Emil Ali	Magnussen, Magnus
Erickson, Ollie E.	Marcussen, J.
Ericksen, Earl	Marepie, John
Elmi, A.	Nelson, Fred
Ekeland, Will H.	Olsen, John
Findley, Jos. A.	Schlichte, Alfred
Fritsch, Leonard	Tobey, John
Gundaker, Sam W.	Teracison, Ernest
Happmer, H.	Willson, Herman
Israelson	Wallin, E.
Jacona, Caremlo	

Seattle, Wash.

Abolln, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigrid
Ben, Ben	Peterson, Andrew K.
Flister, Johannes	Phister, Albert
Finnigan, I. H.	Polhome, Mr.
Hagen, Gunder	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvald	Selback, Chris.
Johnson, Axel	Slinning, Rasmus O.
Nelson, Nels Wilhelm	Spellman, Tom
Larsen, Fred	Starks, John
Magnuson, P. A.	Stein, George G.
	Stixrud, Jack
	Stromsness, Oscar

With the Wits.

"You must mind your feet if you want to learn the new dances."

"Never mind the footwork, professor. Just teach me the holds."

"Why do you refer to a phonograph as 'she'?" asked the old foggy.
"Because it repeats everything that is told to it," replied the grouch.

"Mrs. Wombat certainly has the shopping fever highly developed."
"How so?"

"She looks at black dresses every time her husband has the slightest ailment."

"Who's the millionaire you've caught?"

"Something better than any old millionaire," declared the beach belle. "He's got \$200 saved up to spend, and he's only got ten days' vacation to spend it in."

Employer—Do you save anything out of your Saturday pay envelope?

Employee—Oh, yes, sir!

Employer—How much?

Employee—Oh, at least enough to redeem what I hock the middle of the week.

"Men are always late. I have waited here ever since 7 o'clock for my husband, and it is now half past eight."

"And when were you to meet him?"

"At 5 o'clock."

"What is the meaning of the word purchase, Tommy?"

"I don't know, ma'am."

"Oh, yes, you do. Supposing your father gave your mother enough money to buy a new dress, what would your mother do?"

"Have a fit, I guess!"

"Yes; we were followed for days by a cruiser."

"Are you sure it was a cruiser?"

"Everybody called it a cruiser except one of the old maids."

"What did she call it?"

"She called it a man-of-war and giggled every time she said it."

Children's Accounts

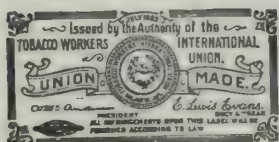
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

WHITE PALACE SHOE STORE

52 EAST STREET, Opp. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes

FOR MEN EXCLUSIVELY

NEW STORE! NEW GOODS!

NEW MACHINERY!

Call and inspect our new up-to-date quarters

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

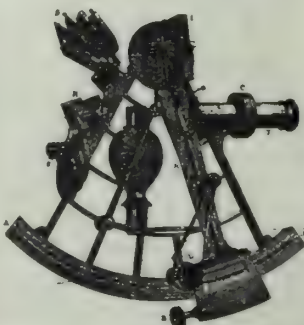
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

A Reservoir for YOUR Stream of Wasted Money



You know how easy it is to let money slip through your fingers. Saving is a habit. Cultivate the habit and you will have one of these Banks filled with coins to show for your work.

The Banks are strongly made of steel with neat oxidized copper finish. Kept in the home it is a constant reminder to save. There is no temptation to open it. We keep the key and open the Bank whenever you wish. Each Bank is fitted with a patented lock.

Bring the Bank to Store when you want it opened—do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
Good Goods

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

H. SAMUEL

The Old Union Store
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

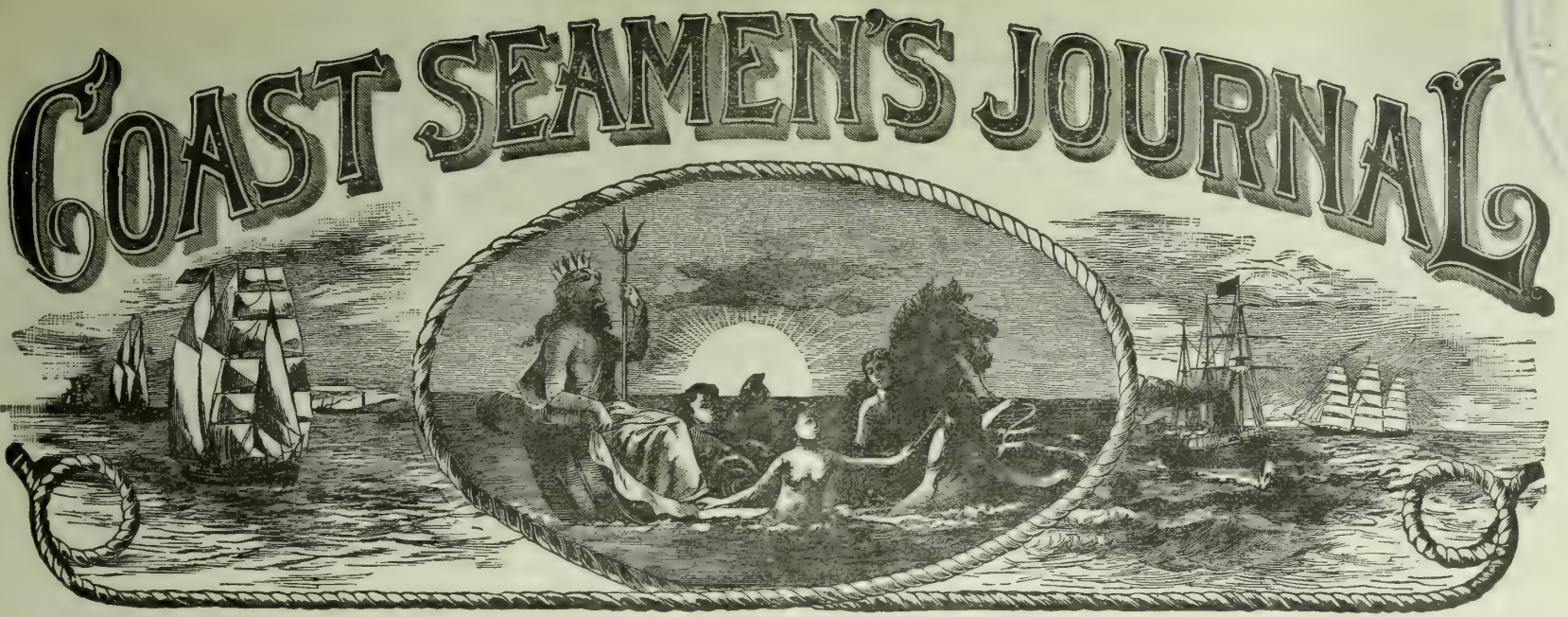
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 12.

SAN FRANCISCO, WEDNESDAY, DECEMBER 2, 1914.

Whole No. 2306.

THE REWARD OF LABOR.

What a Baby Would Hear if the World Could Talk.

When a child is born, the world does not open the door and say: "Good morning, child; how are you? I am glad to see you here. I know we shall get along well together."

The world says nothing to the child. The child does not much care because it is too busy trying to keep warm; trying to get its eyes open; trying to get food. But if the babe were not so busy and the world were to speak to it, the world would not address it in a happy, care-free manner. The world, if it told the truth, would say:

"Child, you have been born into an exceedingly strange place.

"I dislike to tell you this, almost at the moment of your arrival, but it is true.

"You have been born into a place that at first you will very much enjoy. While you are still lying in your little trundle bed—before you have been carried out of your mother's room for the first time—you will feel a pleasant little glow upon your hand as it steals out from under your comforter and you will be aware that something is being very kind to you. You will not be able to speak—you will not be able even to look—but in your mysterious depths will be a little consciousness that it was the great, kindly sun that crept into your room and kissed your hand.

"When you are a little older, your mother will take you out of doors and the eager, kindly sun will wrap its arms around you and kiss your cheeks as if you were the first baby it had ever loved. And, oh how glad you will be that you are alive—that something carried you, perhaps from beyond the farthest star, and gently put you down upon this warm, singing earth. The watchful wind, fearful lest the zealous sun shall too much warm you, will begin to fan you. And all nature that lies about you will stand up proudly and say: 'Look at me.' The trees will say in a language that only a child can understand (but in a language that every child can understand): 'Please do be friends with us. Play under our branches while our leaves shade you.' The grass will say: 'We are but blades of grass. We are not so tall as the trees and we cannot shade you, but we hope you will not despise us for that. We will make a nice, soft carpet for you while you are playing under the trees.'

"And, if there be no grass or trees about—if you happen to be brought up in a great city—even the dirty streets will be your friends. They will say: 'We are unclean, we know. We are not fit for you; but since all the rest of the world has turned you out, we will take you in. Upon our hard, bare breasts we will try to rear you.'

"But when you are old enough to work, you will begin to have experiences that will

make you wonder what has come over the world that you once thought so kind and gentle.

"You will discover that a tremendous penalty is placed upon the doing of useful labor. You will discover about you millions of beings like yourself who, if they had committed great crimes, could hardly be more severely punished.

"You will see a poor man returning, at the end of a hard day's work, to a home as plain as plain can be; to a wife overworked; to children badly clothed and perhaps badly fed. And, if you ask this man what he has done to bring this penalty of poverty upon him, he will tell you he is a carpenter. You may not quite understand why a man who makes houses to shelter human beings should live so poorly himself, but as you go along, you will discover that all men and women who perform really useful labor are sentenced to hard labor for life for poor board and poor clothes.

"The men who risk their lives to dig coal to keep everybody warm in winter are treated worse than men who blow safes. Men who blow safes are provided with steady employment and are never killed by explosions or the falling of heavy rocks.

"The men who make the steel rails upon which trains travel grab their crusts of bread from hells on earth. They work in blistering heat. They work from morning until night, six and sometimes seven days a week, but the most they get from their labor is enough to grow up in ignorance and to rear children in ignorance. I do not mean to say there are no schools in the vicinity of steel mills, but the children of mill hands have to quit school pretty early and go to work.

"Wherever you go you will find that the doing of useful labor brings down upon the worker the direst penalties. The mere fact that a person is engaged in useful labor at once sets him apart in a particular class—the working class. Men will tell you that labor is honorable, but you may have difficulty in believing that, as you grow older, even if you hear it at a Labor Day celebration.

"Theoretically, labor is honorable, but practically it is not, as you will soon learn. You will not learn it because anybody else tells you so—you will learn it because you will tell yourself so. You will be very brave and bold when you are young, as you go whistling home with your dinner pail and your grimy face, but after a while you will not whistle so much. And, if you happen to be around where there are men who wear good clothes and whose hands and faces are clean, you will feel a little funny in your bones.

"You will feel, somehow, that you are a little out of place—that you are among your superiors. And, my child, that is an exceedingly bad feeling to have. When a person who is doing his work and doing it as well as he can begins to feel that he is inferior to anybody it is a sign that he has been whipped until he knows who is his master.

"You will be shocked at the discovery that the doing of useful labor condemns the worker to a life sentence at hard work for the merest

subsistence, but you will be more shocked to learn something else. You will be more shocked to learn that to cook up schemes to get from useful workers part of what they have produced is highly rewarded. A man cannot become a millionaire by hoeing corn, but he can become a multimillionaire by hoeing the farmers who raise corn.

"To get what a farmer has produced is precisely as easy as it is to get what any other laborer produces. It is all a matter of paying the worker too little for what you buy from him and charging him too much for what you sell to him.

"The men who do nothing useful and get rich at it say this is the only way to do business. They say that if they were to pay their employes as much as their employes earn, there would be no reason for hiring laborers. They say that if they sold railway transportation for what it costs, and cloth for what it costs, and shoes for what they cost there would be no reason for owning railroads or dealing in cloth or handling shoes. And, I guess they are right. I don't see why anybody should own railroads or factories or anything else of the sort if he doesn't get something out of it."

That is the way that the stupid blind world that bleeds itself pale in wars it does not want would have to talk to a child if it told the truth.

Nobody is so dull that he does not see the misery about him. Nobody is so stupid that he does not instinctively feel this misery to be wrong. Everybody knows something is wrong. But eight persons out of ten will declare that the profit system is all right. Eight men out of ten will declare that it would be exceedingly dangerous to set up the government in the business of manufacturing goods and selling them at cost.

Dangerous to whom? Dangerous to the men and women who cannot get work under the present system? Dangerous to the men and women who cannot get enough from their work under the present system to obtain anything except the meanest necessities of life? Not at all. Dangerous to the men who are tremendously profiting from their ownership of the means of life. Dangerous to the little group who hold in their clutches the industrial machinery without the use of which the rest of us must starve, and

say to us: "You shall not use this machinery except upon our terms, and our terms are just as little for you as we can get you for—and the rest for us."

Be assured, gentle reader, these are the gentlemen to whom public ownership of industries would be dangerous. The moment industries are publicly owned, these gentlemen will have to get off your backs. They will have to go to work. Their graft will be gone.—Allan L. Benson, in Appeal to Reasnn.

SEAMEN'S DELEGATES REPORT.

To the International Seamen's Union of America:

Comrades: We your Delegates to the 34th annual convention of the American Federation of Labor, respectfully beg to report as follows:

The 34th annual convention of the American Federation of Labor was called to order at 10:00 a. m. Monday, Nov. 9, 1914, in Horticultural Hall, Philadelphia, Pa.

President Samuel Gompers in calling the convention to order welcomed the delegates and then introduced in turn the Hon. Rudolph Blankenburg, Mayor of Philadelphia; Mr. George H. Ulrich, president of the Philadelphia Central Labor Union; Mr. Joseph Ritchie, president of the Building Trades Council of Philadelphia, and Mr. James A. Maurer, president of the Pennsylvania State Federation of Labor, who delivered an address of welcome.

The address of Mayor Blankenburg was especially notable, and in his answer President Gompers dwelt on the genuine sympathy and good will contained in the address delivered by the Mayor, and conveyed to the Mayor the gratitude of the convention for the hearty greeting and the splendid preparations which the city had made for the reception of the convention; and he requested the Mayor to convey these expressions of gratitude to the City Council and the people of the City of Brotherly Love.

After having further expressed the thanks of the convention to the trade unionists of the City of Philadelphia, and the State of Pennsylvania, the convention was declared open for business.

The Committee on Credentials having examined the credentials of 358 delegates, representing 92 International and National Unions, 22 State Branches, 70 Central Bodies, 18 Local Trade and Federal Labor Unions, and 7 Fraternal Delegates, and recommended that they be seated, the report of the committee was adopted.

Owing to the war in Europe there were no Fraternal Delegates from Great Britain. The Fraternal Delegates were Mr. R. A. Rigg, from the Canadian Trades and Labor Congress; Miss Annie Fitzgerald, from the Women's International Union Label League; Mrs. Raymond Robbins, from the Women's National Trade Union League of America; Rev. Peter E. Dietz, and Mr. Walter George Smith, representing American Federation of Catholic Societies; Rev. Charles S. MacFarland, and the Rev. Samuel Zane Batten, representing the Federal Council of the Churches of Christ of America.

Your delegates find it impossible to make

a complete report; we recommend the careful reading of the proceedings when they shall be printed and distributed, and in this report we shall deal as shortly as we can with matters that are of especial interest to us as Seamen.

The Executive Council reported the following on:

Seamen's Legislation.

We reported to the Seattle Convention that the Seamen's bill, by Senator La Follette, passed the United States Senate with only one dissenting vote on October 23, 1913. The bill was then referred to the House Committee on Merchant Marine. Extended hearings were again held upon the bill by that committee. The most bitter opposition was waged against it by the shipowners, not only of the United States but of the whole world. Every financial interest, including local Chambers of Commerce, brought tremendous opposition to bear against it. On the other hand, the organizations of labor and friends of freedom and justice urged the House of Representatives to pass the La Follette bill providing for greater safety at sea, better working conditions for sailors, and for the abolition of involuntary servitude among seamen.

Our membership with the aid of sympathetic citizens gave the International Seamen's Union all the assistance within their power. Finally, the House Committee on Merchant Marine reported the bill to the House in an amended form on June 19, 1914. We then found great difficulty in getting it taken up in the House, but finally, after many efforts it was brought up, debated and passed on August 27, 1914. The Senate bill as amended by the House was then referred back to the Senate Committee on Commerce. Every possible effort has been made by us to obtain some action by the Senate Committee upon the measure now before it, but without avail. The excuse for delaying action now is possible international complications, which no one believes really would take place. The real reason is the opposition of the shipowners who are utterly opposed to any real change.

We recommend that this convention insist upon the passage of the Seamen's bill practically as it passed the Senate, not only for the protection and advancement of the rights and interests of the seamen, but also for the safety of the traveling public so that as far as human ingenuity can prevail the terrible disasters which overtook the victims of such catastrophes as occurred in the wreck of the "Titanic," the "Volturno," the "Monroe," and the "Empress of Ireland" shall be avoided in the future.

We urge that the Executive Council be authorized and directed to lend every assistance for the enactment of the Seamen's bill at the earliest possible date by the last session of this Sixty-third Congress.

On this report the Convention adopted the following:

Seamen's Legislation.

Under this caption of the Executive Council's report is recounted the efforts made to pass the Seamen's bill through the last session of Congress and giving the present status of the bill.

Your committee desires to commend and endorse the action of the Executive Council in connection with this matter, and to instruct the Executive Council that it continue its activities. We also wish to urgently impress upon the delegates to this convention, and through them the several organizations they represent, the necessity of immediate action in order to accomplish the passage of this very desirable and much-needed law. Effective assistance can be given by the immediate writing of letters to the several members of Congress and the Senate from your home districts and States calling their attention to the bill and making request that they give it their earnest and purposeful support, to the end that it be passed at once and sent to the President for his signature.

And also the following resolution which was introduced by your delegation:

Whereas, The seamen are still subjected to involuntary servitude, being compelled, in contravention of fundamental Christian ethics and American policy, to fulfill any contract to labor; and

Whereas, This system, together with withholding from them not only all but even part of wages earned in ports of call, is driving from the sea its most efficient men; and

Whereas, This condition, accentuated by the absence of any standard of efficiency in the men employed, is the direct cause of such manslaughter at sea as took place in the wrecks of the "Titanic," "Volturno," "Monroe," "Empress of Ireland" and others, amounting to more than 5000 persons within the last five years in passenger vessels alone; and

Whereas, It is now admitted by shipowners, foreign and American, that our present treaties and the laws made to correspond with them are driving not only the American but all white men from the sea; therefore, be it

Resolved, By the American Federation of Labor, in convention assembled, that we urge upon Congress and the President the immediate enactment of S. 136 into law, to the end that this crying evil may be abolished and the pledges made to the people be redeemed; and be it further

Resolved, That a copy of this resolution be forwarded to the President of the United States, the Speaker of the House of Representatives, the leader of the Senate, Senator Kern, the chairman of the Senate Committee of Commerce, Senator Clarke, and Senator La Follette.

Your committee recommends concurrence in the foregoing resolution and urges upon the delegates, and through them the several organizations they represent, the urgency of the case and the need of immediate action. We especially request that the letters and messages be written and forwarded to members of Congress and the Senate asking for the passage of the Seamen's bill without further delay.

The following resolution requesting an investigation of the U. S. Steamboat Inspection Service was introduced, and adopted by the Convention:

Whereas, The United States Steamboat Inspection Service, a bureau of the Department of Commerce, is required by law to provide for safeguards to life and property in the navigation of steam vessels; and

Whereas, Organizations of the maritime workers, particularly the International Seamen's Union of America, have found that the Steamboat Inspection Service has failed in its duty to the public under previous national administrations, and that it has not been improved since the inauguration of the present administration; and

Whereas, A number of the marine disasters which have occurred recently could have been prevented, or the losses minimized, if the United States Steamboat Inspection Service had performed its full duty under the law; therefore, be it

Resolved, By this Thirty-fourth Annual Convention of the American Federation of Labor that the Hon. Wm. C. Redfield, Secretary of Commerce, is hereby requested to cause an investigation to be made of the said Steamboat Inspection Service with a view of making such changes in the methods of that bureau as to make it serviceable to the general public.

Your committee recommends concurrence in the foregoing and asks that the convention instruct the Secretary of the American Federation of Labor to immediately communicate to Hon. Wm. C. Redfield, Secretary of Commerce, a copy of the foregoing resolution, with the request that he give it his favorable consideration, and that he take action in compliance therewith.

The following resolution on the amending the U. S. Registration Laws was introduced, and unanimously adopted by the Convention:

Whereas, The registration laws have been so altered as to permit foreign vessels to come under the American flag and to sail for two years without inspection, and for seven years with officers not citizens of the United States; and

Whereas, Those vessels so admitted thereby become able to sail with no inspection whatsoever, to the danger of human life and property; and

Whereas, Those vessels have no rights other than those mentioned that they would not have enjoyed under any foreign flag; and

Whereas, That part of our registration laws which prohibits foreign-built vessels from being engaged in the coastwise trade acts as a deterrent on the building of an American merchant marine; therefore, be it

Resolved, That we urge upon Congress to so change our registration laws that any vessel rated in the highest class of any responsible classification society may be registered as an American vessel to sail in any trade, provided that she be compelled to carry citizens of the United States as licensed officers; and be it further

Resolved, That a copy of these resolutions be sent to the Senate Committee on Commerce and the Committee on Merchant Marine and Fisheries of the House of Representatives.

Your committee recommends concurrence with the resolution.

The Executive Council made the following report on:

Marine Hospital at Seattle.

Resolution No. 118 of the Seattle convention endorsed, the location and erection of a public health and marine hospital at Seattle, Washington, as supplementary to the marine hospital service of Port Townsend, Washington. We requested the congressional representatives of Washington to introduce bills in Congress for this purpose; but, owing to a complicated political situation arising in that State it was deemed advisable to hold the matter in abeyance. We feel hopeful, however, of being able

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Applying Cotton Boycott.

Under the caption "Applying the Boycott to Cotton Problem." the Atlanta Journal of Labor makes this editorial comment:

"Bibb County has recently organized a Bibb County Co-operative Association, its purpose to force the curtailment of the cotton production for 1915.

"All bankers, merchants, warehousemen, fertilizer dealers, and professional men, as well as all cotton growers, are eligible to membership in the Bibb County Co-operative Association.

"The significant thing in this organization is that after securing a membership each member will be required, if he abides by the constitution of the proposed organization, to trade with other members of the association, and in the event he violates his agreement and plants more than ten acres of cotton to the plow he will be expelled and his credit with the other members will be destroyed.

"A county surveyor will probably be chosen to make an official inspection of the farms of the county and keep the officers of the association in touch with the operations of the cotton growers.

"Isn't that applying the boycott? Isn't that putting into execution the very thing the labor unions have been pilloried, persecuted, and prosecuted for doing?

"It so happens that this fact, as applied to the southern condition, brings forcibly to attention the fact that the boycott is the only weapon the worker has which is potent, and, as shown, this is the only weapon which is potent in the conditions sought to be regulated in the reduction of the cotton acreage.

"However, Bibb County thus proves that the labor unions have no patent on the application of the boycott."

Mayor Vetoes Ordinance.

Mayor Bell of Indianapolis has vetoed an ordinance defining the qualifications of motormen and conductors employed on street and interurban cars in that city. The ordinance provided that only experienced men could be employed—men who had had at least thirty days' training or instruction under men who have been employed in the city for at least one year. The ordinance was unanimously adopted by the common council, and was urged by unionists and sympathizers to stop a repetition of scenes enacted during the recent street-car strike by the hordes of strike-breakers imported by the company. The Mayor says the city has no right to define the qualifications of street-car employes, although this same principle is applied in scores of other instances by the municipal authorities.

Set Minimum Wage.

The Minnesota State Minimum Wage Commission has fixed the rates of minimum pay which are to prevail for the different classes of women and minor employes of "ordinary ability."

In mercantile, office, and waitress occupations in St. Paul, Minneapolis, and Duluth, cities of the first class, the rate fixed

is \$9 a week; for the smaller cities it is \$8.50, and in all other parts of the State it is \$8.

In the manufacturing, mechanical, telephone, telegraph, laundry, dyeing, dry-cleaning, luncheons, restaurant and hotel occupations the rate for the three first class cities is \$8.75 a week; for the smaller cities it is \$8.25, and for the rest of the State it is \$8.

These rates will become effective November 23. Any employer failing to pay these rates will be fined or imprisoned, or both. A. W. Williams, a manufacturer of St. Paul, has asked for an injunction to restrain the commission from enforcing the decision. A temporary order has been issued.

Canadian Carpenters Win.

After a year's effort, all red tape connected with the Dominion labor department has been unwound, and orders issued last year for contractors to pay carpenters on the Welland Canal the prevailing wage rate have been obeyed. Back pay amounting to the difference between 35 and 40 cents an hour will be given these workers, who have been successful, through constant agitation by the Carpenters' Union, in securing recognition of their minimum wage rate. In justice to Government officials, it may be stated that considerable delay was caused by the sickness and absence from office of the Minister of Railways and Canals.

The contractors resisted the "fair wage" clause in the contract on the ground that "handy men" could build necessary store rooms, bunk houses, building of forms, etc. The authorities have decided that this work is part of the contract, as far as the "fair wage" schedules are concerned. It is also decided that carpenter work means all work commonly done by a carpenter, such as cutting and nailing of boards, erection of forms, whether in single boards or by slabs, and must be paid for as carpenter labor, whether done by a qualified carpenter or not.

Must Value Our Teachers.

"The office of teacher must be magnified by the people and by the teacher. The state and the people alike must assume a different attitude toward the teacher. The culture question of teaching and teachers must be freed and kept free from political influence and sectarian entanglements," said Dr. W. E. Stone, of Purdue University, in an address on "Social Service" before the Indiana State Teachers' Association.

The speaker referred to the changing conditions that had substituted the school for the home, which made necessary vocational training and training in morals, hygiene, and ethics.

In speaking on militarism, the educator said:

"It is customary to speak of this as an age characterized by scientific discovery, by wonderful inventions and by material

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeldand Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Italy reports a total of 12,316 printers in the ranks of organized labor.

Unionism is making great progress in all the South American republics.

Messrs. Lipton's Ltd. throughout their numerous centers in Britain and branch establishments all over the world are paying half salaries and wages to all members of their staff who have been called on for active service. The situations of all employees serving their country are to be kept open, and these men will be fully reinstated on their return to business.

The Wellington (N. Z.) Wharf Laborers' Union, created by the employers and officered by men of "color," has just about passed out of the hands of the employers. Already the majority of the members of the executive are on the side of unionism as against scabbery and the Employers' Federation. The precious scheme for the control of waterside labor has also just about broken down.

The Sydney (Australia) Hotel, Club, Restaurant and Caterers Employees' Union at a general meeting has carried a resolution expressing "its indignation at the action of the State Labor Government in placing the employees of the Public Works Department on half-time, and considers that if any retrenchment is necessary it should start at the top and not with the laboring classes, who are least able to bear the burden."

Labor member Prendergast asserted in the Legislative Assembly of Victoria that policemen were offered 2s. 6d. and butter factory managers 5s. per head for every immigrant for whom they found employment. Other members of the Labor party charged the Government with giving preference of employment to immigrants and with bringing them into the country at a time when there are 7000 unemployed in Melbourne.

The "Worker," official paper of New Zealand unionists, has been fined \$6000 for libel, and a suit for a similar amount is hanging over the publication. The "Worker" roasted a couple of strike-breakers, declaring that after God made the adder and snake He made the scab out of what was left. The cases will undoubtedly be appealed and the issue of a free press will also be raised at the next election to secure new laws to protect labor journals in the right to call a spade a spade.

A report of the British United Society of Boilermakers and Shipbuilders says: "War, the greatest curse of nations, has broken out amongst the great powers of Europe, and we, too, have become involved, although we are far removed from the origin of dispute, and notwithstanding the lengthy explanations of our responsible statesmen it is exceedingly difficult for us, as working men, to understand what we are fighting for. It is, of course, evident that the German Emperor needs awakening from his Napoleonic dreams of European conquest, but it is hateful to every lover of liberty that we should be associated with Russian tyrants. As workers, we have no quarrel with the workmen of Europe, and when the workers of all countries are wise they will cease to become the pliant tools in the hands of ambitious war lords and scheming diplomats."

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER

EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Waservik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Alexandersen, Paul	Lill, Chas.
Ahlman, Christian	Lindeman, Gus
Arnell, John	Lutzen, Waldemar
Andersen, Rasmus	Lundblad, Ernst
Andersen, Axel	Lato, Ed
Andersson, E. -1762	Leideker, E.
A. Mr. -1504	Lang, Chas.
Anderson, David C.	Lindner, J. -1750
Bergh, Borge	Lundberg, T.
Benter, H.	Lyngard, Jorgen
Bulander, B. B.	Mushneck, Walter
Bensen, Severin	Mants, R.
Bringsrud, Marald	Martin, Arva
Berg, S.	Monk, Charlie
Brogard, N.	Monterra, J.
Boy, A.	Mesak, E.
Carron, Ed.	Mennicke, Fritz
Christensen, H.	Miller, Wm.
Carlson, Fred	Mayers, P. M.
Chotard, Emil	Michaelsen, A. -1105
Ciril, M.	Morris, M. H.
Christensen, A. -1095	Mattison, J. -1320
Cotter, J.	Nelson, Hans
Ceelan, John	Nelson, Ernest
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nellson, Axel
Carlson, Carl	Olson, Emil F. -1280
Lavey, Charles	Olson, Olav
Dreger, Jack	Olson, Ole Wilhelm
Ellsen, Sam -848	Osterberg, S. H.
Eklund, Swen	-1284
Eckart, T. G.	Olsen, O. Marthin
Ellingson, Ivar	Petersen, C. -1493
Felsch, H.	Petersen, Bjerne
Fasholz, Dan	Paulsen, Gustaf
Folvik, Lewis	Plant, Billie
Gunther, Dick	Peterson, C. E. -903
Gustafson, Alf	Rasmussen, Andrew
Heeshe, Henry	Rutel, Ernest
Hackensson, A. W.	Robbins, Jack
Hallquist, Christ	St. Clair, William
Helsterman, Harry	Schmidt, Louis
Hansen, Sigvarth	Skaanes, Egil
Hansen, John	Schultz, F. J.
Holmberg, Frank	Sweeting, Jack
Hansen, Marius	Sandberg, John
Holm, Arthur	Swanson, E. -2075
Hansen, H. T. -1446	Stenness, E. -2436
Hansen, Johannes	Svensen, S. -1717
Hakonsen, P. O.	Steen, J. C.
Harrold, Henry	Sandy, Oskar
Johnsen, Gunner	Samuelsen, Victor
Johnson, Oscar	Schager, E.
Johnson, Gus	Schultz, Robert
Johnson, Halvard	Thorne, Aug.
Jeter, V. B. -983	Toren, Gustaf A.
Johansen, Emil	Tvedt, Olaf
Johansson, N. A. -280	Zimmer, Walter
Johnson, John A.	Ziegler, Fred
Johnsen, George	Zimmer, Walter
Kremer, Sigurd	Wahlberg, Rudolf
Kalnam, Andvey	Wilson, Willie
Karstin, Hugo	Andersen, David C.
Lassen, Johan -1542	Johansen, Nils A.
Lauritsen, O.	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, in inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The French bark "Dabin Cheadye" passed in through the Golden Gate recently, 145 days from Calais. During the long voyage, the dread disease of beri-beri twice visited the bark's little crew and each time with fatal results, the ship's carpenter and the second-mate both succumbing to the disease.

Sailors of British steamers loading on this Coast have declared they will not sail unless their personal effects are insured against loss in case the ships are sunk by German cruisers.

Governor Goethals has signed an order which practically makes the Panama Canal a total abstinence waterway. Pilots taking ships through the canal and all masters of tugs, mates and others employed in navigation of the waterway are forbidden to take even one drink.

The smokestacks of the Pacific Coast steamers "Congress" and "Governor" are soon to be shortened. Ever since the steamers were placed on the run it has been contended by some officials of the line that the funnels should be shorter in order to add to the attractiveness of both vessels.

Fulton & Woodley, boat builders on the Mormon Island channel, are building a marine railway that will accommodate twenty boats at one time by adopting the shunting table used for transferring cars in the railroad shops. The immense fishing fleet now engaged by the local canneries warrants the innovation.

The Los Angeles harbor commission has adopted resolutions asking Congress to make provision for a preliminary survey of the channel between Dominguez Creek and the East Basin, commonly known as the Consolidated Lumber Company channel, with a view to its restoration and further improvement. Vast quantities of silt flowed into this channel during the heavy storms of last winter.

Upon the recommendation of President Woodman, the Los Angeles Harbor Commission has voted to provide for the dredging of the east channel in the outer harbor—the channel lying between the municipal dock No. 1 and the Outer Harbor Dock & Wharf Company's wharves—to a uniform depth of thirty-five feet. A portion of this channel is now only thirty feet in depth.

The State Harbor Board let contracts recently for the construction of the new south wing of the Ferry building, San Francisco, and for sweeping the Embarcadero for the next year. The building will be done by the Construction & Engineering Company and J. G. Harney will do the sweeping. Special care is to be taken to keep the waterfront clean during the Exposition year.

The frigate "Independence," last of the fighting ships built for the war of 1812, finally has found a purchaser. Appraised at \$4,000, the Navy Department was unable to get bids at that figure, and after two attempts the old vessel has been knocked down to Captain John H. Rinder of Berkeley for \$3,515. The "Independence" for fifty years had been used as a training ship at Mare Island before it was placed out of commission.

The San Francisco water front from the Ferry building to Folsom street is to be placed at the disposal of the American and foreign warships which may enter the port during the Exposition year. It is proposed to construct several floats for the accommodation of the ship's launches and barges, erect telephone booths and do everything possible to have the State extend a hearty welcome to the Exposition visitors.

E. C. Ward, general manager of the Pacific Coast Steamship Company, visited San Pedro recently, and spent some time in making an inspection of the company's property on Nob Hill. He stated that the company probably will grade its property at the time the rest of the hill is taken down, and that, in his opinion, the regrade will be of great advantage not only to that section, but to the whole harbor district.

The "Princess Irene," second of the two passenger craft building on the Clyde by Messrs. Denny Bros., for the C. P. R., has been successfully launched at Dumbarton. The sister ship, "Princess Margaret," is now preparing to undergo her steam trials. The contract calls for a speed of 23½ knots. The "Princess Margaret" is due to leave the Clyde for Victoria toward the latter part of December, while the "Princess Irene" will be dispatched as early as possible in the New Year.

Beginning with the arrival at San Pedro of the American-Hawaiian steamship "Mexican," now en route from New York, eight of the company's big freighters will not continue to San Francisco and Puget Sound ports. Instead these eight, which constitute the largest freighters of the fleet, will proceed direct from the Southern California port to Honolulu, and will return to the Atlantic by way of the canal with sugar. This will effect greater economy in both time and cost of operation, but the other eighteen vessels of the line will continue on to San Francisco.

Choosing officers for the Great Northern Pacific Company's steamers "Great Northern" and "Northern Pacific," is believed to have reached a stage where only the selection of one master and one chief engineer remains to be made. The choice of officers has aroused a great deal of interest in steamship circles and rumor has already produced enough officers to man a battleship. Captain Ahrmén, formerly mate of the "Roanoke" and "Minnesota," will, it is reported, command one vessel. Captain A. T. Hunter, former chief officer on the Pacific Mail liner "Korea," and one of the finest young American skippers that runs out of the Golden Gate, will probably be a chief officer, and Captain Stremmell, who had the "Harvard" for a while, is also similarly slated, according to report.

The beneficial effects of the Panama Canal are felt at Atlantic and Pacific ports, and San Francisco is coming in for a large share of the increased and stimulated traffic. The European war is also benefiting commerce out of the Golden Gate, proving, unfortunate though the situation in the Old World may be, that "it's an ill wind that blows nobody good." According to Fred Hooper, Pacific districting freight agent of the American-Hawaiian Steamship Company, the carriers of this big United States fleet have been enjoying an unprecedented business between the two coasts, due largely to the commissioning of the big ditch and in no small measure to the conflict that is raging on the Continent. During the past three months vast cargoes of freight, principally California products, have been moved from San Francisco to the Atlantic seaboard. The shipments were not only to fill the normal demand in the East, but to supply the demand for foodstuffs resulting from the war. New York dealers placed heavy orders for salmon, canned vegetables and dried fruits, which were moved to the Atlantic side via the canal and destined for transshipment from there to the United Kingdom and the Continent.

One of the worst marine disasters in the history of the Pacific Coast occurred on the 23d ult. when the steam schooner "Hanalei" of the Independent Steamship Company piled up on Duxbury Reef during a heavy fog. The "Hanalei" at the time had on board 35 passengers and a crew all told of 31, including the officers. Ineffectual attempts were repeatedly made by the life-savers on shore to shoot a line across to the doomed vessel while yet she held together. Several tugs and small Government vessels likewise essayed long in vain to get near enough to rescue the people on board, the seas breaking over the reef with fearful force. After pounding on the rocks for nearly eighteen hours the "Hanalei" finally broke up into fragments. Thirteen passengers and ten of the crew were drowned. The survivors were picked up, some by the tugs, and some by the life-savers as they drifted ashore on pieces of wreckage. Duxbury Reef is located just off Bolinas Bay, and only nine miles northwest of the Heads outside San Francisco Bay. Several vessels have already come to grief there, the last one being the schooner "Polaris" which piled up on the reef on January the 16th of this year and became a total wreck. Fortunately the crew were able to reach the shore in safety.

In anticipation of special heavy tourist travel during the summer of 1915, the steamship companies of Seattle operating regular steamships between that port and various Alaskan ports are operating the most frequent sailing schedule known. It must be borne in mind that Seattle is the only American port of the United States proper which maintains a regular steamship service throughout the year to Alaska. The companies operating are the Alaska Steamship Company, the Pacific Alaska Navigation Company, the Northland Steamship Company, and the Humboldt Steamship Company. For the next four months the winter schedules will prevail, giving an average sailing to Alaska from Seattle of one steamship every two days. Commencing early in March, the spring and summer schedule will be put into effect, which will equal an average sailing from Seattle every 17½ hours. This average is obtained by figuring the number of steamships as compared with a 31-day month, and, while several of the competing steamships might leave on the same day, the average at present is figured as above. Of course, these schedules refer to southeastern and southwestern Alaska. All ports are open winter and summer except those on the Bering Sea, which include Nome and St. Michael. To these ports the sailings are limited to summer only.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR

and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.

570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.

NEW YORK CITY, 51 South St.

PHILADELPHIA, Pa., 206 Moravian St.

NORFOLK, Va., 41 Loyalls Lane.

MOBILE, Ala., 104 South Commerce St.

NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.

New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.

NEW ORLEANS, La., 117 Decatur St.

BALTIMORE, Md., 802-804 South Broadway.

MOBILE, Ala., 104 S. Commerce St.

PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.

NEW YORK, 51 South St. and 280 West St.

BALTIMORE, Md., 802-804 S. Broadway.

NORFOLK, Va., 41 Loyalls Lane.

NEW ORLEANS, La., 206 Julia St.

MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.

ASHTABULA HARBOR, O., 21 High St.

CLEVELAND, O., 1401 W. 9th St.

MILWAUKEE, Wis., 133 Clinton St.

N. TONAWANDA, N. Y., 152 Main St.

CONNEAUT HARBOR, O., 992 Day St.

ERIE, Pa., 107 E. Third St.

DETROIT, Mich., 15 Twelfth St.

SUPERIOR, Wis., 1721 N. Third St.

BAY CITY, Mich., 108 Fifth Ave.

OGDENSBURG, N. Y., 70 Isabella St.

SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.

CHICAGO, Ill., 445 La Salle Ave.

DETROIT, Mich., 27 Jefferson Ave.

MILWAUKEE, Wis., 151 Reed St.

SUPERIOR, Wis., 1814 Fourth St.

OGDENSBURG, N. Y., 70 Isabella St.

BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:

CLEVELAND, O., 1401 West Ninth St.

MILWAUKEE, Wis., 151 Reed St.

CHICAGO, Ill., 406 N. Clark St.

ASHTABULA, O., 74 Bridge St.

TOLEDO, O., 54 Main St.

DETROIT, Mich., 7 East Woodbridge St.

PT. HURON, Mich., 517 Water St.

CONNEAUT, O., 922 Day St.

OGDENSBURG, N. Y., 70 Isabella St.

N. TONAWANDA, N. Y., 152 Main St.

SUPERIOR, Wis., 1721 N. Third St.

BAY CITY, Mich., 108 Fifth Ave.

ERIE, Pa., 107 E. Third St.

SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., 518 Yates St., Tel. 1325.

VANCOUVER, B. C., 213 Hastings St., E. corner of

Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.

TACOMA, Wash., 2218 North 30th St.

SEATTLE, Wash., 84 Seneca St., P. O. Box 65.

ABERDEEN, Wash., P. O. Box 6.

PORTLAND, Ore., 44 Union Ave., Box 2100.

EUREKA, Cal., 227 First St., P. O. Box 64.

SAN PEDRO, Cal., P. O. Box 67.

HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 2, 1914.

WRECK OF THE "HANALEI."

The wreck of the "Hanalei" adds one more chapter to that long list of gruesome tragedies of the sea directly traceable to greed, the lust of profits. To be a little more specific, the leading cause of the disaster was the private ownership of our merchant marine; the operation of ships mainly for profits, and only incidentally for public service.

Lest we be charged with being too vague in our accusations we hasten to amplify.

The apothegm that "time is money" is perhaps nowhere so literally construed as in the business of running ships. From the moment in which a young man enters the service of a firm of shipowners in the capacity of mate or master, he is duly and regularly impressed by his employers with the supreme necessity of "making time." That is, the saving of time, whether in port or at sea, must ever be the first consideration. The underlying idea is, of course, that all other savings are comprehended in the saving of time, as, for instance, the saving of fuel, stores, wages, and such items. This because dividends accruing from economy in expenditures are just as good as dividends accruing from actual earnings.

In pursuance of this policy the master conforms his navigation as nearly as the circumstances will permit to the requirements implied in the definition of a straight line, to-wit, the shortest distance between two points. If the vessel be engaged in the coast-wise trade this means, among other things, hugging the shore in thick weather, shaving headlands so close that one can almost throw a biscuit on the beach, sailing through narrow, tortuous, poorly-lighted channels on dark nights, piloting the ship across dangerous river bars, and doing other stunts of a like perilous nature. The master has no option but taking these risks of navigation or finding himself replaced by some other master who will.

It was precisely this cutting-corners-and-steering-across-lots sort of navigation which

was responsible for piling the "Hanalei" up on Duxbury Reef. The weather at the time was comparatively fine. There was the whole Pacific Ocean to the westward of the reef for the "Hanalei" to keep away on. Though a fog hid the land from sight the approximate bearings of the reef as well as the direction of the current must have been known, not only to Captain Carey, but to the mates, and probably to some of the crew.

But, there was that haunting urge to "make time," inculcated upon the mind of Captain Carey by constant reiteration ever since he was first given charge of a ship. And so, instead of playing safe and standing off-shore until positively assured that Duxbury Reef had been passed, he set a course which he calculated would take the "Hanalei" past the danger spot with as little loss of time as possible. Time is money, and money is what the shipowners are in business for.

"But, 'tis done; all words are idle.

Words from us are vainer still.

Yet, the thoughts we cannot bridle

Force their way without the will."

For the poor devils who lost their lives on that night of horrors we feel profound sorrow. To their bereaved relatives and friends our heart goes out in deepest sympathy. We feel doubly sorry for them because, under the law, they cannot collect any damages from the owners of the "Hanalei" beyond whatever sum may be realized from the sale of the wreck, which, in this instance, will be practically nothing. However, that phase of this wretched business will be ably dealt with in our next issue in an article contributed to the JOURNAL by Attorney F. R. Wall, the well known San Francisco proctor in admiralty.

If we were asked to give our views on what could be done to reduce to an irreducible minimum such disasters as that which befell the "Hanalei," we would unhesitatingly recommend public ownership and operation of our merchant marine. We believe in going to the root of things. Cut out the incentive of profit from our shipping industry. Let us run our ships because the needs of the public demand it, and not because some one wants to make a profit for himself from the business. With the fear of cutthroat competition removed from their minds, masters of vessels would not then be tempted to run such risks as that which led to the wreck of the "Hanalei."

Julius Rosenwald, head of Sears, Roebuck & Co. of Chicago, is quoted in a press dispatch as saying:

Americans are the most reckless spenders in the world. The average man in this country is spending every dollar he makes, and maybe more. The man who follows this policy is facing poverty every day.

I believe that "hard times" in America are due to the general extravagance of the people. The chief extravagances in this country are motor cars, dress, home and other means for making a show.

Now, Bill, if you've been putting on lugs, take a tumble to yourself. Cut it out. Don't be wearing that new suit of overalls every day. With a little patching the old suit will last a long time yet. Sell that limousine of yours and invest the money in brewery stock. Brewery stock has gone up in California since the last election. Whatever you do, don't eat too much. With war price quotations on liver and hamburger steak you really can't afford it. Get a hump on you, old boy. Play the lottery, and by and by maybe you'll be a thrifty millionaire like Mr. Rosenwald.

THE EMPLOYMENT SHARK.

With the advent of winter the usual complaints about employment agents bleeding and swindling workingmen are heard in increasing numbers and bitterness. Which suggests that it is about time—high time to our way of thinking—to blot these conscienceless scoundrels out of existence. To further tolerate the employment sharks after all we know about them is to tacitly confess that the interests of the sharks weigh more with the community than do the interests of the workers.

But the employment shark will never be squelched so long as we, for a consideration, supply him with a license which practically empowers him to go as far as he likes in the way of bleeding workingmen. Neither will he be hurt in his nefarious business by any amount of municipal or State labor exchanges, such as are now recommended by various well-intentioned but inexperienced reformers. The abolition of the fee system is the only thing that'll get Mr. Shark's goat. Fees are the meat he feeds and waxes fat on. Stop his fees and he would be as harmless as a prohibition agitator in California.

The reason why municipal or State employment agencies will not appreciably affect the business of the employment shark is because, unlike the shark, they are not allowed to charge workingmen any fees for supplying them with jobs. Sounds paradoxical, but it's so nevertheless.

This is how it works out in practice, Mr. Reformer, whatever may be your theory about the matter:

An average employer of labor—and the average employer totals about 95 per cent. of the entire supply—wants to hire, say, 50 laborers. Now, to the average employer labor is just a commodity to be bought where the greatest inducements are offered the buyer. It's all very well for Congress to say that "the labor of a human being is not a commodity or article of commerce." But what's a mandate of Congress between friends like Mr. Average Employer and Mr. Employment Shark?

Well, to resume, suppose there are two stores in your neighborhood, and that both are selling a certain line of goods for exactly the same price. But one of the stores gives away trading stamps with each purchase, and the other doesn't. Honest now, which store would you trade at?

Ah, just so. And the hypothetical average employer whom we are discussing is of the same mind. He wants trading stamps with his purchases of labor. Therefore he goes to the private employment shark and orders the 50 laborers, and receives from the shark \$50.00—trading stamps—for having favored him with the order. The shark recoups himself by charging each of the 50 laborers \$2.00—\$100 in all.

Simple, isn't it? And that isn't all of the skingame, either. Mr. Average Employer develops a mania for Mr. Employment Shark's trading stamps. Therefore he makes it an invariable rule to fire his help as soon after hiring them as he can find a half decent pretext for. This, of course, makes more business for the shark, which, in turn, means more trading stamps for the employer. An endless chain is thus established, in comparison with which "getting money from home" is risky business.

Plainly then if the municipal and State

employment agencies want to do business with the average employer they'll have to offer him the same inducements that the private employment shark does. This they manifestly cannot do. Wherefore the money expended on the establishment and upkeep of such institutions is all but wasted.

But let the reformers take grace of heart. There is a way out.

Years ago American seamen were in the grasp of the worst gang of blood-sucking employment sharks that ever infested any civilized country. So notoriously predatory were they that they became a byword and a reproach to the whole nation.

For generations the seamen groaned under this species of slavery. They had to. The combination against them was too strong. It included the shipowners and masters of vessels as well.

Then one day a bright young union sailor-man had an inspiration. Others took hold of it and worked over it until it culminated in a Congressional enactment, reading, substantially, as follows:

Any person who demands or receives any remuneration whatever, either directly or indirectly, from a seaman seeking employment as such, or from any person on his (the seaman's) behalf, shall for every such offense be deemed guilty of a misdemeanor, punishable with a fine of \$500, or imprisonment for six months, or both at the discretion of the court.

That is now the law of the United States. It works like a charm. No longer do seamen have to pay "blood money" to an employment shark for a chance to ship. The burden of supporting the sharks has been shifted from the shoulders of the seamen to those of the shipowners. No more trading stamps for shipowners and captains. They now pay the employment agent—shark no longer—his fees, whereas formerly the seamen paid them.

There you are, Mr. Landsman Reformer; there's your cue. If you want to put the everlasting kibosh on the employment sharks on shore, do exactly as the seamen did. A word to the wise, etc.

At their last national convention the Farmers' Grange unanimously adopted a resolution favoring government ownership and management of the merchant marine. Good, old farmers! Say what you will of 'em, but they're a consistent lot of citizens. Year in and year out they've been rooting for us seamen in our efforts to get needed legislation from Congress. The La Follette Seamen's bill has no stancher supporters than the farmers. Every member of Congress from the great farming States has standing orders to work for our cause. For the farmers know that the fostering of a merchant marine manned by efficient seamen of our own race is one of the most important duties devolving upon the Government. In fact, they believe it to be so important that they are no longer willing to entrust private capital with it. Boys, hats off to the farmers!

"Competition brings out the best that is in us"—and when assisted by "hard times" it does so more speedily and effectively.—Ex.

O, many a squib, at random sent,
Says things the writer little meant!

Likewise, there's many a jest said in earnest.

The reduction of the hours of labor increases production by virtue of the law that demand increases supply.

Some years ago it was quite the vogue among a certain tribe of scribes to write lurid essays on such speculative themes as "If Christ Came to Chicago," "If Christ Were a New York Police Court Judge," and so forth. If any of the tribe be still alive we suggest that he write something on "If Christ Came to Europe." Just think of the tremendous dramatic possibilities in having the Son of Man arrested as a German spy, court-martialed and executed in the Tower of London, the "modern Babylon"! Imagination turns dizzy at the thought.

This strenuous campaign to raise funds for the Belgians isn't a circumstance to the pick-handle campaign that'll be waged by and by against our own hungry, disemployed fellow citizens. If you really want to rouse the fighting instinct in a capitalistic-minded citizen, just sic him on to a poor, penniless down-and-outer who hasn't a friend in the world. The fact that a man is penniless and friendless is to the capitalistic-minded prima facie evidence that he is worthless, and therefore deserves no consideration.

The only genuine, name-blown-in-the-bottle, trade-mark-copyrighted prosperity is the prosperity in which every man feels himself a sharer. All others are base imitations. Moral: Get the genuine. Don't let 'em put you off with "something just as good." In particular beware of the bum stuff which the Otis-Hearst-Mike de Young firm is peddling around. There is enough dope in it to chloroform the whole working class.

Did you read that in the papers about the "labor forward" movement they're going to start? Foxy scheme that. Keep your eyes open or they'll be moving you forward so far that you'll never find your way back again.

The saddest words of tongue or pen are these: Had I but known it then.

Do your Christmas shopping early, Bill, before you spend that dime.

Professor Clark of Columbia University sums up the question of the workday for the employer of labor very truthfully in these words: "If you want to get a man to work for you for one day, and one day only, and secure the greatest possible amount of work which he is capable of performing, you must make him work twenty-four hours; if you would have him work for a week, it will be necessary to reduce the time to twenty hours a day; if you want him to work for a month, a still further reduction to eighteen hours a day; for the year, fifteen hours a day will do; for several years, ten hours; but if you wish to get the most out of a man for a working lifetime, you will have to reduce his hours of labor to eight each day."

When I take into consideration the agony of civilized life, the failures, the poverty, the anxiety, the withered hopes, the tears, the bitter realities, the hunger, crime, the humiliation, and the shame, I am almost forced to say that cannibalism, after all, is the most merciful form in which man has ever lived upon his fellowman.—Robert G. Ingersoll.

Demand the union label upon all purchases!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 30, 1914.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping very dull. The Constitution of the Water Front Workers' Federation was adopted. Shipwreck Benefit was awarded to six members of the crew of the steam-schooner "Hanalei."

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 23, 1914.

No meeting. Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Nov. 23, 1914.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 23, 1914.

Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 23, 1914.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 23, 1914.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 23, 1914.

Shipping and prospects poor.
GEORGE NEULING, Agent pro tem.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 23, 1914.

No meeting. Shipping slack. Prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 23, 1914.

Shipping and prospects very dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 16, 1914.

No meeting. Shipping and prospects poor.
JACK EDWARDS, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 27, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with. It was decided that during the month of December the regular weekly meetings be held on Friday instead of Thursday.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 19, 1914.

Shipping slack; plenty of men ashore. Balloted on officers for the ensuing term and delegates to the International Seamen's Union Convention.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Nov. 19, 1914.

Shipping very slow; plenty of men ashore. Balloted on officers for the ensuing term and delegates to the International Seamen's Union Convention.

HARRY POTHOFF, Agent.

P. O. Box 54.

DIED.

Edward T. Nordstrom, No. 559, a native of Sweden, age 35, died at San Francisco, Cal., Nov. 27, 1914.

The following members were drowned in the wreck of the steam-schooner "Hanalei," on Duxbury Reef, Nov. 24, 1914:

Joseph Halpin, No. 1621, a native of Ireland, age 45.

William Emil Reese, No. 767, a native of Arizona, age 34.

John Reiner, No. 506, a native of Germany, age 58.

SEAMEN'S DELEGATES REPORT. (Continued from Page 2.)

to obtain favorable consideration and action upon this request.

Adopted by the Convention.

The Executive Council made an exhaustive report on the efforts to obtain for Labor exemptions from the operations of the Sherman Anti-Trust law and the issuing of injunctions in labor disputes. On this report the Convention adopted the following:

"Freed From Trust Law—Injunction and Contempt Abuses"—Clayton Anti-Trust Act.

On pages 68 to 73 of the Executive Council's report will be found a clear, concise report on this subject.

Sections 6, 20, 21, 22, 23, 24 and 25 of the act are given in full. We recommend that the report be adopted by the convention and that it be given careful and painstaking consideration by the entire membership of organized labor.

Section 6 of the act gives a clear distinction between persons and things, between the laborer and the product of his labor, and exempts the laborer from the operations of the anti-trust law. Your committee is satisfied that there can be no excuse in the future for any effort on the part of anybody to make any mistake on this question.

Section 20 regulates the issuance of injunctions in labor disputes, and we regret that the distinction between property rights and personal rights is not as clear as those who believe in government by law had hoped for. We would demand of Congress that the law be so amended as to remove any question on this point, to the end that the clear return to government by law be made complete. The right of one free man to persuade another is a fundamental right and any breach of the peace in connection therewith is a matter entirely apart and comes within the scope of police regulations.

The trial of contempt cases by jury should operate to place the decision of this form of judicial abuse where it properly belongs and should bring relief from much of the oppression heretofore complained of. The declaration "that the labor of a human being is not a commodity or article of commerce," taken in connection with other provisions of the law, should serve to bring about a complete and clear distinction between property relations and personal relations.

Your committee is aware of the contention that the sale of property is held to be a property right, and in a limited sense this is no doubt correct. The right to dispose of property is an indispensable and absolute element of ownership, but it assumes a willing purchaser, who is free and therefore of right may be persuaded to use his own judgment and his own discretion, so that in a larger sense the relation between the patron and the institution patronized is a personal relation, and as such falls without the provisions of equity intended to protect rights that are exclusively property rights. Your committee is of the opinion that the law should be amended so as to make clear this distinction and to prevent confusion when cases coming under it are presented to court.

On the application of the Longshoremen for extension of jurisdiction, the Executive Council reported as follows:

Longshoremen—Application for Extension of Jurisdiction.

The International Association of Longshoremen petitioned the Seattle convention for extension of jurisdiction over men employed in marine warehouses. The convention referred the matter to the Executive Council. Although there has been considerable correspondence upon and discussion of the subject, we have not yet been able to reach a decision. The correspondence upon this subject will be at the disposal of this convention or any of its committees for whatever action your judgment may determine, and the Convention adopted the following declaration:

Longshoremen—Application for Extension of Jurisdiction.

Page 113, Executive Council's report. The International Longshoremen petitioned for extension of jurisdiction over men employed in marine warehouses. The subject-matter is referred to the Executive Council with instructions to have a personal investigation made as to whether the Brotherhood of Railroad Freight Handlers has or is organizing marine warehousemen, or is, under its jurisdiction now held, prepared to organize such workmen. If not, the Executive Council is authorized to extend jurisdiction over marine warehousemen to the International Longshoremen's Association.

On the question of periodical unemployment and the organization of "unskilled"

workers, the Convention adopted the following resolution:

Whereas, Periodical unemployment is deplorable; and

Whereas, This enforced idleness is partly traceable to the employment of women and children in industry, made possible by our discovery and control of natural forces and their application to machinery; and to our system of land tenure; and

Whereas, These conditions are destructive of the individual, the family and our race; therefore, be it

Resolved, That we do our very utmost to restore individual, social and racial health by making the employment of women as congenial as possible, and sending children to the school and to such play as shall help them to grow up to become efficient men and women; and be it further

Resolved, That to this end the land be restored to the people and made available without paying unjust tribute to land owners; and, therefore be it further

Resolved, That we give continued attention to the organization of the unskilled in every field of labor.

A lengthy debate on the best and safest means of obtaining the eight-hour workday in private employment where health and morals are not involved was had. The debate will be printed in full in the proceedings. It went to a roll call vote and the convention decided by a vote of 11,237 against a vote of 8,107 that the best and safest way is by trade union action; 607 votes were not recorded.

The law dealing with departments was so amended that the joining of any department on the part of any organization is voluntary on the part of any union.

The same officers were re-elected and William Green of the United Mine Workers was elected eighth vice-president, thus completing the Executive Council. H. J. Conway, general secretary of the Retail Clerks, was elected Fraternal Delegate to the Canadian Trade Union Congress, and two Delegates to the British Trade Union Congress elected at Seattle were retained to attend the convention of British Trade Unions or the British Trade Union Congress as shall be found most advisable by the Executive Council after obtaining such information as may be needed by the Council in order to make a choice.

San Francisco was selected as the next convention city.

The convention having completed its labors it adjourned sine die at 11:45 p. m. November 21, 1914.

Your Delegates have during the convention attended two meetings of Sailors, Firemen, Cooks and Stewards in New York for organizing purposes, and four such meetings in Philadelphia.

Your Delegates have been informed that these meetings have been valuable, that a better feeling is growing, and that prospects for organization is good.

Paul Scharrenberg, who attended the convention as a representative of the California State Branch of the American Federation of Labor, participated in these meetings, and your Delegates have unanimously requested him to go by the way of Mobile and New Orleans on returning to the Pacific, in order that meetings may be held in those two places. To this Comrade Scharrenberg has consented. H. P. Griffin, secretary-treasurer of the Marine Cooks and Stewards of the Atlantic, who will visit Mobile and New Orleans in the interest of his organization, has arranged to go at the same time in order that the meetings may be all the more successful.

Comrade Scharrenberg will send bill for any extra expense that may be incurred by

stopping off at those ports to Secretary-Treasurer Hanson.

Respectfully submitted.

H. P. GRIFFIN,
THOMAS CONWAY,
PERCY J. PRYOR,
ANDREW FURUSETH.

THE INTERNATIONAL WAR TRUST.

Dr. Thomas E. Greene, vice-president of the American Peace Society, in a paper in the Woman's National Weekly of St. Louis, charges that there is an "international war trust, made up of the firms in practically every country of the civilized world, that has a virtual monopoly of war supplies." He says further that the government does not dissolve or investigate this trust, "because it does business directly with the government and is, therefore, protected from publicity."

This war trust, Mr. Greene asserts, "plays upon prejudice, makes trade by insinuation, creates suspicion, feeds upon fear, and stampedes statesmen and nations in whispered and groundless alarm. Here operate the ablest and most knavish and debased of all forces. Nations hitherto and naturally calm and confident are thrown into a veritable panic of alarm by men who, keeping themselves hidden from sight, work by stealth. Suspicion, jealousy, hatred, are created and framed that they may develop a harvest of folly and result in the purchase of arms."

Mr. Greene further says: "Rulers and their ministers, members of parliaments and congresses, staff officers, members of the aristocracy and financial plutocrats, are directors and stockholders in the subsidiary corporations that are syndicated in the greater octopus. Its successful operation is a matter of private concern on the part of men who officially contract on the part of the government for the purchase by means of public funds of the output of this industry."

... Newspapers and magazines in abundance are ready with impressive editorials and dramatically sensational articles, abounding with statistics of peril and suggestions as to safety. It has a trained and highly specialized lobby ready with specious argument and demonstrated fact."—Ex.

Slowly but surely, the world is beginning to understand the labor movement, and with that understanding comes each day a larger measure of co-operation and sympathy from the other classes. But there are still those who cannot or will not see the workingman's movement as it is intended by him to be, therefore he is periodically denounced. He is a striker, they say. So he is, but not until he has been arrogantly told that there is nothing to arbitrate. He boycotts. Yes, but he learned the use of that weapon from the cruel blacklist—the blacklist that made him an industrial outcast, that denied him the right to be the breadwinner and sent him away from his home with the wail of his child and the sobs of his wife breaking his heart. The striker is but a rebel. The rebel has been the torchbearer of civilization since man realized he had a soul.—Atlanta Constitution.

The most displeasing feature of the exploitation of women in industry is the disposition of Capitalism to use them as mere things that make profits come easier through low wages.

HITS AND NEAR HITS.

The system that exploits sex for profit and slays sons and husbands in war pretends to love the home. What a hypocrite it is.

Now that they have the Federal reserve web ready the cotton market has been re-opened. The farmers are to be victims, as usual.

It is no harder for the rich man to enter the kingdom of heaven than it is for the poor man to get out of the hades in which capitalism has placed him.

Newspapers report that five people died last week in New York from swallowing bichloride of mercury. The number of people that have died from swallowing old party campaign dope the newspapers don't dare to report.

"Socialists piled up their big vote by having watchers at the polls," says a headline in the Oklahoma City Times, old party paper. Which is an open confession that the political party supported by the Times is a gang of vote thieves.

The workers are not as submissive to the war lords as the censored press would have you believe. A letter from India tells of the shooting of 400 Hindus for refusing to enthuse over supporting England in the war, but there was not a line in the press about it.

New York white slavers attempted to blow up the Bronx county courthouse a few days ago. It has not been so long since hundreds of dynamite bombs were exploded in a gamblers' war in Chicago. We wish to call attention to the fact that neither white slavers nor gamblers ever vote the Socialist ticket.

They are asking you to limit the production of cotton next year. You see, the cotton pool that buys your cotton at seven cents wants to be able to sell it at fifteen.

Even Munsterberg, the man who wrote the book on war that is setting the world by the ears, admits: "There would be no poor and no economic misery if Socialism were carried through." In talking for war, therefore, he is speaking entirely of capitalistic conditions. And he is right in saying that war is inseparable from all forms of exploitation.

The announcement that Rockefeller will spend two million a month to feed the starving Belgians is simply a notice to those who use gasoline and other products of Standard Oil to get ready to dig. It's easy to be a philanthropist with a machine like that.

Have you noticed the tremendous fall in the price of cotton goods since the farmers are compelled to take half price for their raw material? Don't be discouraged. Neither have we.

Among other things that Mr. Ripley, president of the Santa Fe, says, is that the railroads could handle the postoffice department better than the Government does. And this in face of the collapse of the entire railroad system and the appeal to the Government to save it. No wonder the people are dis-

gusted, not only with the railroad owners themselves, but also with their impudence and whine.

"Blind faith" is so blind it stumbles.

So often a stuck up nose grows on an empty head.

Men learn by doing, but they don't seem to learn much from being done.

Capitalism is raising hades and makes the workers consume the full crop.

When the workers get off the fence the masters will get off their backs.

The world will pray better when it preys less.

—Appeal to Reason.

NO UNSINKABLE SHIPS.

So long as ships exist there will always be shipwrecks and disasters on the high seas, because of the self-evident fact that we are not controlling the elements. The last few years we have had several sea disasters. We all remember the "Titanic," the great new Western Ocean liner, supposed to be unsinkable, which we now know she was not as she lies on the bottom of the Atlantic Ocean.

The "Empress of Ireland" also had a sad end. The fates of these two boats, supposed to be unsinkable, will go down in history as the most dreadful sea tragedies of the twentieth century. Knowing that it has been beyond human effort and science to invent or construct unsinkable ships for the passenger or any other trade we should turn our attention to the life-saving equipments which the vessels are running with to-day. We should take steps to compel the shipowners by law to have a sufficient number of lifeboats to save those on board in case of fire, shipwreck or collision. The Sailors' Union of the Pacific has for years tried to get a bill through Congress which will, if it passes, benefit the traveling public immensely.

Much has been said both for and against the Seamen's bill, but the fact remains the same; we must have some legislation if we are to compel the owners to supply sufficient life-saving apparatus, and efficient and enough men to handle same. It is no more than just that when a ship carries five hundred passengers she should have boats and other life-saving equipments for all, and not only for the cabin passengers, and a good, efficient crew who can understand the orders given by the officers; not a lot of Chinese or Hindus who never were sailors and never will be. Do what you can for the Seamen's bill. It is well known as the La Follette bill (S. 136). Pass this bill and you will see the American merchant marine grow, and it probably will have a tendency to draw the Europeans into line. Get that idea out of your mind about unsinkable ships. Pay more attention to the Seamen's bill.

I. W. HOLT.

In Babylon, old Babylon, what goods are bought and sold?

The scribe and singer, one by one, who toil for fame and gold.

They grovel to their masters' mood; the blood upon the pen

Assigns their souls to servitude, aye, and the souls of men! —George Stirling.

NOTICE TO SEAMEN.**IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.**HEADQUARTERS:****LAKE SEAMEN'S UNION**

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.**HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.**HEADQUARTERS:**

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.**MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

progress, little short of marvelous. Noteworthy as these things are, they cannot be said to represent the true progress of the race. They indeed are invaluable aids and contributions to the forces at the disposal of man; they enable him to do things which were once thought to be impossible, but their ultimate significance to the human race consists solely in whether they assist man to be something better than he has been before.

"If these discoveries serve only to enable men to destroy each other in battle with greater facility, then they contribute not to human progress, but to human retrogression. But if they aid men to conquer disease and dispel evil, then they become a part of real human development.

"In our own country, the spirit of militarism finds no place, because the hearts of Americans are tender with human sympathies. The war does not refute the idea of human brotherhood; it calls out the strongest evidence of the grip upon men's minds which this growing idea has gained. It is the spirit of sympathy and responsibility for the other man which makes us so sensitive to and so impressed by the evils of disease, ignorance, poverty, crime and war."

Boss O. K.'s Eight-Hour Day.

Business Agent Larkin, of the International Association of Machinists, makes this report of the recent eight-hour agreement signed with the Capewell Horse Nail Company, of Hartford, Conn.:

"I asked the superintendent of this concern how the eight-hour day had worked out for all concerned, and he replied that as far as the machine room was concerned it had been the best year in production since his connection with the firm, covering a period of about ten years.

"He further informed me that perfect harmony had prevailed between the concern and the machinists employed, and that every one was perfectly satisfied during the past year, and all the men seemed to appreciate what had been done in the matter of the shorter work day and he appreciates the efforts of the men during that period.

"He stated that he informed the shop committee that he would not want to go back to the nine-hour schedule, and only wished that the eight-hour schedule had been introduced at an earlier date.

"This concern employs only members of organized labor. There are two Federal unions and the International Association of Machinists represented there, with yearly agreements covering all concerned."

Horseshoers Win Strike.

After a six months' strike the Horseshoers' Union of Scranton, Penn., has decisively defeated the Master Horseshoers' Association and secured a contract which provides for a nine-hour workday, double time for overtime, \$2 a week wage increase, recognition of the union and better working conditions.

The victory of the horseshoers is complete, and the employers paid a costly price for their continued refusal to arbitrate dif-

ferences and their determination to wreck the workers' organization.

In their efforts to avoid a strike, the unionists offered to contract that journeymen would work the first six months without an increase; fifty cents a week to be granted the next six months; the agreement to run for three years, with a provision that the wage scale should be opened for revision every year. This was rejected, as was the tender of its good offices by the State labor department to attempt to adjust the controversy, which was accepted by the horseshoers.

Then the Central Labor Union took a hand in the affair, and the following comment by the Sunday Scrantonian places the blame for this strike where it belongs:

"Then the fight between capital and labor took place in earnest. One after the other attacked, fell before the onward march and for the past three weeks some of the masters have been licked out of their boots and the rest saw the handwriting on the wall and fell into line. They displayed good judgment.

"It is but fair to state that the strike could have been avoided and much money saved if a little common sense had been used in the first place. The journeymen did all in their power to avoid a strike and were advised by the Central Labor Union."

Confident of Victory.

Many opponents of child labor in Pennsylvania are encouraged at the prospects of securing the passage of a bill through the next Legislature that will eliminate this evil. Secretary Furman, of the Pennsylvania Child Labor Association, is quoted: "A child labor bill, according to the present outlook, seems almost certain of passage."

In the bill to be introduced provisions will be made for:

An eight-hour day, and no night work in any occupation for children under sixteen.

Proper regulation of street trades.

Proper educational standards for issuing certificates to employed children, standards equivalent to fifth-grade work in the schools.

Thorough physical examination of applicants for employment certificates.

Return of the employment certificates to the issuing officer when the child worker quits the job for which the certificate was issued.

Says New Law Is Best.

In writing on the new child labor law, placed on the statute books of Arkansas, through trade union initiative, Secretary-Treasurer L. H. Moore, of the Arkansas State Federation of Labor, says:

"The State of Arkansas probably leads all of the States of the Union in an effective child labor law. Hardly a week passes but there are inquiries made at this office from officials of other States for a copy of our law, which has attracted attention, and hardly a commentator on this law but what speaks in terms of the highest praise, both for the number of signatures that we obtained to initiate the law, and the very decisive majority by which it was adopted."

WAR AND CHEAP LABOR.

Strong as the lure of great profits to the capitalist is cheap labor. For, as the exploiter well knows, one depends upon the other. The purchase of the labor commodity at a higher price than necessary means reduced profits, and the "necessary" price of labor is always the smallest the laborer will consent to accept.

And so we see the patriotic German junker turning to good account the presence of a horde of war prisoners in Germany.

An Amsterdam dispatch declares that the Socialist organ, "Vorwaerts," complains bitterly that the German government is encouraging the landowners to employ these war prisoners in agricultural labor in preference to hosts of German unemployed who would gladly undertake the work. But, says the dispatch, "the landowners prefer to employ the prisoners because they are cheaper."

The landowner needed no encouragement from the government. Left to his own capitalist instincts, he would as infallibly search out and select the cheapest labor as a pig would make for the nearest mud puddle.

But the incident throws a significant light on the psychology of the workingmen who are willing to go to the front to fight for capitalism. They are equally willing to cut the throats of the working class enemy, either on the field of battle as soldiers or on the industrial field as scabs, when they happen to be captured. And in this instance there is no compulsion. It is wage labor, "freedom of contract," just as in time of peace. But the whole wretched incident is thoroughly in harmony with the capitalist system and the militarism on which it depends as an auxiliary. It is an excellent sample of the "dignity of labor" under the present economic order of things, where it goes hand in hand with cheapness and scabbery.—New York Call.

A NATION'S STRENGTH.

The average annual wage of industrial workers throughout the United States is about \$600, and 75 per cent. of them earn less.

The United States Commissioner of Labor, when investigating labor conditions after the strike at Lawrence, Mass., in 1912, found that 7275 of the 21,922 employees of the textile mills earned less than \$7.00 a week, even when working full time—36 per cent. of them less.

These are the statistics that tell the story of a nation's standing, not the proud reports of the banks.

A nation is just as rich as its poorest class, as a chain is no stronger than its weakest link.—The Citizen.

WILL FREE MAN ECONOMICALLY.

This issue between Socialism and individualism is, I believe, the leading issue of this age-weary, modern world. The men to come will envy us, as sharers in a battle greater than the anti-slavery struggle; greater than any phase in the eternal battle of the race for liberty since the convulsion of the Protestant reformation set man free in the sphere of religion, as Socialism promises to set him free in the sphere of economics.—Professor Vida Scudder.

AN UNANSWERABLE QUESTION.

What shall a man do who is out of work, starving, and cannot find employment? The question has never been answered, either before or after Taft gave his famous reply of "God knows," in Cooper Union.

Society has a sort of answer, though, which, in a way, has served up to the present time, though it will not always serve.

It gave that answer to Frank Witt, a St. Louis machinist, who publicly asked that question.

Frank had lost his job, his wife, and was left with four small children. He took a sandwich board, made himself a poster, and paraded up and down the St. Louis streets, displaying the following:

"Chief Young wants 300 more policemen to stop increasing crime.

"What shall I do?"

"No work, no money, and four motherless children to feed.

"Shall I steal, commit highway robbery, or kill myself and my children?"

"One thousand are in the same position in this city to-day. Enormous luxury; enormous poverty.

"What shall I do?"

His question brought a partial answer. He was arrested for blocking the traffic, and taken to jail—probably by Chief Young's orders.

While he remains in jail, he won't kill his children. That, at least, is reasonably certain. As to what he will do, for the present, that is settled. As to what his four motherless children will do, there is, perhaps, no other answer than Taft's "God knows."

Witt declared that the sign was the only way he could think of to attract attention in the hope of getting a job. He got his job—in jail.

It is about the only answer society can make or cares to make, under present conditions, and in a certain sense, perhaps, it demonstrates the truth of the comfortable statement that "any man who really looks for a job can get it." Witt got one, but it was not the one he was looking for, and it doesn't settle the problem of providing for his four motherless children. As a matter of fact, it leaves them, if anything, in a somewhat worse condition than before.

Witt, and there are at times millions of him, is the problem of the age, for which no solution has been found, except, perhaps, to put him in jail for daring to be a problem. But all the jails in the country multiplied a thousandfold could not contain more than a fraction of him. It is in reality no solution.

He would get the same answer, too, if he were to steal or commit highway robbery, for it is only too evident that he couldn't get away with anything of the kind, and would consequently be arrested and put into jail in any case. The man who really can steal never advertises the fact and never, or hardly ever, gets into jail, and if he does, it doesn't settle his problem either.

As a matter of fact there is no possible answer to the despairing question of Witt as to what he shall do. Even Socialism has no answer for the individual query. It can only point out to the working class in general that Socialism is the only possible

answer to the question of unemployment, not for the individual, but for the mass of the workers. To proffer this information to Witt, so as to leave the impression that it would immediately solve his individual problem, would be utterly useless, besides misleading. It is a social question. Capitalist society has caused it, and has no answer to it but the jail. Socialism contains the answer, but until it is used to abolish the system which creates unemployment, the problem can never be finally solved either for the mass or the individual.—New York Call.

EIGHT HOURS TOO LONG.

The man who has to work one minute more than eight hours a day is not getting a square deal. Indeed, the eight-hour union standard will soon be out of date. In many of the strongly organized crafts seven hours is introduced for night shifts, one hour shorter than the day shift. Some trades are already discussing a six-hour day. In reality there is no earthly reason why any man or woman should toil more than four hours out of the twenty-four. As it is, we work too many hours, and when a business depression arrives, we walk the streets for our folly. There is only one way to gauge the proper length of the workday; thus, as the productive power of machinery increases, the number of hours a man should labor should correspondingly decrease.

The trade unions put a finish to the system of working from sunrise to sunset. They won the twelve-hour standard, later they forced the ten-hour system, now many of them have won the eight-hour day. They are not going to stop at that either. They are going to have all that is coming to them, peaceably, if possible, through the strike or by the ballot. Organized Labor has had to fight hard over and over again to win the conditions that now prevail; the funny part is that just as soon as they have triumphed over the opposition, the shorter hours won have been accepted by the public as right. When the six-hour day is gained, as gained it will be, the public will fall into line as formerly. We are going right ahead. The eight-hour day is here, but it's only a stepping stone to something better. We can't and won't take any standard of hours as a finality.—Toronto Industrial Banner.

It is a significant sign of the times that we, as a community, in common with the rest of this commercialized world, have come to accept unemployment as an inevitable phase of our system. And not only so, but unfortunately as a result of our acceptance to view it almost with unconcern. We regard the victims of unemployment as more or less troublesome—men who disturb the even tenor of our way, compelling us rather by reason of their importunity than from a sense of sympathy to find some means of quelling their clamor. The revelation of such an attitude proves how thin is the veneer of our Christianity and our conception of a real conduct-compelling morality. The sincere and earnest man is the only true disciple, and he is very often considered dangerous by the orthodox.—Brisbane Worker.

For their own protection, it is the duty of organized wage-earners to increase the membership of their unions. The stronger the union the better can just claims be enforced.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Ninety-eight per cent. of the photo-engravers in this country are organized.

There are 675 locals of the American Federation of Musicians and 64,000 members.

A union of furriers at Boston has been organized by the president of the international union.

Neckwear cutters in New York city have secured a forty-nine hour week and an increase of \$3.

In the last year wages of structural iron workers throughout the country have increased 2.6 per cent.

Cooks in Colorado City and Manitou are forming a local union, to be chartered by the Hotel and Restaurant Employes' International Alliance.

An arbitration committee in Des Moines, Iowa, has succeeded in settling the controversy between the Hoisting Engineers' Union and the Harris-Emery Company.

The Vancouver (B. C.) Trades and Labor Council has appointed a special committee to act with the Barbers' Union in inducing the city council to close barber shops on all holidays.

There were 195 men killed in and about coal mines in the United States during last September, against 173 a year ago, according to a report of the Bureau of Mines recently. Practically all of the accidents occurred underground.

Over 50 per cent. of the moving picture houses in Rochester, N. Y., have signed the new agreement of the Moving Picture Operators' Union, whose members declare their 100 per cent. organization will make complete success possible.

Broom makers in Fort Worth have organized and placed their union label in one factory. Fort Worth unionists are pledging their assistance to this movement, which promises to better conditions of these poorly paid workers.

The Connecticut State Federation of Labor, together with the various central bodies, will make a determined effort during the next legislature to secure important amendments to the Workmen's Compensation law. Efforts will be particularly made to secure the establishment of a State insurance fund. Various other amendments will be sought which would change the law considerably.

For the purpose of awakening interest in the question of civil pensions for Government employees Washington Navy Yard machinists are arranging for a banquet, to be held this month. It is expected over 1,000 will attend. Among the speakers listed are Secretary of the Navy Daniels, Secretary of Labor Wilson and United States Senator Cummins.

A sick and disability benefit association has been organized by the officers of the Indianapolis street car men's union.

At a public meeting in Lynn, Mass., called in the interest of industrial peace, ex-Mayor John S. Kent, of Brockton, president of the New England Shoe and Leather Association, urged a strong manufacturers' association that can carry out its agreements as well as a strong and responsible labor body. This is one of the principles of the bona fide Boot and Shoe Workers' Union, which is being called upon to face "mushroom" organizations in this industry that periodically appear and disappear.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Monson, Martin
Alonzo, Julius Maas, R.
Anderson, Fritz Marx, T.
Andersen, H. -330 McPherson, James
Brown, Peter Mikkelsen, M. D.
Bruce, Robert Monroe, Wallace
Backman, P. Moore, Wm.
Baylor, Louis Nelson, Oscar
Brown, Geo. W. Nielsen, Harold O.
Crosley, J. Nygaard, Olaf
Carlson, John -861 Nielsen, P. L.
Carlson, Gus Nelsen, Bernt
Christensen, Christ Neilsen, Oscar J.
Christensen, Fred Neilsen, Ed.
Cotreau, A. Nord, Karl
Denton, E. L. Norlin, George
Daly, W. O. Oie, Johan
Die Christ, O. Olsen, J.
Doddy, C. W. Olsen, C.
Doughty, G. P. Omholt, L.
Engstrom, Carl Osterhoff, H.
Erikson, Erik Orstad, Christ
Erikson, H. -837 Olson, C. -584
Espedal, John Olsen, O. P. -1141
Evertsen, Olaf Okhuysen, J. H.
Fenes, Ingvald Olsson, E. -597
Fagerli, O. Ostman, M. -1243
Fjelstad, K. M. Patta, Walter
Ganzell, A. Paaso, A.
Granqvist, C. O. Peterson, Harry
Green, Dan Petersen, Olaf B.
Hansen, Olaf Parrotta, Peter
Halvorsen, Hans Pakko, Emil
Helmstrom, J. A. Perry, Robert
Hansen, C. B. Petterson, Carl
Hermansen, Gustaf Rasmussen, E. S.
Jacobson, Tongils Rasmussen, Olaf
Jensen, G. T. Ramstad, L.
Jegstrop, H. Rasmussen, Vigo
Jensen, Jens Ranjald, G. F.
Jensen, L. Rosen, E. H.
Johansen, Geo. W. Rogers, W.
Johnson, Jacob Storfald, Hjalmer
Jorgensen, Agge Stone, N.
Jensen, John Frank Svendsen, E.
Jacobsen, Oscar Sverdr, C. P.
Johanson, Alfred Sweeting, J.
Johnson, Hilmer Staff, C.
Johnson, A. W. Sampson, C.
-2186 Samuelson, L. -1346
Koch, W. Smith, T. J.
Kristensen, Magnus Scott, J. S.
Kruse, Charlie Sorensen, E.
Lapauble, J. Sanger, E.
Lamb, Herbert Stolsvik, J.
Lof, Oscar Thompson, W. N.
Larsen, Harry Valdey, P.
Larsen, Conrad Wallace, A.
Lee, Jens Wold, J. J.
Lievendal, Gust Weigeland, Sigfred
Lynn, Charlie Wickstrom, Anton
Mathisen, Sigurd Xokavulron, A.
Mortensen, J. R. Zimmerman, Thos.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH

Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College. Rooms 4119-4120 ARCADE BUILDING SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil Line, Victor
Dobbin, H. Murphy, Daniel
Doering, E. W. Nyhagen, Julius
Hansen, Johannes Oglvie, Wm. A.
Iverson, Iver Olsen, Martin E.
Johansson, Charles Peterson, John
Johannsen, Christian Pearson, Fred
Karthausen, Otto Sweeting, Jack
Linea, W. Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— Try —

A SQUARE MEAL

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

Eriksen, Anton Lawrence, Harry
Haldorsen, Adolf Olsen, Alvind B. K.
Ingebrethsen, Alfred Thorsen, Fredrik N.
Lomas, Richard

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.
Anderson, Otto
Bruce, Otto
Beuter, H.
Carlsen, Herald
Christensen, C. A.
Christensen, Otto
-1223
Dolany, Willie
Douda, C. W.
Dully, Thomas
Eleasen, Sam
Ericson, O. H.
Felsch, Henry
Fujun, F.
Gundersen, Andrew
Grandstrom, N.
Hastars, C.
Hawkins, Fred
Hecher, W.
Krause, Ernst
Kjivun, Magnus
Kikun, Alexander
Larsen, Mathias
Larsen, Knut C.
Larsen, Martin
Lindeman, K.
Leine, Viktor
La Boye, M.
Lyle, Alex.
Masters, C.
Melder, Johan
Meyerdierck, Heinrich

Michaelsen, John
Moller, Anders
Moller, L.
Martensen, H. C.
McConnell, D. C.
Meyer, Ch.
Melts, John
Niemeta, John
Olsen, Olive J.
Osborn, Chas.
Pedersen, Mathis
Palmer, Jas. H.
Pensgaard, Emil
Peterson, T. G.
Rod, Halfdan
Rytke, Otto
Sorensen, Peter
Schmidt, Louis
Saer, E. A.
Schmidweg, Andrew
Staad, Claude
Swansen, John
Sweeting, Jack
Snyder, Jack
Tukkanen, J.
Tully, A.
Tanford, E. A.
Thomel, Martin
Wilson, R.
Westergren, C. W.
Widersen, Ernst
Wheeler

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Batchall, Alex
Bleezings
Bowen, J. J.
Bergman, L. J.
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Florde, B. C.
Flotten, James
Gronros, Oswald
Hansen, Ove Max
Hylander, Gustaf
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Kustel, V. J.
Kaiser, Fred
Melder, Albert
Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Olsen, Oswald -1059
Olasen, Chas.

Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, L.
Rod, Sakarias
Salstad, O. N.
Schultz, Axel
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions
for seafaring men.

NYMAN BROS.

304 South F. St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Gloss Steam Laundry

(Incorporated)

UNION LAUNDRY

Phone 375

Foot of G St., ABERDEEN, WASH.

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE**"Think of Me" and "White Squadron"****CIGARS**

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Home News.

A seven-year term for President of the United States was advocated by former President Taft in an address before the Harvard law school.

Joseph Snyder and his two grown sons were arrested in Niagara Falls, Ont., charged with smuggling Austrian reservists from Canada into the United States, a capital offense.

European war pictures showing scenes of actual fighting or taken along the battle line on the Continent are to be barred from exhibition at Sacramento photoplay theatres.

It is announced by what is believed to be an authoritative source that E. T. Earl, publisher of the Tribune and the Express of Los Angeles, practically has completed arrangements for publishing a 1-cent morning newspaper in San Francisco.

The extent to which unemployment prevails in this country cannot be accurately estimated. The "Iron Trade Review" of Pittsburgh, says that "fully 4,000,000 idle workmen are declared by some competent authorities to be tramping the streets looking for work."

The municipal business of Los Angeles will be directed by a city manager and eleven department heads if the citizens approve plans agreed upon by the officials who are drafting a set of charter amendments to be voted on December 28. The new plans also call for a borough system of government.

Vahan Cardashian, Imperial Ottoman adjutant high commissioner to the Panama-Pacific International Exposition, recently inspected the progress of the Ottoman pavilion and assured the department of live stock that the Ottoman Empire will be well represented in that line. Arabian horses, Angora goats and cats, and sheep of several breeds will be entered for premiums.

This year's corn crop is perhaps the most valuable ever grown, owing to its increased price on account of the European war. The Department of Agriculture announced in its preliminary estimate, that the crop would amount to 2,705,692,000 bushels, and that on November 1 farmers were being paid 69.7 cents a bushel. The value of the crop, therefore, is worth \$1,885,867,324.

That the recent army aeroplane contest at San Diego accomplished the purpose for which it was held, although technically it appeared a failure, was the report made to Brigadier General Scriven, chief of the army signal corps, by Lieutenant Colonel Reber, in charge of the work at San Diego. The important lesson learned, reported, was that American aeroplane builders could give the army exactly the type of machine desired, rather than what the builder himself designed for the service.

The International Health Commission, organized by the Rockefeller Foundation, has opened laboratories on the Isthmus of Panama for a systematic campaign against the hookworm. The disease has been found to prevail there to an unsuspected extent. Of the first 1000 persons examined at one laboratory, more than 700 were afflicted. The blood of a boy 10 years of age from whom the parasites had been recovered made only a plain yellow spot on a blotter, registering about 10 per cent. normal richness and color.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET

SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON
Phone 342 Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up

208-12 HERRON STREET

Aberdeen, Washington

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

The United States Lake Survey steamer "Search" reports the discovery of several uncharted shoals near Kewaunee Harbor, Wis.

A new dry dock 382 feet long and 156 feet wide is to be built at Longue Point, Montreal, by the Canadian Vickers Company, to cost \$165,000.

No new battleship will be asked for in the next Japanese budget, but the increase in the navy will be confined entirely to torpedo boat destroyers and submarines.

The battleship "Wyoming" has won the Massachusetts Sons of the Revolution's trophy for the year's best gunnery record in the American Navy.

The Canadian marine department has issued a notice announcing that permission has been given "to change the name of the schooner 'Theodore Roosevelt,' recently purchased, to that of 'Lila Boutillier'."

A mail and cable service has been established for the benefit of the officers and men of vessels using the Panama Canal. Letters and cablegrams addressed to Cristobal or Balboa, Canal Zone, will be delivered to passing vessels.

News from different ports in the Adriatic states that the presence of Austrian mines is having the effect of completely paralyzing trade and navigation. The fishing industry is also at a standstill. This practically means starvation for a large part of the population on the shores of the Adriatic.

Last month the Navy Department completed a new wireless station at Darien on the Isthmus of Panama. This is the second station of a chain of wireless towers expected to maintain communication between the great Arlington station, Central America, California, Hawaii, Samoa, Guam and the Philippines. There are three 600-foot towers forming a triangle on a base of 900 feet. The other links of the chain will be completed as soon as fortifications for their defense can be constructed.

The new Canadian government steamer "Greenville," recently launched in the yards of the Polson Iron Works, was designed by the department of marine and fisheries. It will be used for lighthouse and buoy service along the shores of Lake Ontario and the St. Lawrence River. The "Greenville" is an all-steel boat, 164 feet long with a breadth of 30 feet and a depth of 13 feet. The engines are 900 horsepower and the boilers have 180 pounds pressure.

The Morgan line may be contemplating the establishment of service between New York and Port Aransas, Texas, as according to information, an official of the Southern Pacific Railroad Company, which controls the Morgan line, recently inquired of the War Department the depth of the channel and harbor at Port Aransas. He learned that in places the channel is only 19½ feet in depth, and that the harbor, though 25 feet deep in most places, is shallower at one place by reason of a submerged jetty, so that it could not safely receive ships of more than 20 feet draft. Within sixty or ninety days, the railroad official was told, the harbor and channel will have been dredged to a sufficient depth to accommodate the ships of the Morgan line.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Aiberton, Chris
Alfredson, Andrew
Allen, James
Andersen, August
Andersen, Henry
Andersen, Neia
Anderson, Axel
Anderson, Hilding
Anderson, H. J.
Anderson, Johannes
Anderson, S. M.
Bakmyhr, Gustav
Bauer, Andrew
Beausang, Eugene
Behrend, F. C.
Beimeir, Peter
Bensen, C.
Bensen, D.
Bensen, Harold
Benson, Severin
Berling, John B.
Bird, Christopher
Blackwood, E. H.
Blackwood, R. H.
Campbell, George
Cariera, Pete
Carlsen, Carl
Carlson, John
Carlson, Julius
Carlson, P. S.
Carlstrom, John
Carron, Ed.
Cesnen, Max
Christensen, H. P.
Davis, John
Davis, Frank A.
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Dehler, Alfred
Dempsey, H.
Eby, Ivar, D.
Eckart, T. G.
Eckhoff, Otto
Eliot, C.
Egelhoff, Fred
Eggers, John
Ehlert, A.
Ehlert, Ernest
Eklund, John
Eklund, S. W.
Ellis, E.
Elofson, John
Falborn, John A.
Finnegan, T. H.
Fischer, Wilhelm
Gener, Hans
Gordon, Geo.
Grabower, Martin
Gravitt, Carl
Griffall, Peter D.
Groth, John
Haak, Reinhold
Hakanson, John
Haldin, F.
Hall, S. C.
Hallen, Victor
Halvarsen, H.
Hammargren, Oscar
Hansen, E.
Hansen, C. T.
Hansen, Henry
Hansen, H. J.
Hansen, H. L.
Hansen, J. -2156
Hansen, Marius
Hansen, Olaf
Hansen, Thos. -2383
Hanson, W. H. C.
Harmening, Fred
Harrison, Frank
Hartog, John
Haskins, C.
Heckman, Fred
Hkivalko
Illig, Gus
Jackson, Charles L.
Jamisch, Ed W.
Jansen, Henry
Janssen, H. E.
Jarosinski, Feliks
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, George
Jensen, Hans
Jensen, Oscar
Jerdoo, Soren
Johansen, C. -804
Johansen, Johan
Kainin, Ed.
Kainizig, George J.
Karlsen, Hans
Karlsen, Martin
Karsten, Huko B.
Kaspersen, Henrik
Kearns, N.
Kernal, Herman
Lapouble, J. P.
Lapschies, Edward
Larsen, Anton
Larsen, F. S.
Larsen, Georg L.
Larsen, George
Anderson, Tommy
Anderson, Victor
Anderson, J. R.
Andreasen, A. -1635
Andreasen, Hans
-1177
Antonsen, Marius
Appa, Fred
Aronson, Albert
Attel, Alf
Aylward, James
Azarar, D.
Blumel, W.
Boaga, A.
Boers, M.
Bokenas, George
Borgen, John
Boy, Geo.
Brown, S.
Brusard, E.
Bryan, John
Brynjulfson, H. B.
Burndez, Charles
Bye, Fernando
Bynum, Joe
Christensen, Martin
Christensen, Willi
Christiansen, L. P.
Claus, Charles
Clausen, Chr.
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Cord, Pete
Des Hayes, F.
Digman, Carl A.
Dixon, John
Domke, H.
Downey, James
Drager, O. F.
Drenkhahn, M.
English, John
Enokson, Marcus
Eriksen, Bernhard
Erickson, C. A. -844
Erikson, E.
Erikson, G.
Erikson, Konrad
-233
Ericksson, J. E.
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Fjellman, George
Fjellman, Jonas
Fredholm, Falke
Gulbransen, Bjorn
Gunderson, K.
Gutman, Charles
Gutsenan, Leo
Gynther, John
Heinig, Johan
Helgesen, Erna
Heidt, Charles F.
Helin, Oscar
Helsten, Carl
Hendricksen, John
Henricks, H.
Hensen, J.
Hetebrugge, Walter
Hewitt, Peter
Hiltwood, A. S.
Hings, Otto
Hoffman, Jack
Hogan, A.
Hogstedt, Charles
Holend, E.
Holst, R.
Hovring, H. J.
Hubner, C. F. W.
Hultberg, Ernest
Huse, Ed. R.
Hyde, Carl
Irwin, Robert
Johansen, Louis
Johansen, Thos. W.
Johanson, Alfred
Johanson, Steve
Johansson, A.
Johansson, O. -1908
Johnsen, C. -1593
Johnsen, Walther
Johnson, C.
Johnson, D.
Johnson, F. -1723
Johnson, Valter C.
Johnston, P. E.
Jones, Berthon
Jonsen, H. -2213
Kindlund, Otto
Kittlesen, Alfred
Klette, Ernst
Klotzke, Otto
Knoblauch, Eugen
Krishjan, A. W.
Krishjan, Karl
Kroon, F.
Kruger, Gustav
Larsen, John
Larsen, Ludvig J.
Larsen, Peter -1271
Larson, C.
Larson, H. P.
Lerch, C.

Lohne, E.
Ludlow, Jack
Lundberg, Thurston
Lundgren, Richard
Lynch, James
Liljendahl, Ludvig
Lindekantz, Fred
Lindelof, Charles
Lindgren, I.

MacAuley, Hugh
Macrae, Alexander
Magnusen, Magnus
Malmstrom, C. A.
Manss, Fred
Markley, Paul
Markmann, Heinrich
Martens, Hans
Martensen, George
Martin, H.
Mathesen, Louis
Mathesen, Ludvig
Mayes, J. E.
Naujack, Fritz
Nelson, A. B.
Nelson, C.
Nelson, E. C.
Nelson, Robert
Nelson, Werner
Nelson, W.
Nerberg, Kristian
Oaks, Theo. K.
Olsen, Bertel
Olson, Gus
Olson, Jens
Olson, John Andreas
Olson, Jorgen
Olson, Otto
Olson, Ragnvald
Olson, Peter
Olson, Geo. W.
Olson, Nils -502
Palmer, P.
Parson, Herman
Paulsen, Alex.
Paulson, Gustav
Pedersen, A. L.
-1588
Pedersen, Carl
Pedersen, Halfdan
Pedersen, Hans
Pedersen, J. A.
-1515
Pedersen, Peder
-1093
Pederson, Sofus R.
Pedersen, Viggo
Peters, J.
Raam, Henry
Radsen, Fred
Rakov, Stephen
Ramberg, E.
Reed, J. W.
Rensstrom, Axel
Ries, R. E.
Rimmer, Chas.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sanne, Rudolf
Saunders, James
Sauza, Custodio
Savio, Mario
Scheffler, Samuel
Schlachte, K.
Schmehl, Paul
Schmidt, Louis
Schneider, H.
Schrader, Fred
Schrueter, E.
Schultz, Fred
Scott, Emil
Seibert, H.
Seizer, Julius
Sherry, J. H.
Shrene, Elwood
Smalmberg, Otto
Smith, D.
Tamsar, P.
Tamman, Krispin
Tasnase, E.
Toll, O.
Thomsen, William
Thomas, Edward
Thompson, Thomas
Thompson, Waino
Uderkill, Karel
Veig, Theodore
Vangelder, William
Van Katwijk, J. W.
Walsh, B.
Weber, J.
Wec, William
Welsen, Billy
Weltz, Hill
Welure, J.
Westlake, S. G.
White, Fred
Wilson, J.
Willman, Farns
Zankert, Karl
Zornig, Harry

McConnell, David
McLellan, John
Mehrtens, Herman
McMalo, Victor
Melder, Albert
Merliut, Gaston
Miller, Fred
Miller, Henry
Mogelberg, Harry
Muirchneek, W.
Muller, A. R.
Muller, Fred
Murray, C. P.
Niemyer, Oscar
Nilsen, Ragnvald
Nilsen, Harry
Nordstrom, Johan
Nurml, Victor R.
Nyberg, Erik
Nyman, Oskar

Olson, S.
Olsson, G. B.
Olsson, C. O.
Olsson, Dolph
Olsson, James
O'Neil, Jas.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.
Osterhoff, Heinrich

Petersen, John A.
Petersen, Soren
Petersen, O. E. -1558
Peterson, Otto
Peterson, A. -1436
Peterson, Chas.
-1901
Pettersen, Karl
Pettersen, Conrad
Pettersen, Hjalmar
Petra, Ben
Pren, Alfred
Preusse, Fritz
Prizz, Carl
Publicatus, August

Rivera, Ben
Roery, Frans.
Rogis, A.
Robertson, Alex.
Rosenblad, Axel
Ruise.
Rundquist, O.
Rutte, Peter
Soderlund, Uno
Sonnenberg, J. C.
Sorensen, Christian
Sorensen, S. P.
-2722
Stanley, Joseph
Stanton, J.
Stancquist, Louis
Staph, Fred
Stein, Emil
Stintman, John
Strand, J.
Strand, Louis
Suarinen, Frank
Sunderlin, Ax.
Sundhouse, Joe
Sundl, Oscar
Sutherland, Peter
Svensson, E. -2675
Swansen, O.
Swanson, Gus.
Smith, John

Thorstrup, Ludvig
Tollefsen, Hans
Tomkins, Frank
Tomola, Vaino
Torquist, M.
Torstensen, Folke
Traynor, John
Uppett, Walter
Vartnow, Wm.
Viborg, John
Voornies, Firman
Willmorn, W.
Windblad, Martin
Winter, Harry
Winton, J. A.
Wilson, C. J.
Wirta, John
Woldhouse, John
Work, John
Wrig, Ferdinand
Zwakten, Rudolph
Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Beling, Oscar
Berling, J. B.
Carter, H.
Cealan, John
Christofferson, Olaf
Elielsen, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Charles G.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendricksen, Hagbart
Hoffman, J.
Jensen, Hans
Johansen, Emil
Jorgensen, Olu
Klette, E. F.
Laas, J.
Mehrtens, H. K.
Olsen, Arne
Olsen, Carl -1109
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rehursen, A. L.
Roslin, Robert
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenchild, Berkeley, Cal.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

\$10.00 reward for information leading to the present whereabouts of Joe Magruder, who was in February of this year a sailor on the steamer "General Hubbard" when she was in collision with the steamer "Portland" on the Columbia River. Notify W. S. Burnett, 260 California street, San Francisco. Telephone Sutter 6623.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Shower Bath on
every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

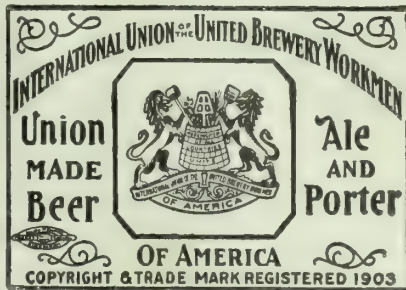
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

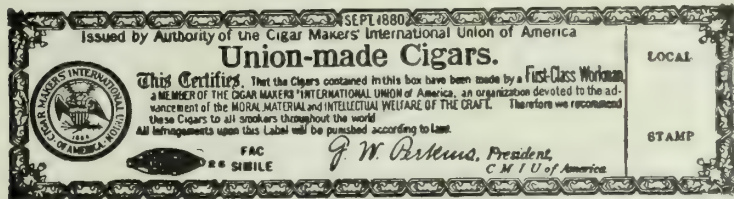
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room

Sailors' Baggage Stored & Cared For

60 STEUART STREET

San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET

SAN FRANCISCO

J. MILLER

Seamen's Outfitter

Union Made Goods

General Merchandise

Suits Steam-Cleaned \$1.50

Garfield 7690

124 EAST ST.

INFORMATION WANTED.

Alfred Petersen, a native of Ber-
gen, Norway, age about 44, is en-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

News from Abroad.

The House of Commons has voted
its approval of the British govern-
ment's declaration that oil and cop-
per are contraband.

Dispatches from Venice say that
it is now officially declared that
cholera exists in over sixty towns and
villages in Austria.

An Amsterdam dispatch says that
many fishing vessels from Katwijk-
Aan-Zee, fishing village of The Neth-
erlands, are arriving at Ymuiden and
will not leave again for the fishing
grounds. Most of the vessels report
that floating mines were caught in
the nets, which had to be cut.

Following the united demand for
action on the part of the Socialist
members of the Swiss Parliament,
President Arthur Hoffman declared
that he will immediately undertake
to reach an agreement with all neu-
tral powers for joint action and in-
tervention in the interest of peace.

It is reported from Strassburg
that funds are being subscribed in
Germany to enable a number of
university professors who speak Eng-
lish to visit the United States un-
officially at Christmas time to lecture
in the chief towns on German cul-
ture, and also to explain the war.

M. Ribot, the French minister of
finance, has announced that subscrip-
tions to the national defense bonds,
issued from September 15 to October
5, have amounted to f.217,752,100. The
six and twelve months' bonds have
been subscribed to much more freely
than the three months' bonds.

A grave two yards wide and four
miles long is one reminder of the
fighting thus far in Galicia, it is
stated in a letter from a Galician
priest published by the Nieuw Rot-
terdamsche Courant. In this grave,
said the writer, Austrians were bur-
ied in three layers to the number of
about 40,000.

Francisco Leon De La Barra, Mex-
ican Minister to France, who re-
signed his post when General Car-
ranza assumed the Provisional Presi-
dency of Mexico, has handed over
the archives of the Mexican Lega-
tion to Louis Quintanilla, who has
been appointed to succeed him by
the acting Government of Mexico.

According to information received
by the Paris "Temps," a number of
German savants and professors, who
had gone to Russia just before the
outbreak of war to observe the
eclipse of the sun, have published a
long letter in the Berliner Tageblatt
upon their return, denying the sto-
ries of Russian cruelties which have
been published in the newspapers,
and stating that in the Crimea and
at Odessa, where they were, they
had nowhere seen Germans molested;
but that, on the contrary, the Russian
authorities and private individuals
also had shown them every attention.

The police have notified all Eng-
lishmen from the ages of 17 to 45 to
report to the police stations for
transport to Ruhleben, near Berlin.
They were advised to bring two
blankets and sheets. Ruhleben has
heretofore been chiefly used as a
camp for Russians, but 500 English-
men were earlier interned there. The
order of arrest, which excepts colo-
nials so long as the colonies do not
interfere with Germans, states that
the government from the outset took
the stand that civilians ought to be
left at liberty and permitted to re-
turn home. It says it is adopting
the present measures reluctantly, in
answer to the action of the British.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

2 for 25c

UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gust
Anderson, Erik
Albertsen, Hans
Christian
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ali
Elmi, A.
Ekeland, Will H.
Erickson, Earl
Erikson, Ollie E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happner, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacona, Carmelo
Janssen, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Marepie, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalman, Joe
Schlachte, Alfred
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Steln, George G.
Stixrud, Jack
Stromness, Oscar

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd
Dahl, Ben.
Flister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johnson, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Steln, George G.
Stixrud, Jack
Stromness, Oscar

With the Wits.

"This plant belongs to the begonia family."

"Ah! And you are taking care of it while they are away. — Boston Times."

Too Much. — Polly — When they came back from their wedding trip he had just \$2.60 in his pocket.

Peggy—The stingy thing!—Boston Transcript.

"Do you prefer an automobile to a horse?"

"Yes," replied Mr. Chuggins.

"Because it goes faster?"

"Not exactly that. But somehow I enjoy hanging around a repair shop more than loafing and looking on in a livery stable."

Hungry Hawkins—Do yer mean to say ye got a square meal o' dat sour woman?

Diplomatic Mike—Sure

Hungry Hawkins—Well, yer a wonder. How'd yer do it?

Diplomatic Mike—When she opened de door I sez: "Is yer mother at home, miss?"

The cultured young woman from Girton was trying to make conversation.

"Do you care for Crabbe's Tales?" she asked.

"I never ate any," replied her partner at the fancy dress ball; "but I'm just dead stuck on lobster's claws." —"Sacred Heart Review."

Uncle Zack is an old negro who lives in a certain little town in North Carolina where he is regarded as quite an oracle by the other members of his race.

Once an earthquake shook the town, and as soon as the natives got over their scare enough to discuss the why and wherefore of the shock, they cornered Uncle Zack and demanded an explanation.

"Well, I'll tell you. Hit's like dis," he explained. "About once in so often de atmosphere happens ter come in vi'lent contact with de hemisphere, and de result is we has a earthquake."

Children's Accounts

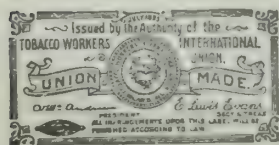
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

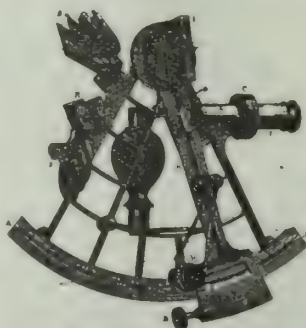
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James R. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

A Reservoir for YOUR Stream of Wasted Money



You know how easy it is to let money slip through your fingers. Saving is a habit. Cultivate the habit and you will have one of these Banks filled with coins to show for your work.

The Banks are strongly made of steel with neat oxidized copper finish. Kept in the home it is a constant reminder to save. There is no temptation to open it. We keep the key and open the Bank whenever you wish. Each Bank is fitted with a patented lock.

Bring the Bank to Store when you want it opened—do what you like with the money.

On Sale at Transfer Desk—Main Floor.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 13.

SAN FRANCISCO, WEDNESDAY, DECEMBER 9, 1914.

Whole No. 2307.

OUR OVER-CONSERVATIVE CONGRESS.

Its Concern for Property at Expense of Life Illustrated by "Hanalei" Wreck.

The wrecking of the "Hanalei" seems to have been due to the negligence of her officers, who were the servants or agents of her owners. If that be so, the widows and orphans of those who lost their lives in the wreck have been deprived of their support, and have practically no recourse against the owners of the vessel.

Owners' Liability Limited.

The owners owe their immunity to the forethought of the Congress of the United States, which has provided that when a loss occurs without the privity or knowledge of the owners their liability shall in no case exceed the amount or value of the interest of the owners in the vessel and her freight then pending. This value is taken as that at the end of the voyage on which the disaster occurs. In the case of the "Hanalei," it is the value of the wreckage washed up on the beach plus any prepaid freight. In other words, practically nothing.

When a passenger train is wrecked, those who have claims for damages for personal injuries or for the death of persons upon whom they were dependent, recover the full amounts awarded by the courts. But if those who suffered from the wreck of the "Hanalei" go into court, the court will fix the amount of their damages, and then the owners of the vessel will have their liability limited to the above value of the vessel, and the claimants will have their costs and their labor for their pains.

Instances Cited.

This is a not uncommon occurrence on the seas. Your readers may remember that some years ago the French bark "Max" ran into the steamship "Walla Walla," off our coast, and that many persons on the "Walla Walla" lost their lives. There was fault on the part of those in charge of the "Walla Walla," and the claims arising from her loss would easily have amounted to hundreds of thousands of dollars. But

the "Walla Walla's" owners limited their liability to the sum of about \$1200, the value of the "Walla Walla's" lifeboats and her prepaid freight.

In July, 1907, there was a collision between the steamers "San Pedro" and "Columbia," both of San Francisco, in which the "Columbia" was sunk and many of her passengers and crew lost. The proved claims amounted to \$234,841.45. The actual losses were easily half a million. The owners of the "Columbia" limited their liability to practically nothing, and the owners of the "San Pedro" limited theirs to \$16,500, the value of the vessel after the collision; so that those who proved their claims got about 8 per cent. of the amount allowed them.

Congress Friend of Owners.

So careful has the Congress been of the interests of the owners, that even the insurance the latter has on his vessel can not be reached by the claimants. A vessel like the "Walla Walla" may be insured for \$200,000, which the owner collects, but no part of which can be reached to satisfy those who may have suffered by the positive negligence of the owners' servants.

Congress has successfully resisted every effort to have passed some equitable liability act, like that in England, for instance. In England, the law permits the shipowner to limit his liability, in such cases as we are considering, to fifteen pounds per ton of vessel for damages to passengers or crew, and to eight pounds per ton of vessel for loss of or damage to cargo.

The "Titanic" Case.

In the case of the "Titanic," the claims probably amounted to \$8,000,000, or more. Under the English law, her owners were entitled to limit their liability to about \$3,000,000. Under the American law, the liability of the "Titanic's" owners would

have been about \$93,000. And some of those who suffered from the wreck of the "Titanic" unfortunately tried to enforce their claims in the admiralty court in New York, instead of in England. As to these claims, the Supreme Court of the United States decided that the claimants were bound by the laws of the United States, and not by the laws of England; so that, if these claimants were not able to get their claims before the English court, they had to content themselves with their pro rata of \$93,000, instead of with a pro rata of \$3,000,000.

Seamen's Rights Neglected.

Further, the condition of our law is such that in most cases the members of the crew of a vessel that is thus wrecked are unable to recover anything whatsoever for any injuries received by them. For example, one of the crew of a vessel might be asleep in his bunk and no more responsible for the loss of the ship than you or I; he might lose a leg or an arm as the result of a wreck or collision due to the negligence of the man in charge of the deck, and yet not be able to recover a cent, although the owner of the cargo in the hold of the vessel would get his pro rata of what the vessel was worth.

Congress Over-Conservative.

A mere statement of the above conditions would seem to be sufficient for Congress to hasten to change the law the next minute after having heard it. Yet all these facts have been brought to the attention of Congress time and again. The law has stood on the statute books for more than sixty years, and during that time has withstood the many assaults of those who believe that life and limb are at least of equal value with hulls, boilers and engines.

Will the JOURNAL tell the Congress what must be thought of it, if it continues to prevent this law from being changed?

F. R. WALL.

A REMARKABLE TRIAL.

The American passenger ship, the "William Brown," sailed from Liverpool for Philadelphia, on the 12th of March, 1841. After she had been thirty-five days out, on the night of the 20th of April, while under full sail off the Grand Banks, she came in collision with an iceberg. The night being thick and foggy, nothing was seen of the danger, until the ship was actually upon it. The contact was so violent that both bows were stove in, and a stream of water, of the thickness of a man's body, poured in at the leak. The master, Captain Harris, at once concluded that all efforts to save the ship were hopeless, and gave orders to clear away and lower the boats. There were on board sixty-five passengers and seventeen of the crew. The two boats were, fortunately, in a good condition, but both together could only accommodate about half of those on board. Captain Harris under these conditions, as he himself states, told the passengers that they could not all be saved by the boats, but that as many as could, might get in. No favor, he adds, was shown in selection, but all were left to go or stay as they pleased. The boats were lowered containing all the crew and thirty-three of the passengers, and were veered astern of the ship until she sank. This was in about an hour and a half from the time she struck, when she pitched and went down head foremost, throwing out her masts as she went down. Holmes was the last man to quit the ship, and when he did, it was to bring down the boat rope, in his arms, a sick female passenger by the name of Edgar, at the hazard of his life. The boats remained near the scene of the disaster during the night. Early in the morning, just before daybreak, Captain Harris put the mate, whose name was Rhodes, into the long-boat to take charge of it, and he himself made preparations for seeking the nearest land with the jolly-boat and his crew. This he supposed to be Cape Race, on the Grand Banks, and two hundred and fifty miles off.

The long-boat was twenty-two feet long, six feet beam, and about two and a half feet deep. On board of her were nine of the crew, among them Holmes, the defendant, and thirty-three passengers. The jolly-boat had but nine in all, and eight of these were the sailors. The provisions were divided between the boats in an unequal ratio, it would seem, more in proportion being allowed to the jolly-boat; but in such a manner that seventy-five pounds of bread, six gallons of water, and eight or ten pounds of meat fell to the share of the long-boat. Both boats had a compass and a quadrant. But the long-boat was evidently too full to be managed to advantage, and her greatest hope must be in being picked up by some vessel near where she was. The three seats were left for the rowers, and the rest of those aboard stowed themselves as they could in the bottom. They were, however, so thick together, that one witness represented herself as having her head almost jammed off against the side, and another speaks of Holmes' walking over their heads when he wished to pass from one end of the boat to the other; this, too, after nearly half the number had been thrown out.

The spot where the wreck occurred was just in the direct pathway between Eng-

land and this country, and there might be some hope, on this account, for the long-boat. Captain Harris, however, says he thought it was not better than one out of a hundred. The boat was so unmanageable, according to the testimony of one witness, that "she was going round like a tub"—"they could not keep her head one way for a moment." But this, probably, is an exaggeration. She could be managed, but not to advantage, and not at all if the wind had risen.

Captain Harris at daylight, then, having shifted one or two of the passengers in the boats, gave directions to the mate, Rhodes, how to steer for land, when they should separate, as he was about doing. He advised him to try to follow in his direction for Newfoundland, and told the crew to obey all his orders, which they promised to do. Rhodes told him his boat was unmanageable, and that he should have to cast lots and throw some of his passengers overboard. Captain Harris says he replied, "Don't talk of it now, but leave it to the last resort." With these words they parted company, and in ten minutes the jolly-boat was out of sight in the fog.

The jolly-boat held on her way, and the sixth day after had the good fortune to be picked up by a French lugger, though still at a distance of one hundred and fifty miles from land, and when the provisions were so nearly exhausted that there remained only a quart of water, a pound of meat, and three pounds of bread. The crew, too, were so badly frost-bitten and worn down with hunger and fatigue, that they could not stand up nor walk, and one subsequently died of the exposure.

The long-boat, after the separation, remained nearly where she was at the time of the accident. Sometimes the men would row, and sometimes try to hoist a sail to make headway, but without much avail or much hope. The first night it had been rainy, and the boat was supposed to leak. It was found, however, that the plug had come out of the bottom, and when that was replaced, the water by bailing could be kept down without much difficulty. The next day (that is, the day following the morning when they parted), it continued to rain, and so into the evening, when the work of destruction, which we are about to notice, commenced.

At this time, which was thought by the passengers to be about ten o'clock, the weather was thick and foggy, very much as it had been during the day, and, as we should infer from the whole evidence, without any great increase of wind or waves. Occasionally floating ice would touch the boat, and there was reason for fearing a collision with some large cake which would have most likely proved fatal to its slender structure. The passengers had been sitting and lying in a state of partial stupefaction, without any special excitement from conversation, or other cause, unless we except the (probable) fact that some one had said something in the course of the evening about the plug's being out again, and also that some passenger had exclaimed at some time not long before, "We are sinking," when a voice was heard (thought by one of the passengers to be the mate's), "God help me!—this won't do—men fall to work." What this meant, the passenger who testified to it, says she didn't know; but soon after, Holmes and two or three

others of the sailors commenced throwing the passengers over. They began with a man named Riley. Holmes and the others (for it does not appear that the mate took any active part either in favoring or forbidding what was going on) told him to stand up, which he did. They then took hold of him and threw him out. He cried three times to Isabel Edgar, the girl whom Holmes had brought down the rope, to save him. But he received no answer and was plunged overboard. They next threw out a Scotchman named Todd. After him a man named Duffee, who besought them to spare him for the sake of his wife and children, who were ashore. To this they paid no regard. But on seizing a man named Black, whose wife was aboard, some one cried out, "Do not part man and wife," and they spared him. Coming to a man named Charles Conlin, Conlin says to Holmes, "Holmes, dear, you won't put me out?" "Yes, Charley, you'll go too," and they threw him over. One man named McAvoy asked them to give him five minutes to pray. Some of them were for not granting it; but Murray, the colored steward, said, "Let him have it." He accordingly made his prayer, and then they threw him out with the rest. When they took hold of the passenger named Frank Askins, for whose manslaughter, more particularly, Holmes was tried, he offered them five sovereigns to spare his life till morning. He told them if they would spare him till then, and God sent them no relief, that he would go out himself. One of his two sisters who sat by him said they ought not to separate him from them. But Holmes, disregarding the offer and their entreaties, took hold of him to throw him out when he made such resistance that Holmes was obliged to call out to the other sailors to help him, or that Frank Askins would have him overboard. Some of the rest took hold, and jointly they forced him out.

Askins' two sisters were also thrown out with him. One of them, who had nothing but a night-dress on, besought them to give her a cloak to cover herself with. These were the only two women thrown overboard, and with their destruction the massacre for a time ceased. The next morning, however, two other male passengers were seen lying down under the seats, whom the sailors made get up and row, and then pushed deliberately over. The mate on seeing this, cried, "Lord! cruel, cruel." In an hour and a half from this time, an American ship, the "Crescent," came in sight, and discovering their situation, came to their relief.

One further trait of his dreadful narrative, not necessary to our purpose, may be mentioned as an illustration of the dark passages of the sea, or the dark character of the defendant Holmes, that when the "Crescent" first hove in sight, he told the passengers to keep their heads down, or the ship would not take them aboard if they saw so many of them.

The surviving passengers being thus saved, some of the crew ultimately came to Philadelphia. We are not aware how long it was before proceedings were commenced against Holmes, but as we should infer from the anonymous report of the trial published at Philadelphia, on which we chiefly rely for our account of the case, as

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

A. F. of L. Will Build Home.

The A. F. of L. convention has instructed the executive council to provide a home of its own for the American Federation of Labor. The officers are given wide latitude in the matter, and are permitted to either purchase or construct an office building.

The question has been discussed for years, and the executive council has devoted much time to the subject, which becomes more pressing for a solution as the continued growth of the A. F. of L. tests the facilities of the present quarters.

At the Seattle convention the council was instructed to make a report on this subject to the Philadelphia convention, which was done, with this recommendation:

"That this convention authorize and direct the executive council of the A. F. of L. to cause to be constructed or to purchase a building for an office building for the A. F. of L. and its departments and such other unions for which structure may be suitable; that the executive council be further authorized to avail itself of the former instructions of the conventions of the A. F. of L. to use such funds as are authorized in the furtherance of the object herein stated, and that the executive council be further authorized to raise such other funds as might be necessary to carry out the instructions herein set forth."

The report and recommendation were accepted by the convention, and the council stands instructed and empowered to procure a building to be owned by the organized men and women of North America.

Favors High Wages.

"I am one of those who believe in a more even distribution of this world's goods than is enjoyed under our present system of society," said Mayor Harrison of Chicago at a meeting of American mayors, who were discussing municipal problems in Philadelphia. "There is no terror for me in the idea that the wages of the American working man are slowly but surely going up; that his hours of labor and working conditions are steadily improving. That would be the ideal country in which there were no multimillionaires, but many well to do, in which every working man of industry and sobriety received a wage upon which he could live in comfort, educate his children, give his family some of the luxuries of life and lay by provision for old age and for the rainy day that seems sure to come in every life. Let the public set the good example of paying the laborer and mechanic an honest wage."

C. F. & I. Earnings Go Down.

In his annual report to Colorado Fuel & Iron Company stockholders, President Welborn states that the decrease of earnings for the year ending June 30 is \$6,512,862. No mention is made of the other millions lost since that time. The miners' strike, says the official, is responsible for the greater portion of this deficit.

In referring to the company stores, President Welborn exultingly declares:

"It is a significant fact which bears evidence of the favor in which our mine stores

are held by the workmen, whether employed or idle, that the retail sales in the stores of southern Colorado, the center of the strike trouble, during the fiscal year under review, were \$47,767.52 greater than they were during the last preceding year."

In commenting on this feature of the report, Editor Houston of the United Labor Bulletin, says:

"In view of the fact that all employes, strikebreakers and guards, are herded in the coal camps like sheep and are not permitted to trade elsewhere, this increase was to be expected."

President Welborn is regretful over the outside assistance that is being given his striking employes, but makes no mention of the hordes of strikebreakers and thugs imported by his corporation for the purpose of continuing the violation of State laws—the reason for the strike.

Prison System Faulty.

The failings of the modern prison system were recounted by Dr. Lewis N. Robinson, of Swarthmore College, who is also secretary of the State Commission to investigate prison reform, which committee makes its report at the next meeting of the Legislature. The main fault, said Dr. Robinson, is the condition which prevents all prisoners being put to work. His commission will recommend a prison farm or as many farms as necessary to provide work for that percentage of prisoners who now must be kept idle.

"There are 6,000 prisoners kept in idleness all the year around in Pennsylvania prisons," said Dr. Robinson. "This enforced idleness not only means the ruination of the man, morally, physically, and mentally, but it makes him worse than he was when he first entered the institution. Not only does the community have to keep him, but only too often it has to keep his wife and children. This severance of the family tie and the family responsibility which every good man feels, even though he has committed a crime, has a most serious after-effect, that once a man is cut off from providing for his family for a certain time he seldom ever takes up that responsibility again."

Social Worker Assails War.

In a speech, Mrs. Emmaline Pethick Lawrence, English suffragist, said:

"What is the use of social work, of science or art, even of motherhood, if every second generation our husbands and sons are to be swept away by war? Everything that the social and political reformers have tried to effect in the raising of the standard of living, of health and of joy in the life of the people has been swept away. It might as well never have been attempted. Unless we can put an end to the frightful menace of war, we may just as well give up all attempt at social betterment."

The speaker favored:

"Creation of constitutional machinery, where none exists, by which democracies may exercise control over foreign policy.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

About 1,500,000 persons are employed in the coal mines of the world.

The death rate among underground workers in the United Kingdom increased from 1.25 in 1912 to 1.74 per 1000 in 1913.

The Bristol Trades Council of England "realizing the ease and facility by which the Government has voted £100,000,000 in a few minutes for the destruction of life," has unanimously called upon the Government to vote with equal ease and facility such a sum for the maintenance of persons impoverished through the war.

The Victorian Lower House has agreed to a measure which provides for giving one day's rest in seven to employes of hotels, restaurants, and coffee palaces. At present these employes are entitled to a half-holiday. The Legislative Council threw the proposal out, but the Prime Minister sent the matter back to be reconsidered.

The following having reference to Birmingham will serve to show how recruiting is carried on and "encouraged" in Britain: "Many of the leading local manufacturers have discharged all their eligible workmen between 20 and 40 years of age, and told them that they must enlist. Their places are being filled through the labor bureau, instructions being given to them not to send men under 40 years of age."

The National Executive of the Irish Trades Union Congress and Labor party carried unanimously a resolution "emphatically protesting against the insidious and cowardly action of the employers in dismissing men from their employment with a view to compelling such dismissed men by a process of starvation to enlist as volunteers in the present European war." The position of the workers in Ireland in regard to unemployment, foodstuffs, etc., was discussed at length by the committee, and it was decided to issue a manifesto and to request interviews with Messrs. Redmond and Asquith to discuss certain schemes in relation to both.

Child labor and tuberculosis as an industrial disease are being studied by the head of the newly-established chair of social medicine of the University of Vienna. He found that in Germany as well as in Austria there is an unduly high tuberculosis rate among youthful wage-earners. He has shown that sickness increases among children who leave school for work. The increase during the first year of work is not great, but in the second and third years it is pronounced, and in the fourth year is higher than the first. He found that disease is produced in working children not only by improper conditions of labor—heat, dust, insufficient light, stagnant air—but also by the work itself—the physical overstrain placed on an underdeveloped organism which should have its energies conserved for growth. After studying the problem at first hand and seeing all efforts to prevent the disastrous effect of labor on underdeveloped children fail, he finds no remedy save the raising of the age limit for employment. The age of sixteen, he thinks, is early enough for children to enter industrial work; and even at sixteen the transition from school life to industrial life should not be too abrupt.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Alexandersen, Paul	Lindeman, Gus
Ahlman, Christian	Lang, Chas.
A. Mr. -1504	Lindner, J. -1750
Anderson, David C.	Lundberg, T.
Anderson, Ole	Lundeman, J.
Anderson, Gust -810	Lassen, Alf
Anderson, P. -1695	Laine, Frank
Benson, Severin	Leidecker, E.
Bringsrud, Marald	Lehmpke, Richard
Boy, A.	Mesak, E.
Breien, Hans	Mennicke, Fritz
Bjorklund, Nels	Miller, Wm.
Brusbard, E.	Michaelsen, A. -1105
Christensen, A. -1095	Morris, M. H.
Cotter, J.	Matson, J. -1320
Ceelan, John	Mourice, Francois
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Cook, K. -1021	Nielsen, Ole
Christensen, H. -1336	Nurminen, J. E.
Carlsson, C.	Nelson, Hans
Danielson, E.	Olsen, Ole Wilhelm
Dunn, Wm.	Olsen, O. Marthin
Ellingson, Ivar	Olsen, Harald
Elissen, Sam	Paader, Hugo
Ekstedt, Harry	Petersen, Aage
Felsch, H.	Pillman, Frank
Fasholz, Dan	Pedersen, Olaf
Gunther, Dick	Rutel, Ernest
Gustafson, Alf	Rendelsmann, Alfred
Gronlund, O. -414	Rivera, John
Heesche, Henry	Rommel, A.
Hansen, John	Sandberg, John
Holmberg, Frank	Schager, E.
Hansen, H. T. -1416	Staff, Louis
Hakonsen, P. O.	Schultz, Axel
Headstrom, J. F.	Swanson, Hugo G.
Hansen, Sigvarth	Strehle, Fritz
Johnsen, Gunner	Toren, Gustaf A.
Jeter, V. B. -983	Tell, Olaf
Johansen, Emil	Tamanen, Erlend
Johnsson, N. A. -280	Tvedt, Olaf
Johnson, John A.	Verdunk, Peter
Johnson, George	Welsen, Julius
Kalbaum, Andvey	Wahlberg, Rudolf
Karstin, Hugo	Wilson, Willie
Jacobsen, Alfred	Zimmer, Walter
Johnson, Edw. A.	Ziegler, Fred
Johnson, Chas. A.	Johnsen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

Application for permission to dredge an area at the entrance of the west basin, Los Angeles inner harbor, has been made by the board of harbor commissioners.

Santa Cruz has accepted from the contractors the fine new municipal pier costing \$165,000. The structure extends a half mile out into the bay to accommodate the largest vessels on the Coast.

The new freighter "Sacramento" of the Farmers' Transportation Company was launched from the Schultze & Schultze ways at Fifth avenue south in San Francisco last week. Captain George Forsman of Sacramento has charge of the new steamer.

Among the models of battleships, cruisers and destroyers, which are being prepared on the east coast for shipment to the Panama-Pacific International Exposition as a part of the United States Navy exhibit, is one of the dreadnaught "Oklahoma," which is valued at nearly \$5,000 and is more than twenty feet long. The collier "Caesar," carrying a large consignment of these models and other exhibits, will leave this month for San Francisco via the Panama Canal.

The following announcement has been issued by W. R. Grace & Company of Seattle, general agents of the Atlantic-Pacific Steamship Company: "We are pleased to announce that this line has made arrangements to call direct at Bellingham with our New York steamers, providing shippers can supply a minimum of 500 tons cargo both inward and outward for any one vessel and with further provision that west-bound cargo shall be at least 300 tons."

A contract for the immediate construction of eight large submarines has been received by the Union Iron Works. The Electric Boat Company of New York, which has a contract for twenty submarines, is said to have let the contract to the San Francisco firm. The force at work has been increased by 400 newly employed mechanics. The impression among the men is that the officials of the Union Iron Works have received this big contract from the Electric Boat Company without knowledge of the ultimate destination of the submarines.

Governor Goethals has held that the Panama Canal is not liable for demurrage charges on account of delays caused by earth slides in the canal. The point arose in the case of the big steamer "Arizonan" of the American-Hawaiian line, which was held up at Pedro Miguel lock for a week by the second movement of the new Culebra slide. Because of its dimensions the "Arizonan" was detained three days longer than the other vessels which had been stopped by the slide. It is possible that the case will figure in the courts, as the company lost about \$450 a day by the detention.

Buildings to cost several hundred thousands of dollars will be erected at an early date along the wharves of San Francisco, if the recommendations made by members of the State Harbor Commission to the advisory board of the State Engineering Department are favorably passed upon. There is every indication that plans will be drawn and work commenced immediately. The first expenditure will be \$25,000 for the construction of a Wells Fargo Express office on the waterfront near the Ferry building. The other expenditures will be for the enlarging and reconstruction of Pier No. 24 at the foot of Harrison street.

A provisional arrangement has been entered into between the government of the Canal Zone and the republic of Panama by which officers of the customs service of Panama are allowed to go on the wharves at Cristobal for the purpose of checking and examining cargo consigned to Colon on which the duty has been paid. The authority of the Panamanian inspectors on the wharves extends only to cargo for delivery in Colon; it has nothing to do with transit cargo, cargo consigned to the Panama Canal or the Panama Railroad, or to cargo in transit for the city of Panama. The latter is examined on arrival at Panama, as heretofore.

A recent \$100,000 fire in the shipyard of George Neass at Eighteenth and Illinois streets, San Francisco, lighted up the entire Potrero district and threatened valuable adjoining property, including the Union Iron Works. The fire started in the boathouse, but the cause is unknown. It spread rapidly through the yard, destroying three cottages, five fishing boats, three rowboats and four racing shells. George Neass, principal owner of the shipyard, is famed the entire length of the Pacific Coast as a builder of fast launches and yachts. For years he has designed and built all the craft used in intercollegiate contests of the West, as well as many cup-winning yachts and power boats.

West Coast buyers, it is indicated, will draw largely on the North Pacific Coast for supplies, which they formerly received from other sources. The tying up of the steamers of the German Kosmos line, and the demoralization of services supplied to the West Coast by other lines, has brought the chartering of several vessels to carry foodstuffs and general cargo from North Pacific ports to South America.

Balfour, Guthrie & Co. announce the fixture of the steamer "Portland" to carry a cargo of wheat from the Columbia River to the West Coast. The "Portland," which is specially fitted to handle grain in bulk, belongs to the Globe Milling Company and has been disengaged in Oakland Creek for some time.

That the transpacific service of the Toyo Kisen Kaisha will in no way be affected by the war is indicated by the schedule of proposed sailings from San Francisco for the first half of next year, just issued by the company. The service will be carried on by the three large turbine, "Shinyo Maru," "Tenyo Maru" and "Chiyo," and the smaller steamer "Nippon Maru." The latter vessel has just been released by the Japanese government after serving as a transport in the Far East. The Toyo Kisen Kaisha departures from San Francisco for 1915 will be as follows: "Shinyo Maru," January 16; "Chiyo Maru," February 13th; "Tenyo Maru," March 6th; "Nippon Maru," March 20th; "Shinyo Maru," April 3d; "Chiyo Maru," May 1st; "Tenyo Maru," May 22d; "Nippon Maru," June 5th; "Shinyo Maru," June 19th.

L. C. Gilman, president of the affiliated Hill lines of the North, was in San Francisco recently for the purpose of transacting business in connection with the inauguration of the Great Northern Pacific steamship line between Portland and San Francisco. Gilman says that the two large sister steamships which the line proposes to operate on the run would be here, and the "Portland" will enter the service not later than March 1, 1915, and said that they would handle a fair share of the Exposition traffic. Gilman further announces that Cal. E. Stone, who has been appointed general traffic manager for the new line, will arrive and open up his official headquarters in readiness for the handling of freight contracts and other business pertaining to the new route.

Bids have been requested by Libby, McNeill & Libby, the Chicago packers, for the construction of a steamer for use in the Alaska cannery trade, which, when completed, will cost approximately \$75,000. Plans and specifications have been submitted calling for a vessel 110 feet long, 25 feet beam and 12.6 depth of hold. The steamer is to be one of the most modern of her type afloat. She will be equipped with a 400-horsepower three-cylinder triple expansion engine and Scotch boilers. The hull will be of wood. There will be seven staterooms aft and accommodations in the fore-castle for a crew of sixteen men. The captain's cabin will be aft of the pilothouse. The vessel will be equipped with wireless apparatus. The Libbys want the vessel ready for operation in Alaska waters with the opening of the cannery season next spring.

In order temporarily to replace the "Empress" in the trade between Hongkong and Victoria, the Canadian Pacific Railroad will, it is said, charter two Japanese steamships recently launched in Japan. The identity of the two vessels cannot be learned, but it is understood that they will be of 12,000 tons register. Since the "Empress of Russia," "Empress of Asia," "Empress of India," "Empress of Japan" and "Monteagle" were requisitioned by the British Admiralty, the Canadian Pacific Railroad have lost considerable business on the Pacific, and trade built up by that concern has been diverted to other lines. It is understood that the Canadian Pacific Railroad are expecting the early release of the liner "Monteagle" from government service, and in that event she would be operated in conjunction with the two large Japanese ships in maintaining a monthly service.

The Great Northern Pacific Steamship Company, which will operate two large steamships between San Francisco and the Columbia River, beginning early in February, have recently issued a circular advertising the steaming of their two new vessels, the "Great Northern" and "Northern Pacific," from Philadelphia. The former vessel will steam on January 27 and the latter on February 17. Unlike the passenger vessels of other companies which have been built on the East coast and brought to this Coast for service, the Great Northern Pacific vessels will book passengers for their coast-to-coast voyages, and a large number of persons have already signed for their passage. The two vessels, which were built at a cost of more than \$3,000,000 each and are better equipped in respect to passenger accommodations than the majority of transoceanic liners, will offer exceptional opportunities for those desiring to come to the Panama-Pacific Exposition and view the Panama Canal, its inspiration, en route.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 253 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 9, 1914.

THE LAST ROUND IN CONGRESS.

The final session of the Sixty-third Congress convened on Monday, December 7. Among other "unfinished business" pending before the lawmakers is the Seamen's bill, which has been approved, in substance, at least twice by both the Senate and the House. Mr. Wall, who is the author of the very timely article on page one of this issue, requests the JOURNAL to "tell Congress what must be thought of it, if it continues to prevent a change in the present maritime laws of this country."

The JOURNAL has done so on more than one occasion and, if the present session of Congress fails to enact either the La Follette Seamen's bill or the so-called Alexander substitute, we shall be among those who have already given up the hope of securing justice by legislation.

This session of Congress will end on March 4th next—just about the time when the Sailors' Union of the Pacific will prepare for celebrating its thirtieth anniversary. And if it should transpire that this Democratic Congress and this Democratic President, who are pledged by their platform to enact laws providing for greater safety of life at sea and for justice to seamen, shall refuse to take that forward step because it is bitterly opposed by American and foreign shipping interests, then we will have to set a new course.

If emancipation can not be had through legislation, we will know it at our thirtieth anniversary.

If we must fight and struggle along other lines, we are quite confident that it is not yet too late to make the start.

The JOURNAL's old motto is, "Justice by Organization." That old motto is still good enough for an inscription upon the banner that will lead us on to victory.

Let us therefore Agitate, Educate and ORGANIZE!

Demand the union label upon all purchases!

TYSON ON THE RAMPAGE.

Chairman Frank P. Walsh, of the Federal Industrial Relations Commission, in the course of his excellent address to the thirty-fourth annual convention of the American Federation of Labor gave the following deeply significant forecast of a finding to be made public in the very near future:

One finding I can say this commission will make, after an investigation covering the wide territory I have mentioned, after hearing from almost 300 employers representing all of the great industries practically of the United States, in point of numbers representing an employing capacity greater than any body of men ever brought together before in the history of this country, we found but five men who would disagree with the underlying principle of collective bargaining, and we will so report.

The records show that Mr. James Tyson, president of the Charles Nelson Lumber Company of San Francisco, was one of the five irreconcilables. Life is too short and space too valuable to quote or deal with all of Mr. Tyson's rambling testimony given before the Commission. Some of his statements, however, stray so far from the truth that mere reference to them should easily disqualify the balance of his argument.

Here is the gem from Mr. Tyson's testimony:

Collective bargaining materially restricts the output of labor. The poorest workman is the maximum day's work. Why should one man do twice as much work as another if they receive the same compensation and always will do so. In fact, the union will not permit a competent man to work to his full capacity. The lazy workman files a complaint; the competent and willing workman is then reprimanded by the walking delegate, and admonished to discontinue such foolishness. If he is again complained of he is brought before the union and fined for giving his employer a good day's work for a good day's pay. This occurs frequently.

If union men are fined "frequently" for giving a good day's work for a good day's pay, it ought to be easy for Mr. Tyson to give at least one specific case. But he did not do it. Glittering generalities don't prove anything, and Mr. Tyson is hereby challenged to produce his evidence or stand convicted of testifying to something that has no foundation in fact.

Collective bargaining is generally conceded to be the one method by which some degree of justice may be established in the complex industrial institutions of our time. And, of course, it is understood that there can be no collective bargaining without organization on the part of the workers.

It is rather strange, therefore, that one who objects to collective bargaining should nevertheless declare "that workmen have a perfect right to organize and to sell their products at the best obtainable prices." Yet such is the paradoxical attitude of Mr. Tyson. With a little further analysis of his testimony it becomes quite clear, however, that the only kind of labor (?) organizations which could ever hope to receive Mr. Tyson's approval are spineless mutual admiration societies which award medals to scabs and strikebreakers, have but few members, collect very low dues, and employ no business agents or walking delegates of any kind whatsoever.

According to Mr. Tyson, business agents and walking delegates "are simply trouble-makers." In fact, says Mr. Tyson, "their positions depend upon creating trouble and adjusting it afterwards, very often leaving the workingmen in a worse condition than they were before such trouble started." Following up Mr. Tyson's fathomless logic

we would have to eliminate our police officers, because their positions depend upon frequent interference with industrious burglars, etc. It is needless to point to the fact that, as a direct result of such interference, the victims and the innocent bystanders are "very often" left in a worse condition than before the trouble was started!

Mr. Tyson would have no union official "serve more than one term in office." This suggestion is a good one from one point of view. It would give a greater number of men an opportunity to become acquainted with Mr. Tyson's unequalled vocabulary of cuss words. Apart from this consideration there does not seem to be any merit in arbitrarily dismissing the employes of labor unions at stated periods. Would Mr. Tyson be willing to swallow his own medicine and change the entire staff in his office every six months or so?

Mr. Tyson thinks the unions ought "to establish a standard of efficiency to be adopted and regulated by actual competent workmen." He believes also that "many workmen are worth more than the union schedule." And, lest we forget, Mr. Tyson is quite certain that "some of them are worth less, and should be paid accordingly." It is all very well for Mr. Tyson to talk in favor of a standard of efficiency, but his strenuous opposition to the Seamen's bill would indicate that he does not really mean what he says. At any rate, in opposing that meritorious measure he placed himself squarely on record against a standard of efficiency for seamen. Mr. Tyson knows better than most men that there is no rule or regulation which prevents him from paying more than the union schedule. And he again resorts to "generalities" when he insinuates that he is compelled to employ incompetent workmen because of their union affiliations.

All through his testimony Mr. Tyson is strong in generalizing upon all the alleged shortcomings of the trade-union movement. When it comes to details and cold facts, Mr. Tyson is decidedly weak. For example, he practically charges the Sailors' Union of the Pacific with being responsible for the beating up and killing of non-union sailors. He attempts to clinch his charges in this respect by referring to the case of a late Agent of the Union at Grays Harbor, Wash. This man, Mr. Tyson says, "was convicted and sent to the penitentiary." Then, in order to lower the reputation and the character of the Sailors' Union, he adds this unqualified falsehood: "Several years afterwards, on his release from jail, he was reinstated by the Sailors' Union as their agent at the same point." The well-known fact is that this particular man was convicted for the killing of a fellow unionist; that he was given a life sentence, and is still serving same at the Walla Walla penitentiary in Washington.

But facts and Mr. Tyson's statements do not very often jibe. And why should they? He wants to make a case against the unions and he is not very particular how it is done!

Enough of Mr. Tyson!

The penchant for child labor displayed by employers in the South seems to indicate the need of a new definition of chivalry, as applied to employers of that section.

COAST AND GEODETIC SURVEY.

The Secretary of Commerce, in his annual report to Congress asks increased appropriations for the Coast and Geodetic Survey. Mr. Redfield wants \$60,000 additional so that the coast survey in the Philippine Islands may not be interrupted, and \$500,000 for the construction of new vessels.

Three of the Survey's vessels come in for particular attention from the Secretary. These are the "Endeavor," at Lewes, Del.; the "Gedney," at Seattle, and the "McArthur," of Bremerton, Wash. The three vessels are described by Mr. Redfield as a "trinity of weaklings." Concerning the "Endeavor," Mr. Redfield says: "I protest in the name of ordinary decency against being obliged to continue such a vessel in the service." Of the "Gedney" he says: "She may hang together a while longer, but if in her duty she is caught suddenly in a heavy sea there is a good chance of her never coming back."

With reference to the general scope of the Coast and Geodetic Survey, Mr. Redfield furnishes much interesting data, and, as already indicated, does not mince words in placing the responsibility for inadequate appropriations of the past.

We quote Mr. Redfield:

This Survey is the oldest scientific service of the Government. It is also the greatest of its kind in the world, and the efficiency of its work is as marked as its extent; it is so recognized by other nations. Its methods and standards are approved by all who have accurate knowledge of the subject. There are single features of its work which are greater than the combined services of a similar nature of like departments in other great nations. Comparison, for example, of the tremendous task of surveying and charting the coasts of Alaska and the Aleutian Islands with that involved in the coast surveys of France or Great Britain will show to anyone the burden which this service so ably bears.

The duty of the Coast Survey deals first with humanity and second with commerce. Its work comes foremost in the protection of life and property along our shores and in opening the way for trade; yet after an experience of 20 months I affirm, without fear of successful contradiction, that the past attitude of the Government toward the Coast and Geodetic Survey, if the magnitude of its task be considered and the quality of its work be weighed, has been both with respect to its housing, its vessels, and to the necessary apparatus for its serious tasks, and particularly as regards the Pacific Coast and Alaska, like that of a wealthy and prosperous man refusing to give to his loyal children the necessities of life.

I speak of this in detail later. It is thus placed in the forefront of my report and with intended emphasis that this Department may not have upon its conscience and its record the responsibility for the loss of human life and property that has ensued from penuriousness respecting this service in the past and will ensue unless this policy is changed.

These are strong words. They are amply justified. Their truth can not be successfully challenged.

Let us hope that Mr. Redfield's "strong words" will bring results. Surely, a rich and resourceful country like ours can afford a sufficiently liberal appropriation to insure the force and apparatus with which to survey and chart the dangerous waters of our Pacific and particularly of our Alaskan coast.

BACK AT THE DESK.

The editor of the JOURNAL is glad to be back on the job. While in attendance at the American Federation of Labor convention, and while homeward bound by the Southern route, we had the pleasure of addressing meetings of seamen at New York, Philadelphia, Mobile and New Orleans. No one will deny that the seamen on the

Atlantic and Gulf coasts have had an uphill struggle and a greater share of bitter disappointment than are ordinarily given to the adherents of the trade-union movement.

Yet a majority of the sailors, firemen and cooks on the Atlantic and Gulf coasts seem to realize fully that there is no other way to obtain better wages, shorter hours and improved conditions generally, than via the trade-union route. They are evidently determined to keep at it, agitating and organizing until success crowns their efforts.

At present there are a great many idle men on the Eastern coast and prospects are not exactly rosy. Still, the spirit of unionism is in the air. Every one admitted that Philadelphia never witnessed a labor union parade of greater magnitude and enthusiasm than the one held on an evening during the late convention.

In common with their fellow workers on the Lakes and the Pacific, the seamen, firemen and cooks on the Atlantic are deeply interested in the pending legislation for seamen. They understand, however, that legislation alone will never materially change their condition. But legislation together with organization will prove irresistible. Upon that point there is apparently no misapprehension. Altogether, the outlook for a greater and stronger organization of seamen on the Atlantic is decidedly encouraging.

Art Young, writing and cartooning for the Metropolitan Magazine, is the author of the first cartoon of Andrew Furuseth that we have seen in print. Mr. Young's pessimistic comment upon the Seamen's bill, which is reprinted in full elsewhere in this issue under the caption "Watchful Waiting," is, of course, entirely in accordance with the facts, except that it is somewhat misleading because it omits to note the enactment of very effective and far-reaching legislation for seamen in 1895 and 1898. Imprisonment for refusing to join any American vessel, whether bound coastwise or foreign, or for leaving her at any time during the voyage, was thereby abolished in all ports of the United States, Canada, Newfoundland, West Indies and Mexico. The Seamen's bill now pending in Congress seeks to abolish imprisonment for leaving an American vessel in any safe port abroad. It also aims to abrogate so much of our treaties with other nations as obligates the authorities in this country to act as "slave catchers" for foreign shipowners.

One of the very significant incidents which transpired during the recent sojourn of the JOURNAL's editor at New York City was the refusal of all the "Missions to Seamen," except one, to allow the Seamen's delegation from the American Federation of Labor convention to address meetings of seamen in their respective halls or reading rooms. The lone exception was the Catholic Mission to Seamen, maintained by Father McGrath at 442 West street. On behalf of the organized seamen of America, the JOURNAL gratefully acknowledges the lone exception. We are utterly unable to get the point of view of those ministers of the gospel who by their action oppose the preaching of the gospel of self-help—i. e., trade-unionism. Surely, there is nothing in the principles of trade-unionism that conflicts in any way with the teachings of Christ!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 7, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping poor, lots of men around the Hall. Shipwreck Benefit was awarded to two members of the steamer "Dirigo." Balloting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 30, 1914.

No meeting. Shipping and prospects poor.

R. TOWNSEND, Agent.

518 Yates St. Phone 1325.

Vancouver, B. C., Nov. 30, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 30, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 30, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 30, 1914.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 30, 1914.

Shipping and prospects poor.

GEORGE NEULING, Agent pro tem.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 30, 1914.

No meeting. Shipping slack. Prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 30, 1914.

Shipping and prospects very dull.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 23, 1914.

No meeting. Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 4, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull, plenty of men ashore. The full Shipwreck Benefit was ordered paid to four members wrecked on the steamer "Hanalei," and to two members wrecked on the steamer "Dirigo." Balloting for officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with at headquarters and the agencies.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 27, 1914.

Shipping very slow, plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Nov. 25, 1914.

Shipping dull, prospects poor and many men ashore.

HARRY POTHOF, Agent.

P. O. Box 54.

Portland Agency, Nov. 30, 1914.

Shipping very quiet, prospects poor.

THOMAS BAKER, Agent.

27½ 2nd street, Bickle Bldg., Room 10. Phone Main 9731.

IGNORANCE OF "UPPER CLASSES."

The ignorance of the working class and the superior intelligence of the privileged are superstitions—are superstitions fostered by intellectual mercenaries, by universities and churches, and by all the centers of privilege. And the assumption of superior intelligence on the part of the privileged is not warranted by a single historical experience.

The derangements and miseries of mankind are precisely due to the ignorant and arrogant rule of "superior" classes and persons.

The mental and spiritual capacity of these classes is a myth; their so-called culture but thinly veneers their essential savagery, their social rapacity and impudence.

The system that divides society into classes can bring forth no true knowledge, no living truth, no industrial competence, no fundamental social decency. It can only continue the desolation of labor and increase the blindness and depravity of the privileged. So long as some people own the tools upon which others depend for bread, so long as the few possess themselves of the fruits of the labor of the many, so long as the arts and the institutions and the sciences are built upon exploited workers, just so long will our so-called progress be through the perennial exhaustion of generations and races; just so long will successive civilizations be but voracious parasites upon the spirit and body of mankind.

And it is to destroy the dominance of the privileged class, to eliminate classes from society, that the Socialist movement comes; and if it be true to itself, it will make no compromise with the superstitions and institutions of privilege. It will affirm an effectual faith in the self-governing capacity of the workers—in the wisdom hid in the heart of the co-operative man.—George D. Herron in *Metropolitan Magazine*.

TAKING A WHACK AT US.

"Oregon and Washington having voted out the liquor traffic and California having voted to keep it, the saloons and breweries and whisky houses of Oregon and Washington are preparing to move into California.

"How long can California stand that handicap?" asks the *Kansas City Star*.

"States and cities of the Pacific Coast like States and cities elsewhere are in rivalry. They are competing for industries and thrift. It takes more than the money of tourists seeking a 'good time' away from home to build States and cities.

"That California and its fine cities and towns realize that very fact is proved by the splendid triumph of Hiram Johnson and the progressive things he stands for—the social justice, the serious obligations of the commonwealth toward all its individuals.

"The restriction of the liquor traffic grows by what it feeds on. It is quite impossible that Oregon and Washington (each having its great and growing city), can shake off the economic waste and the poverty, vice and crime attaching to the liquor traffic without profoundly influencing their neighboring States."

As long as men make things for profit, so long will men quarrel over the division of the profits.—Ex.

MODERN GEOGRAPHY.

A plain is a level section of land, used chiefly for battlefields.

Mountains are the only forts that modern artillery cannot demolish.

An island these days seems to be a body of land entirely surrounded by battleships.

A river is a trench filled with water, used for the purpose of burying the dead after battle.

A strait is the condition in which every nation finds itself; the same is true of most individuals.

A city is a collection of houses where people live together for convenience in laboring and getting killed.

People are the things that work and die for a ruling class and are alluded to by kings and emperors as "my."

An isthmus is a narrow strip of land between two continents, completely stripped of land and made into a canal.

An ocean is a playground for the navies of the world. It is a convenient thing for the masters of money, who use it to keep the workers of the world from getting what they want except as they pay for letting others control it.

A continent consists of several warring and jealous nations, seeking to conquer and control each other and other continents.

A nation is a collection of as many races as can be made to stick together by adhesion of arms, engaged in an effort to separate other nations from their territory.—Ex.

GET OFF HIS BACK.

A noted American divine, Bishop Fallows, speaking of the duty of non-union men to their fellows, said: "They are profiting by their labors and sacrifices, and ought to recognize the sacredness of their obligation to them."

The cause of labor is not something that can be advanced without effort. Someone has to pay the price in labor and sacrifice.

The labor union is the only agency that can be depended on to protect and promote the interests of the worker.

Every worker outside the union is a burden on those inside.

There is a French cartoon that pictures the peasant of a hundred years ago plowing in a field, a gilded marquis on his back, tapping his gilded snuff box. Another cartoon shows the French peasant of to-day, still at the plow. On his back is an armed soldier who should be at another plow, while on the back of the soldier rides the second burden of Shylock, the money lender.

The union worker has enough to carry on his shoulders, without the added burden of his non-union fellow worker.—Ex-change.

One of the telephone companies is about to install automatic switchboards which will make the services of telephone girls unnecessary. In comes the new machine. Out go the girls. This is progress. Progress for the business, but what about the girls? Employers tell us that the people thrown out of work by improved machinery are always taken care of, that matters always adjust themselves.

The millions of unemployed prove either that the employers lie or are very badly mistaken.—Ex.

TRAFFICKING IN JOBS.

We often speak sarcastically of a man for whom we hold contempt by saying "he would steal the pennies off a dead man's eyes."

This isn't so great an offense as it may seem, since the dead man would hardly be able to rise to the occasion and object.

When men, however, under the name of "employment agents" deliberately send men to "jobs" where there are no jobs to be had, they have reached about the lowest point in life.

Employers of labor who patronize these agencies when the State has in operation a free employment bureau are equally guilty of a gross misdemeanor.

Hardly a week goes by but what some evidence is brought to light of the contemptibleness of some of these institutions. A very slight improvement has been noticeable in Wisconsin, where efforts have been made to regulate employment agencies. As in most other matters of "regulation" it is proving a farce. It is high time that private employment agents were forced out of business and the State bureaus allowed to grow to a maximum of efficiency.—*Duluth Labor World*.

THE HOUR OF DECISION.

If Rockefeller were a foreign war lord who had used a private army to shoot down American women and children, there couldn't be a bit of doubt as to the right of President Wilson to seize Rockefeller's Colorado mines, disarm his gunmen and put him where he couldn't repeat the crime.

Just because John D. happens to be an American citizen, working his cruel will behind the shelter of our laws, the way of procedure against him is said to be not so clear.

"Well, then, let's not be too particular about the legal side of it; let's have justice, anyway.

It is not a bit too soon to have, once for all, a clear-cut, definite settlement of the too-long-debated question:

"Who's It in this country, John D. or Uncle Sam?"

With infinite patience our Government has coaxed and coaxed this old oil king to be good and he has merely blinked his rheumy eye and stood pat on his claim of divine right to rule the manhood of Colorado by power of money.

It's time to quit coaxing and grab a club.—Ex.

In San Bernardino eighty tramps, convicted of "comandeering" a Salt Lake freight train on the desert, have been sentenced to work thirty days each on the county highways.

But if any one of them had stolen the whole railroad he would be in a position to ride free over it in a palatial private car, and to rank with such eminent financiers and railroad men as Gould, Hariman, Morgan and the Rockefellers.

Larceny in railroading is never safe unless it be of the grand variety—Sacramento Bee.

Nothing can be right until there is established the right to work and the right of every man to the full social value of his product.—Ex.

THESE, TOO, WERE MEN.

These, too, were men! These corpses
ranged in rows,
And piled in ghastly heaps on moor and
fen;
These silent hosts we fools accounted foes,
These, too, were men!

How slow we learn! How slowly man
outgrows
The traits of beasts that dwell in cave
and den,
And rises o'er the brutes, his history
shows.

Shall we not blush, and hang our shamed
heads when

Our rulers boast new triumphs, deadly
blows,

And foemen slain, if we remember then—
These, too, were men?

—T. W. Mercer, in London Labor Leader.

FURUSETH AFTER JOHN D.

Here is a startling charge made by Andrew Furuseth, delegate of the International Seamen's Union, at the meeting of the American Federation of Labor. He said: "Fully one thousand of the supposed employes of the Agricultural Department are paid by the Rockefeller educational fund and the Rockefeller foundation." This means that, while there will be mock efforts to benefit the American farmer coming from capitalistic sources, these efforts will be in reality in the nature of conspiracies to aid manufacture and transportation, already controlled by Rockefeller, at the expense of the farmer.

Furuseth points out one way in which the farmer is being beaten now by the Rockefeller-controlled Agricultural Department. The possibilities of denatured alcohol, he says, are deliberately smothered and the making of this rival of oil and gasoline is made impossible because the small stills that farmers might use are kept from the market on pretense of encouraging temperance.

There are already in existence stills that would enable the farmer to utilize the waste on his farm, and from that waste manufacture alcohol that might supply all the light, heat and power the farm might need, at half the present cost of these things.

The farmer must learn to help himself. He must learn to vote for the control of the Department of Agriculture and the Government.—Appeal to Reason.

"A SPLENDID CHARGE"

There will be the full complement of backs broken in two, of arms twisted wholly off, of men impaled upon their bayonets, of legs smashed up like bits of firewood, of heads sliced open like apples, of other heads crunched into jelly by the iron hoofs of horses, of faces trampled out of all likeness to anything human. This is what sulks behind "a splendid charge." This is what follows, as a matter of course, when our fellows ride at them in style and cut them up famously.—Dickens.

If you save money you're a grouch,
If you spend it, you're a loafer,
If you get it, you're a grafter,
If you don't get it, you're a bum,
So what the Hell's the use?

—Unidentified.

LABOR'S KINGDOM.

Thomas A. Edison, looking into the future, thinks the prospect of the laboring man is a particularly bright one.

"In 200 years, by the cheapening of commodities, the ordinary laborer will live as well as a man does now with \$200,000 annual income. Automatic machinery and scientific agriculture will bring about this result," Mr. Edison says. "Not individualism, but social labor will dominate the future; you can't have individual machines and every man working by himself. Industry will constantly become more social and interdependent. There will be no manual labor in the factories of the future. The men in them will be merely superintendents, watching the machinery to see that it works right.

"The work day, I believe, will be eight hours. Every man needs that much work to keep him out of mischief and to keep him happy. But it will be work with the brain, something that men will be interested in, and done in wholesome, pleasant surroundings. Less and less man will be used as an engine, or as a horse, and his brain will be employed to benefit himself and his fellows."

SOLD LAWFULLY.

The State Department, which is presided over by the great champion of the Prince of Peace, has made a ruling to the effect that American guns can be sold to the warring European nations, to enable them to continue the scrap and make money for the peace advocates in America. Here is part of the text of the ruling:

"Neither the President or any executive department of the Government possesses the legal authority to interfere in any way with the trade between the people of this country and the territory of the belligerent."

Trade is worth more than life. The only restriction placed on trade is, be sure you are not caught at your meanness, for if you are, the armament may be grabbed by the nation against which it is to be directed. But it is all right for peace advocates to encourage killing. Feed the war and starve America is the motto of the capitalistic government. Great is the hypocrisy of capitalism.—Ex.

The Single Tax Review is authority for the statement that the railroads of America own 200,000,000 acres or 312,500 square miles of land in the United States. This is equal to the total area of the six New England States, and in addition of New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North and South Carolina.

These are not all the big land holdings. Were all combined in one group, it would without doubt add to the list of monopolized land, given above, territory as great as Florida, Georgia, Alabama, Mississippi and Louisiana.

If to this were added the land owned in comparatively small bodies yet deliberately held from use for investment's sake, it would bring up the area of land monopoly to include all the territory east of the Mississippi River.

This is how practical the present system of land holding is. Any man who is not blind can see a grave danger in it.

Eternal kicking is the price of progress.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

"Ratification by the people of all treaties and alliances made by democracies.

"Manufacture of armaments by governments instead of private concerns, and prohibition of shipment of ammunition from one country to another.

"Fulfillment by the allies in the European war, when the opportune moment arrives, of their slogan that their war is against war.

"Consent of the population of a province, including women, before the province is transferred from one government to another at the end of the war.

"Agreement between democracies that they will support any one law-abiding nation that is aggressively attacked and defend any smaller nation menaced by a stronger power."

Strike for Shorter Hours.

Union bakers of Galveston are on strike for a reduction of hours from ten to eight and one-half per day, with pay for overtime increased from 40 and 45 cents per hour to 45 and 50 cents per hour.

The master bakers have made an attempt to capture public opinion by claiming that if they reduced the working hours they would have to reduce the size of the loaf of bread. The bakers have answered this by showing that in one establishment, having a weekly capacity of 28,000 loaves, the additional cost would be \$2.80, or one cent for each 100 loaves.

The bakers continue this line of attack as follows:

"Eight months ago flour advanced 30c per barrel. On the strength of this the shop mentioned reduced the size of its loaves one ounce each. A little later flour went back down 30 cents per barrel, but the size of the loaf was not changed.

"Soon flour again advanced 30 cents per barrel and the size of the loaf was again reduced one ounce.

"Sugar then advanced about 1 cent per pound and the master baker took off another ounce from each loaf of bread. One pound of sugar is used in every 160 loaves of bread. The sugar had advanced one cent per pound or one cent for 160 loaves of bread, yet for this advance the master baker took off 160 ounces of dough, more than 50 cents worth. He got back fifty for one right there.

"By this time the European war had gotten well started and evidently furnished another excuse, and this same master baker took off another half ounce from every loaf.

"Within the past eight months one bakery has reduced the size of its loaf of bread exactly $3\frac{1}{2}$ ounces and of this reduction only one ounce could possibly be accounted for because of the advanced price of material used in making bread."

Favors Literacy Test.

Wilmington, Del., Nov. 21.—A literary test for immigrants is favored by National Master Wilson of the National Grange, in his annual report to the convention in this city.

He says: "The United States has always welcomed to its shores those from foreign nations who desire to become a

part of our free institutions and government. In our prosperity and ambition to become great as a nation we admitted almost all who cared to come, with little or no restriction. The time is here when laws should be enacted and enforced, safeguarding our heritage. All should be taught that it is a serious thing, involving responsibility, to become a citizen of the United States, and when application is made for citizenship the applicant should be required to be able to read and write the English language and stand a rigid examination on the Constitution of the United States as well as the State in which he asks for naturalization."

Oligarchy in the South?

In a pamphlet entitled "Does a Cotton Oligarchy Grip the South?" President Holleman of the Southern Mortgage Company shows the impossibility of reducing cotton acreage or similar proposals to benefit Southern cotton planters and that in twenty-seven counties in Georgia there are 51,033 homes, of which 16,604 are occupied by owners and 34,429 by tenants, or 70 per cent. rented.

To illustrate how numerous interests profit at the expense of the tenant cotton planter, the writer says:

"The owners live in Atlanta, Savannah, Macon, Augusta, Columbus and in all of the other towns and cities in the State. Indeed, they may be found in New York and Washington and Baltimore, and in many other far-distant places. They are all Georgians, but they have abandoned these farms, rented them out to poor white folks and negroes, and are living elsewhere upon the cotton rents which they obtain. The owners of these rented farms are also bankers, merchants, supply men, liverymen, warehouse men, fertilizer men, and other men in similar lines of business in all the cities, towns and villages of the State. Their one idea in reference to these farms is to see that they produce every bale of cotton possible. If one of these owners lives too far away to look after renting and to attend to the gathering of the crop and the collection of the rent, some local man is an agent for the purpose. This local man is certain to be one of the prominent business men in the city, the town or the village nearest the farm. This local agent, of course, looks first to making a good rent contract for the owner. When that point is accomplished, then he sees to it that, in some way or other, the handling of all the cotton produced on that farm should come through his store or his bank. He sees to it that all the fertilizers that are bought for this farm, all the mules that are purchased for this farm, and all the supplies that go to the tenants on this farm, are handled by him. His only idea is to make the farm produce the cotton and he will attend to everything needed on the farm, get rents for the owner and make a commission or a sales profit on everything that is bought for the farm or sold from the farm."

What are your wages? I don't mean how much a week do you get; but what life do you get as the reward of your toil?—R. Blatchford.

For fair products of all kinds consult the JOURNAL's ad columns!

WATCHFUL WAITING.

Twenty years is a long time to wait,* but to wait that long and not get it, is, to say the least, discouraging. It looks at this writing as if the La Follette Seamen's bill would not become a law during the sixty-third Congress, and it also appears that the case of Andrew Furuseth, president of the International Seamen's Union, representing some 16,000 members, could be put down as the most noteworthy illustration of watchful waiting in the history of national legislation. For twenty years (since January, 1894), this tall Norwegian has been a familiar figure at the Capitol. His mission has been to get a law written on the statute books that will spell justice to sailors. In spite of the shipping trust lobby, the most powerful in Washington, the bill did manage to get through Congress twice. During the Taft Administration it passed both Houses and went to the President for his signature. That was March 3; on March 4 Mr. Taft went out of office with the bill in his inside pocket. He forgot (?) to sign it. Last August it passed the sixty-third Congress, and Furuseth began to see his dream coming true. They informed him, however, that the bill would yet have to go to the Senate Commerce Committee for further consideration, and asked him to please wait in the ante-room till it came out. As he waited a procession of Great Lakes' vesselowners and lawyers passed into the committee-room. Andrew Furuseth is still waiting. Twenty years trying to get a law to protect sailors and the traveling public, but in two days the one billion dollar emergency bill is passed to protect the financiers of Wall Street.—Art Young, in the Metropolitan Magazine.

* See editorial comment.

A STRANGE MEETING.

"A few years ago I was a delegate for the I. L. P. at the International Socialist Congress at Stuttgart, and stayed at the house of a German named Hans Woesselhoeft. After the battle of the Marne I was with a force pursuing the Germans, and one day engaged in bayonet fighting a German cavalryman. Looking at him closer I recognized my host of happier days.

"He recognized me, and we hadn't the heart to fight further. He saved the situation by surrendering, and has been sent to England with a batch of prisoners."—Corporal S. Heyhurst, Shropshire Light Infantry, at Cheltenham.—N. Y. Call.

You will do me the justice to remember that I have always strenuously supported the right of every man to his opinion, however different that opinion may be to mine. He who denies to another this right, makes a slave of himself to his present opinion, because he precludes himself the right of changing it. The most formidable weapon against errors of every kind is reason. I have never used any other, and I trust I never shall.—Thomas Paine.

The early closing of stores makes for the earlier opening of the rational era in the lives of the store workers.

A REMARKABLE TRIAL.

(Continued from Page 2.)

soon as it was publicly understood that he had returned. Rhodes had previously made his appearance in the city, but not, that we are aware of, offered himself to arrest.

Holmes was indicted for manslaughter, and his case came on for trial in the Circuit Court of the United States for the Eastern District of Pennsylvania, on the 13th of April, 1842, before Mr. Justice Baldwin, one of the associate justices of the Supreme Court of the United States. He was defended by Messrs. David Paul Brown, Isaac Hazlehurst, and Edward Armstrong. The United States were represented by William M. Meredith, Esq., district attorney, and Messrs. George M. Dallas and Oliver Hopkinson. The trial excited great public attention, and occupied nine or ten days. The defense set up was an overruling necessity for the slaughter.

The learned justice who presided at the trial, after stating the general obligation of passenger-carriers to do everything for the safety of those who commit themselves to their care, goes on to say, that such an emergency imposes no new duty on the passengers to provide for themselves, nor takes from the crew any of their former responsibility for the safety of those in their keeping—that if more sailors are in the boat than are necessary for its management, the supernumerary ones are to be sacrificed sooner than the passengers—that in the naked base of a sailor and a passenger struggling for the same plank, the sailor is to perish rather than cause the destruction of the passenger. But on the other hand, as his honor lays down the law, further, if the emergency in question is such that the safety of the sailors is necessary to the safety of the ship or boat, they are to be spared rather than the passengers. To use his own words: "The captain and such of the seamen as are necessary to the preservation of the ship or boat are not bound to draw lots for unless these abide in the ship all will perish." "This," says he, "is the sailor's privilege, his high prerogative, conferred on him for the common safety, clothed with which he is exempted from other risk of life than what attends the seaman after the immolation of those who have been doomed to death for the sake of others."

The jury found the defendant guilty, and he was sentenced to imprisonment in the common jail for six months and to pay a fine of twenty dollars.

The defeat of Home Rule in Taxation in California is, as the conservative Los Angeles Graphic remarks, "a triumph for the Miller and Lux monopolists and their ilk." It is more than that, however. It is a postponement of industrial freedom in California. It lengthens by at least two years the time that California labor must submit to injustice and oppression. It is a misfortune which affects in the same way those mistaken ones who opposed it as those who supported it. Fortunately other States will seize the opportunity which California has rejected. That alone will serve to open the eyes of California voters to what they have lost. The "Miller and Lux monopolists and their ilk" will be kept busy indeed should they continue in their attempt to block industrial emancipation.—The Public.

WAR BULLETINS.

By Oscar Ameringer.

The Allied Army of Unemployed is besieging the shop gates of the nation.

Nearly all of the wounded in the present industrial war in this country have been hit in the stomach.

The attack on the free lunch counter continues with unabated fury.

The report from Petrograd, Ky., that the breadline is slowly crumbling away is officially denied in Berlin, Wis.

The army of General Hunger is making satisfactory progress.

The Interstate Commerce Commission has made a vicious attack on our line of communication by raising freight rates.

Zeppelin XIII, which ascended from Fort Poverty last week to locate meat prices is now almost out of sight and still going up.

Since the outbreak of the war the crews on the nation's freight trains are reporting a tremendous increase in passenger traffic. It seems that the fad of seeing America first has affected even the lower classes.

The reserve army of labor which went West to harvest the bumper crops, is returning East on the bumpers without the crops.

WHY WE NEED AN ARMY.

Ex-President Taft is frank, to say the least. Speaking at Chicago on the 19th, he plainly told why a standing army is wanted as follows:

"We need an army for its moral influence if for nothing else. In a nation of 100,000,000 there are liable to be riots, mobs and insurrections which cannot be regulated except by the presence of an army."

Like a true Bourbon Mr. Taft has learned nothing, not even that with economic wrongs removed there would be no danger of riots, mobs, or insurrections. Not even that it is better to remove the cause of popular discontent than to suppress it with armed force. Like a true Bourbon he has forgotten nothing. He remembers that exercise of predatory power by privileged interests breeds disorder. Impervious to all suggestions of substituting justice for injustice Mr. Taft innocently betrays the real cause for which armies are everywhere maintained.—The Public.

RECENT COURT DECISION.

A steamer with 93 passengers and freight cargo on board lost her propeller near the California coast, and anchored within 1½ miles of shore, where she remained some 6 or 7 hours, when, in response to a wireless message, another steamer, which belonged to the same owners, came to her assistance, and towed her into a port, the services requiring some 12 hours. The weather was calm and the sea smooth, and there was no immediate danger, but at that season, and with her nearness to the coast, danger might reasonably be apprehended. Held, that the service was one of salvage, and that the crew of the rescuing vessel was entitled to salvage compensation to the amount of a half-month's pay each.—"The Roanoke" et al., 209 Fed. Rep. (U. S.), 114.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.**The Coast Seamen's Journal**

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The International Brotherhood of Teamsters has detailed Organizer Jennings to assist the coal teamsters in Worcester, Mass., in an organizing campaign. The Central Labor union's organizing committee is also assisting.

The Massachusetts State law which declares it unlawful to make false statements in advertisements was taken advantage of by union cigar-makers in Boston to end the practice of a non-union cigar manufacturer who was deceiving the public.

In an address before the central body, Superintendent Carey of the Atlanta (Ga.) city parks, urged the workers to take a greater interest in playgrounds and recreational facilities which he insisted working men were entitled to and should insist upon.

Unionists of St. Joseph, Mo., have organized a "labor advance committee" for the purpose of inaugurating a trade-union campaign the coming year. The Leather Workers' Union has been revived and the sentiment for organization is increasing in this city.

Because the big new Orpheum Theatre, in Portland, Ore., just completed, was constructed by non-union labor, its opening did not take place as scheduled. Union musicians refused to play in the house. The show was taken to the Heilig Theatre, which chanced to have an open date.

The Seattle Central Labor Union, at the suggestion of State Labor Commissioner E. W. Olson, who said that the unemployed situation was becoming grave, has called upon the unions of the State to reduce the hours of their workday so as to provide work for the unemployed in their respective crafts.

Several window glass plants in Pennsylvania have started, as will others in the very near future, after a long period of idleness. It is claimed the Belgium glass trade, which has been removed as a competitive factor because of the war, will not interfere for some time with this industry in America.

The New England District Council of Electrical Workers charges the Edison Electric Illuminating Company with discriminating for years against organized labor, even to the extent of violating the Federal Contract Labor Act. Central labor unions of the State are urged to start an agitation for the purpose of canceling the company's charter.

The appellate division of the Supreme Court has upheld the law which provides that every employee must have at least twenty-four hours rest out of each week. A Buffalo packing company was found guilty of violating the act and appealed on the ground that the law violated the fourteenth amendment to the Federal Constitution. This time-honored defense was futile and the court upheld the lower court.

While there are four unions of carpenters in Worcester, Mass., the officers, together with Organizer Shields, showed what can be done in an organizing way by hard work. The campaign was on only a few weeks, and 200 carpenters were enrolled in a new local. This was accomplished by a refusal to become discouraged, and a continual driving home of what has been and what can be accomplished by trade-union aggressiveness.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner	Kruse, Charlie
Anderson, Fritz	Karell, John
Anderson, J. -330	Kaald, John
Allen, John	Kroger, Johan
Anderson, Frank	Lapauble, J.
Anderson, Alfred	Lamb, Herbert
Brown, Peter	Lof, Oscar
Batchell, Alex	Larsen, Harry
Bartlett, H. N.	Larsen, Conrad
Bluhaen, Sigurd	Lynn, Charlie
Crosley, J.	Lambert, E.
Carlson, John	Larsen, L. A.
Carlson, Gus	Larsen, Fred
Christensen, Christ	Mortensen, J. R.
Christensen, Fred	Monroe, Wallace
Cotreau, A.	Macdonald, W.
Carlson, Martin	Martinsen, K.
Christensen, A. M. B.	Maitak, M.
Christensen, August	Mikkelsen, W. -1620
Coolen, H. D.	Nelson, Oscar
Crosby, J.	Nielsen, Harold Q.
Denten, E. L.	Nielsen, P. L.
Daly, W. O.	Nielsen, Oscar J.
Doddy, C. W.	Olsen, C.
Doughty, G. P.	Orstad, Christ
Erikson, H. -837	Olson, C. -584
Ellefsen, Otto	Olson, O. P. -1141
Elsted, John	Okhuysen, J. H.
Edikson, Johan	Petterson, Harry
Eugene, John	Parrotta, Peter
Granzell, A.	Pakko, Emil
Granqvist, C. O.	Perry, Robert
Green, Dan	Palmquist, John
Gabrielsen, Gust	Porter, Albert
Gjelseth, I.	Rasmussen, E. S.
Gudmundsen, Chris	Rasmussen, Olaf
Hermansen, Gustaf	Ramstad, L.
Hale, Kingsley	Rasmussen, Vigo
Hass, W.	Ranjald, G. F.
Hjorth, John	Rogers, W.
Hoohe, P.	Rasmussen, Arthur
Holm, H.	Reinink, H.
Hultberg, E.	Rommerdal, K.
Jacobson, Tongils	Rosewald, I.
Jensen, G. T.	Sterfahl, Hjalmer
Jegstrop, L.	Stone, N.
Jensen, H.	Samuelsen, L. -1216
Johansen, Geo. W.	Smith, T.
Johanson, Jacob	Scott, J. S.
Jorgensen, Agge	Sorensen, E.
Jensen, John Frank	Strauss, P.
Johanson, Alfred	Sund, K. A.
Johanson, Hilmer	Thomsen, Joseph
Jensen, E. S.	Thompson, W. N.
Johansen, Ludwig	Wallace, A.
Koch, W.	Wold, J. J.
Kristensen, Magnus	Weigeland, Sigfred

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES
At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Line, Victor
Dobbin, H.	Murphy, Daniel
Doering, E. W.	Nyhaugen, Julius
Hansen, Johannes	Ogilvie, Wm. A.
Iversen, Iver	Olsen, Martin E.
Johansson, Charles	Peterson, John
Johannsen, Christian	Pearson, Fred
Karthauser, Otto	Sweeting, Jack
Linea, W.	Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

— For —
A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eu eka, Cal., Letter List

Eriksen, Anton	Lawrence, Harry
Haldorsen, Adolf	Olsen, Alvind E. K.
Ingebrethsen, Alfred	Thorsen, Fredrik N.
Lomas, Richard	

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the "Oceana Vance," kindly call at the office of the Charles Nelson Co. for money due them.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

F. R. Wall, 324 Merchants' Exchange: Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Bjorkbon, F. C.
Bruce, Otto
Beuter, H.
Carlsen, Herald
Christensen, C. A.
Christensen, Otto
-1223
Carlsen, C. E.
registered L.
Dimens, O. L.
Dolany, Willie
Douda, C. W.
Eleasen, Sam
Edstrom, John
Ericson, O. H.
Felsch, Henry
Fujun, F.
Gundersen, Andrew
Grandstrom, N.
Gyntev, John
Hedlund, Albert
Henviks, Waldemew
Hellman, Albin
Hastars, C.
Hecher, W.
Jordan, O.
Jasnase, E.
Jakansa, C. R.
Jahnke, Otto
Johansen, Christ
Johansen, Christ
Krause, Ernst
Kikun, Alexander
Kjen, Magnus
Knudsen, Richard E.
Kevmagovet, Anatch
Kayvanen, Waino
Kelly, Palvic
Keane, M.
Luchman
Larsen, Mathias
Larsen, Knut C.
Larsen, Martin
Landstiter, Paul
Lindeman, K.
Leine, Viktor
La Boye, M.
Lyle, Alex.
Masters, C.
Melder, Johan

Meyerdierk, Heinrich
Michaelisen, John
Moller, Anders
Moller, L.
Martensen, H. C.
Meyer, Ch.
Melts, John
Maass, R.
McLillian
Marse, Thornwald
Nogat, E. G.
Nilsen, Axel
Norberg, John
Niemeta, John
Olsen, Olive J.
Osborn, Chas.
Olsen, Ansgar
Olsen, Arthur
Osborn, Charlie
Olsen, John A.
Petersen, Martin
Petersen, T. G.
Perssons, Oscar
Pedersen, Mathis
Palmer, Jas. H.
Pensgaard, Emil
Rod, Haltdan
Rytke, Otto
Raulman, Robert
Rasmussen, Thor
Solomonsen, Charse-
lius
Scott, James L.
Sorensen, Peter
Schmidt, Louis
Saer, B. A.
Schmidweg, Andrew
Staad, Claude
Swansen, John
Sweeting, Jack
Snyder, Jack
Tukkanen, J.
Tully, A.
Tanford, B. A.
Thomel, Martin
Torstensson, Folke
Westengren, C. W.
Walter, John
Welsen, John
Wilson, R.
Westergren, C. W.
Widersen, Ernst
Wheeler

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Batchall, Alex
Bleezings
Bowen, J. J.
Bergman, L. J.
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Ernksson, -333
Evensen, Krist
Forde, S. C.
Flotten, James
Gronros, Oswald
Hansen, Ove Max
Hylander, Gustaf
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Kustel, V. J.
Kaiser, Fred
Melder, Albert
Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Olsen, Oswald -1059
Olason, Chas.

Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Rod, Sakarias
Salstad, O. N.
Schultz, Axel
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE
UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE**"Think of Me" and
"White Squadron"**

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts
of Wilhelm Brannemann, born at
Dockenhuden, Germany, in 1882,
please communicate with Hans Mar-
tens, No. 1892, Sailors' Union of the
Pacific, San Francisco.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul General at San Francisco.

Home News.

Captain Edward Carpenter, Coast
Artillery Corps, has been detailed for
duty with the Government exhibit
board of the Panama-Pacific Inter-
national Exposition. Captain Car-
penter will report to the Exposition
authorities at San Francisco.

To free Bohemia from the dual
monarchy is the object of a move-
ment started by Bohemians in Amer-
ica. The leaders of the Bohemians
will, at the proper time, present to
the world powers a proposal to re-
store Bohemia its independence.

The largest cheese on record has
just been completed at West Mar-
tinsburg for exhibition at the Pan-
ama Exposition next year. Its manu-
facture required 106,000 pounds of
milk, and it measures 4 feet 1 inch
in height and over 25 feet in circum-
ference.

Future generations will be able to
see actual occurrences of the pres-
ent European war reproduced in mo-
tion pictures and view specimens of
every class of object connected with
the war at a great war museum to
be erected by the Modern Historic
Records Association, of which Wil-
liam H. Taft is honorary president.

Great Britain has declined to
modify, in favor of American manu-
facturers, the embargo on exporta-
tion of wool from Australia and
other British dominions. It had
been hoped that after the needs of
the British army had been satisfied,
Americans might be permitted to buy
the Australian surplus, giving guar-
antees that neither the wool nor
goods made from it would reach
Austria or Germany, but the State
Department was informed that for
the present at least no exceptions
would be made.

The National Grange passed reso-
lutions at the closing session of its
convention at Wilmington, Del.,
favoring farm credit legislation, a
government-owned merchant marine,
government ownership of the tele-
phone and telegraph and pure food
legislation. Other resolutions op-
posed ship subsidies, and would make
it criminal to spend money unlaw-
fully for the election of a United
States Senator. Next year's conven-
tion will be either at Oakland or
Sacramento, Cal., as determined by
the executive committee.

Strict orders have been issued to
preserve neutrality throughout the
Panama Canal Zone. Hereafter no
information will be given to any one
relative to the cargoes carried by the
ships using the waterway and enter-
ing the terminal ports. These orders
have resulted partly from President
Wilson's recent neutrality proclama-
tion and partly from the efforts of
local British diplomatic and consular
agents to learn what ships carried
coal and other probable contraband
through the canal for possible trans-
fer at sea to German warships.

To afford representative business
men of the United States an oppor-
tunity to study possibilities of the
commercial banking conditions of
every important city in Central and
South America, a Baltimore financial
institution has perfected plans for a
cruise around the lower part of the
hemisphere. The "Finland," an Amer-
ican built and American registered
vessel of 22,000 tons displacement,
has been chartered and will steam
from New York January 27. She is
expected to reach Panama for pass-
age through the canal, homeward
bound, on April 20.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - - WASHINGTON

Phone 342 Box 843

HOTEL OXFORD

JOHN GRONOW, Prop.

Rooms by the week \$1.50 up
208-12 HERRON STREET

Aberdeen, Washington

INFORMATION WANTED.

Frank Melson, who went as fire-
man on the S. S. "Maye" from Phila-
delphia to New Orleans, in May,
1913, is inquired for by his mother.
Anyone knowing his whereabouts
please notify Mrs. G. W. Paruin,
4309 Westminster avenue, W. Phila-
delphia, Pa.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

John Erik Nordberg, a native of
Sweden, age about 26, supposed to
be sailing on the Pacific Coast, is
inquired for by his brother Harold,
care of Sailors' Union of the Pa-
cific, San Francisco.

Domestic and Naval.

The Austrian steamship "Josephine," en route from Assab to Trieste, has been blown up by a mine. Six of the crew were saved.

The British Admiralty has accorded permission to Swedish transatlantic liners to make the passage by way of the north of Scotland.

Canadian government dredgers are at work in Sarnia Bay and it is expected the channels will be completed in time for boats of the Northern Navigation Company to go into winter quarters in the bay. Next year the bay will be converted into a harbor and the Canadian government will expend a large sum of money on the improvement.

Burmeister & Wain, Copenhagen, have completed the motor ship "Tonking," of 9,000 tons d.w. for the East Asiatic Co., Ltd. Length 410 feet; breadth, 55 feet; molded depth to shelter deck, 38 feet 6 inches. The boat is driven by two Diesel motors of total 3,100 horsepower, with a speed of 12 knots laden. All winches, steering gear, etc., are driven by electric power.

Some months ago the American gunboat "Princeton," while returning to Pago Pago harbor, American Samoa, ran at full speed on an uncharted rock. With only the most primitive means at their disposal, her engineers have at last succeeded in salvaging the vessel. The rents in the vessel's bottom were temporarily closed with canvas, but the crowning feat of the operation was the cutting away of a section of rock that had pierced the hull. The divers cut away the pinnacle and cemented the rock into the vessel's bottom, bringing away several tons of the reef with the "Princeton" when they raised her.

The utility of the British Royal Naval Volunteer Reserve has been further increased by the formation of a motor boat reserve, which is to be a distinct wing of it. The idea is the outcome of the patriotic liberality of private owners of motor boats in offering their craft to the Admiralty. A selection of the most suitable has been made, and many of their owners will take service in the new arm. For reconnaissance work and maintaining communication between the fleet and the shore the motor flotillas are likely to prove very valuable. The two ratings are chief motor boatman, with pay at 5s. 6d. a day, and motor boatman, at 2s. 6d. a day; in addition, 3s. a day is allowed for messing and hard-laying money.

Despite the war, German exports are arriving in this country in such amounts that it has been necessary for the Holland-America line to charter fourteen cargo steamships to accommodate the overflow tonnage. The exports include every variety of manufactured and raw material used in any quantity in this country. It is said that the service is being carried out at a loss to the Holland-America line, owing to the long detention at British ports consequent on inspection by cruisers for contraband of war. The German lines and Red Star no longer running from the Continent, the Dutch line is the only method of transportation left the German manufacturers. So long as Holland remains open the heavy movement of freight from Holland will continue.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaguis, Thorwald
Adderman, Ernest
Abokas, Ilmari
Albertson, Chris
Alfredson, Andrew
Allen, James
Andersen, August
Andersen, Nela
Anderson, Axel
Anderson, Ernest
-1941

Bakmyhr, Gustav
Bartsch, W.
Bauer, Andrew
Bauman, I.
Beimel, Peter
Benson, C.
Benson, Harold
Benson, Severin
Bergstrom, Axel
Bertelsen, Bertel J.
Bjorklund, Erik
Blackwood, R. H.

Campbell, George
Carlera, Pete
Carlsen, Carl
Carlson, E. S.
Carron, Ed
Cellan, John
Cesnen, Max
Chernovsky, M.
Davis, John
Davis, Frank A.
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Dehler, Alfred
Dempsey, H.
De Roos, J.

Eby, Ivar. D.
Eckhoff, Otto
Eggers, John
Ehlert, A.
Einardt, John
Eliassen, John A.
Ellis, E.
Elofson, John
English, John
Enokson, Marcus
Erickson, C.

Fischer, Wilhelm
Fjellman, George
Flinkenberg, Uno
Gabrielsen, Elling
Gabielsen, Peter
Galleberg, Martin
Gillholm, Albin
Gjerdal, Elling
Grabower, Martin
Granstrom, Vastor
Gravitt, Carl

Hakanson, John
Haldin, F.
Hale, Sigvald
Hall, S. C.
Hallen, Victor
Halvorsen, H.
Hammargren, Oscar
Hannus, Aug.
Hansen, E.
Hansen, Henry
Hansen, H. J.
Hansen, H. L.
Hansen, J. -2156
Hansen, John
Hansen, Marius
Hansen, Olaf
Hansen, Thos. -2383
Hanson, Harold
Hanson, W. H. C.
Hanus, Alex
Harmening, Fred
Harrison, Frank
Hartog, John
Haskins, C.
Hawkins, Fred
Heckman, Fred

Ikivallo
Illig, Gus
Jameson, J. E.
Jamisch, Ed W.
Jansen, Henry
Janssen, H. E.
Jaroslinski, Feliks
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, Hans
Jensen, M.
Jerdoe, Soren
Johannessen, Anthon
Johansen, Johan
Johansen, Louis
Johansen, Thos. W.
Johanson, Alfred
Johanson, Steve
Johansson, A.

Kaasik, August
Kaktin, Eduard
Kahnin, Ed.
Karsten, Martin
Karsten, Hugo B.
Kind, Herman
Kindlund, Otto

Anderson, Erik
Anderson, Hilding
Anderson, H. J.
Anderson, Johanes
Anderson, S. M.
Anderson, Tommy
Antonsen, Hans P.
Antonsen, Marius
Aronson, Albert
Attel, Alf
Aylward, James

Blair, Francis
Blumel, W.
Bodagh, A.
Borg, Antonio
Boro, Severin
Brusard, E.
Bryan, John
Brynjulfsen, H. B.
Buaas, Thomas
Burndez, Charles
Bynum, Joe

Christensen, Willi
Christiansen, Jacob
Claus, Charles
Clausen, Chr.
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Cord, Pete
Des Hayes, F.
Digman, Carl A.
Dixon, John
Domke, H.
Downey, James
Dracar, Ed.
Drager, O. F.

Erickson, C. A. -844
Erikson, Bernhard
Erikson, E.
Erikson, G.
Erikson, Konrad
-333
Erickson, J. E.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Fredholm, Falke
Friedrick, H.
Greame, William
Greenbeck, John
Griffail, Peter D.
Groth, John
Gutman, Charles
Gutsenan, Leo
Gynther, John

Helvig, Johan
Helgesen, Erna
Heldt, Charles F.
Helinius, Oscar
Helsten, Carl
Henricks, H.
Hensen, J.
Hetebruggen, Walter
Higgins, H.
Hiltwood, A. S.
Hings, Otto
Hoffman, Jack
Hofgaard, Hans
Hogan, A.
Hogstedt, Charles
Hokonsen, A. W.
Holend, E.
Holst, R.
Hovring, H. J.
Howard, O.
Huber, Emil
Hultberg, Ernest
Hushy, L.
Huse, Ed. R.
Hyde, Carl

Ingebrihtsen, Olaf
Irwin, Robert
Johansson, Chas.
-1300
Johansson, C. J.
-1566
Johansson, O. -1908
Johnsen, C. -1593
Johnsen, Walther
Johnson, C.
Johnson, Christ
Johnson, D.
Johnson, F. -1723
Johnson, Valter C.
Johnsson, Oscar
Johnston, P. E.
Jones, Berthron
Jonson, H. -2213
Jonsson, C. H.
Jonsson, K. A.

Kleishman, Frank
Klette, Ernst
Kramer, Fred
Krishjan, A. W.
Krishjan, Karl
Kristiansen, Hans
Kroon, F.

Lapouble, J. P.
Lapschies, Edward
Larsen, Anton
Larson, C.
Larsen, Hans -1677
Larsen, F. S.
Larsen, Martin
Larsen, Tom
Lebrun, Ernst
Lepa, Oskar

Maatson, Olaf
Maatto, John
MacAuley, Hugh
Macrae, Alexander
Magnusen, Magnus
Markley, Paul
Markmann, Heinrich
Markson, H.
Martens, Hans
Martensen, George
Martin, H.
Mathesen, Ludvig
Mathews, J.
Mayes, J. B.
Mehrtens, Herman
McCourt, Joseph

Naujack, Fritz
Nelson, A. B.
Nelson, C.
Nelson, E. C.
Nelson, Robert
Nelson, Werner
Olsen, Jens
Olsen, John Andreas
Olsen, Jorgen
Olsen, Martin
Olsen, Olaf -1283
Olsen, Olav
Olsen, Oswald
Olsen, Peter
Olsen, Ragnvald

Parson, Herman
Paulsen, Alex.
Paulson, George
Pedersen, Halldan
Pedersen, Hans
Pedersen, Henrik
Pedersen, J. A.
-1515
Pedersen, Paul
Pedersen, Viggo
Peters, J.
Petersen, John A.
Petersen, L. -1389

Raam, Henry
Raalsen, Fred
Rakov, Stephen
Rasmussen, Emll
Reed, J. W.
Rengal, Fritz
Renstrom, Axel
Ries, R. E.
Rimmer, Chas.
Saar, J. A.
Salger, Julius
Sandberg, John
Sand, Bernhard
Sanne, Rudolf
Saunders, James
Sauza, Custodio
Savio, Mario
Schager, Ernst
Scheffler, Samuel
Schneider, H.
Schrader, Fred
Schruester, E.
Schultz, Fred
Scott, Emil
Scott, James S.
Selbert, H.
Selzer, Julius
Sergo, A.
Sherry, J. H.
Shrene, Elwood
Siverson, Charles
Simansen, Carl
Skog und, Harry
Smalmsberg, Otto
Smith, D.

Taft, Hans
Tamisar, P.
Tamman, Krispin
Tarvik, Olaf
Taanase, E.
Tell, O.
Thomsen, William
Thomas, Edward
Thompson, Thomas
Uderkill, Karel
Vangelder, William
Viberg, John
Van Katwijk, J. W.
Voorhes, Firman
Vartnow, Wm.

Walsh, B.
Weber, J.
Wee, William
Welure, J.
Westlake, S. G.
White, Fred
Wilhelm, E. -1321
Wilson, J.
Zankert, Karl
Zibberling, Fred
Zornig, Harry

Liljendahl, Ludvig
Lindekrantz, Fred
Lindrop, Charles
Lindroos, I.
Lindroos, F.
Lindroos, Oskar
Lohne, E.
Ludlow, Jack
Lundberg, Thurston

McMalo, Victor
Melder, Albert
Mellander, G. L.
Melsen, E. S. -1116
Melsen, Niels
Merilut, Gaston
Mickelsen, John
Miller, Fred
Miller, Henry
Miller, W. -2039
Mirsmann, A.
Moller, Fritz
Morris, Francis
Muller, A. R.
Muller, Fred
Murray, C. P.

Nelson, W.
Nerberg, Kristian
Nextrom, Aleck
Niemeyer, Oscar
Nilson, Harry
Nordstrom, Johan
Olsson, G. B.
Olsson, C. O.
Olsson, James
Ommenson, E.
Ondraek, Ralph
Osterberg, S. H.
Osterhoff, Heinrich
Osterman, Oscar

Peterson, Otto
Pettersson, Chas.
-1901
Pettersen, Karl
Pettersen, Conrad
Pettersen, Hjalmar
Pietschman, Geo.
Post, Ben
Preen, Alfred
Prizz, Carl
Publicatus, August

Rivera, Ben
Roery, Frans.
Rogis, A.
Rokenas, George
Rosenblad, Axel
Rulse
Rundquist, O.
Rutte, Peter
Smith, John
Soderlund, Uno
Sorensen, Christian
Sorensen, S. P.
-2722
Sorgen, Edward
Spencer, Emil
Stangeland, Peter
Stanley, Joseph
Stanton, J.
Staph, Fred
Stein, Emil
Stintman, John
Strumberg, W.
Suarinen, Frank
Suger, J.
Sundberg, K. K.
Sunderlin, Ax.
Sundhouse, Joe
Sundl, Oscar
Sutherland, Peter
Swanson, E. 2675
Swanson, O.
Swanson, Ben
Swanson, Gus.

Thompson, Walno
Thomsen, Gus
Thoren, Victor
Thorsen, Gus
Thorstrup, Ludvig
Tollefsen, Hans
Tornquist, M.
Traynor, John

Uppett, Walter
Viberg, John
Voorhes, Firman
Walsh, B.
Weber, J.
Wee, William
Welure, J.
Westlake, S. G.
White, Fred
Wilhelm, E. -1321
Wilson, J.
Zankert, Karl
Zibberling, Fred
Zornig, Harry

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Belling, Oscar
Berling, J. B.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefson, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Charles G.
Hansen, Karl
Hansen, Marius

Hansen, O.
Hawkins, Fred
Hendricksen, Hagbart
Hoffman, J.
Jensen, Hans
Johansen, Emil
Jorgensen, Oluf
Klette, E. F.
Laas, J.
Mehrtens, H. K.
Olsen, Arne
Olsen, Carl -1101

Olsen, W. S. -1229
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Roslin, Robert
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Tanum, H. -793
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

:: BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

124 EAST STREET Garfield 7690

Union Store

Gents' Furnishing Goods
GENERAL MERCHANDISE
Suits Steam Cleaned \$1.50

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

News from Abroad.

While a salute was being fired, a gun exploded on the Cuban cruiser "Cuba" and two men were badly injured.

According to official statement, the Russian littoral in the Black sea is mined in certain places for about sixty miles from the coast.

Twenty-three persons were killed and a number of others were injured in the earthquake which occurred in Western Greece and the Ionian Islands last week.

A Tokio dispatch to Reuter's Telegram Company reports a serious mine disaster in Hokkaido, the northernmost of the main islands of Japan. It is reported that 437 miners are dead.

French prisoners at Munich are being well treated, writes Pierre Maurice, the musician, who recently visited the detention camp at that city. The prisoners, he says, are amply clothed and fed.

The military authorities have prohibited the sale of alcohol in East Prussia. Those disobeying the order will be arrested and the shops continuing to sell alcohol will be closed.

The Turkish government has assured the State Department at Washington that it will not expel Russian Jews residing in the Ottoman empire, but will permit them to become naturalized Turkish subjects.

The Daily Mail's Copenhagen correspondent says Germany has demanded that the Swedish government suppress unfriendly utterances against Germany in Swedish newspapers and has threatened reprisals in the event of non-compliance.

The travelers returning from Egypt report considerable unrest in that country. The English, they say, are making defensive preparations with all speed, heavy artillery being brought up. Efforts are being made to impress the population by the display of military strength.

The Bundesrath of Germany has decided, says a Reuter's dispatch from Amsterdam, to furnish financial and medical assistance to women at the time of childbirth. This step was taken to alleviate the anxiety of husbands at the front, and to protect the coming generation.

The Belgian army is drawing a supply of new officers in large part from the Belgian civic guard. According to a member of the Belgian war office at Havre, the civil guard is composed of men who have seen service in the army and are well qualified to become officers.

An appeal is being made for subscriptions for the French association for war dogs, in order to supply army dogs to search for the wounded. The Institute of Zoological Psychology has undertaken to train dogs received. The training requires only a brief time when undertaken by professional trainers. Dogs are being offered from all sides.

An additional German army of 2,000,000 men, newly equipped and well drilled, has been formed to swell the Kaiser's forces in Russia and France. The necessity that Germany has been under to maintain itself independent of foreign imports in times of peace is now proving a blessing to the country, according to the communication. Factories are still working at full power and the government reports that the quantities of cattle and foodstuffs will support the country for an indefinite period.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust
Anderson, Erik
Albertsen, Hans
Christian
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ali
Elmi, A.
Ekeland, Will H.
Eriksen, Earl
Eriksen, Ollie E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happmer, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacona, Carmelo
Janssan, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Marepie, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalman, Joe
Schlachte, Alfred
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stikrud, Jack
Stromsness, Oscar
Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stikrud, Jack
Stromsness, Oscar

With the Wits.

Hard Luck.—"You are not the boy who usually caddies for me?"

"No, sir. I tossed up wif 'im for yer."

"And you won?"

"No! I lost."—London Mail.

Weather or No.—"Now tell us," sternly demanded the young legal luminary whose brow overhung like the back of a snapping-turtle, addressing the cowering witness, "what was the weather, if any, upon the afternoon in question?"—Puck.

Prerequisites.—"Tommy," said the Sunday-school teacher, who had been giving a lesson on the baptismal covenant, "can you tell me the two things necessary to baptism?"

"Yes'm," said Tommy, "water and a baby."—Western Mail.

Tom Ochiltree, having been hurt in a railway accident, brought suit for damages. Walking with the aid of crutches some months afterward, he met a friend, who inquired:

"Can't you get along without crutches, Tom?"

"The doctor says I can," said Ochiltree, "but my lawyer says I can't."

His Favorite Style.—"How will you have your eggs cooked?" asked the waiter.

"Make any difference in the cost of 'em?" inquired the cautious customer with the brimless hat and the ragged beard.

"No."

"Then cook them on the top of a slice of ham," said the customer, greatly relieved.—Tit-Bits.

Scene—Editor's sanctum. Printer (rushing in excitedly)—Here's a fine go! Giggiwigg, the murderer, has just been found innocent, and the Government has telegraphed a pardon. We've got the whole account of the hanging set up, with illustrations, and the form is on the press.

Editor (coolly)—Don't get excited, man. Put over the account, in large capitals, "Giggiwigg pardoned. Full account of what he escaped."

An Invitation

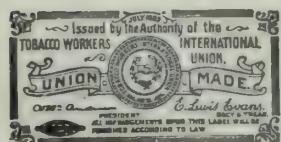
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

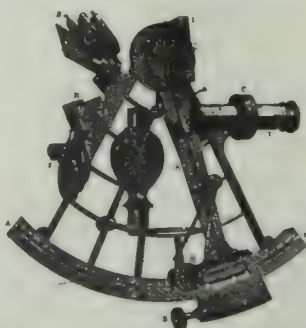
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Now, as in Years Past HALE'S for TOYS

For breadth of assortments, for quality and for value-giving Hale's Toyland is supreme. We devote months of time, thousands of miles of travel, and the trained mind of an expert to the selection of our Toys, Dolls, Games and Wheel Goods. The tremendous pressure of our Five-Store buying is brought to bear in obtaining quantity discounts, with the result that we positively offer the greatest values on the Coast.

The time to buy is NOW. Assortments and service are at their best.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

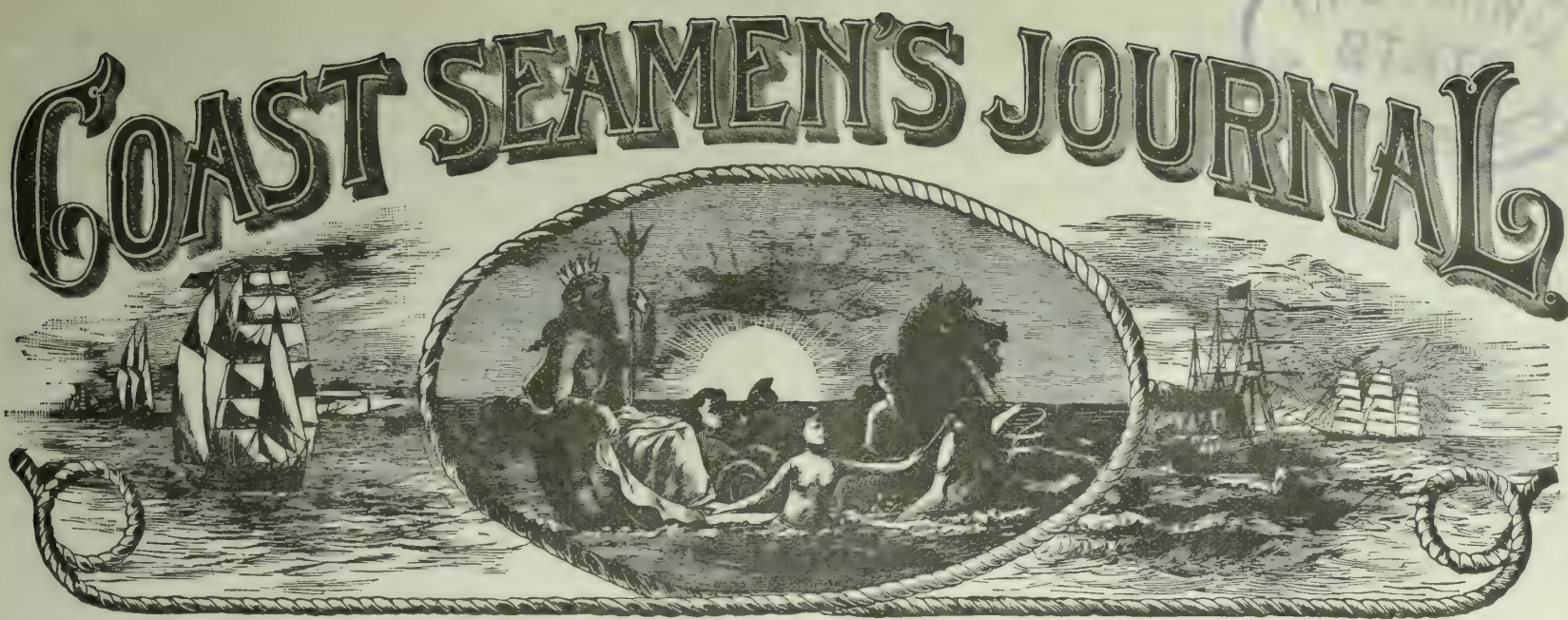
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 14.

SAN FRANCISCO, WEDNESDAY, DECEMBER 16, 1914.

Whole No. 2308.

THE AMERICAN FEDERATION OF LABOR.

Its History Affords Inspiring Proof of the Power of Economic Organization.

Notwithstanding all the obstacles that have beset its path the American trade-union movement has steadily forged ahead. In its trials and triumphs it has brought together upwards of two million souls actuated by the one desire, to make this world a better place to live in. The most potent force that can possibly be employed by the working people for their economic advancement, is the practical business-like organization commonly known as the trade union, and we can employ no language of our own that would better express the thought we have in mind on the subject of organized labor's aspirations, and its power to overcome difficulties, than the introductory to the annual report of the Executive Council, which reads as follows:

Each year brings progress in dealing with the burdens and problems of the workers—proof that the policies and the methods of the A. F. of L. are practical and effective.

The principle that has directed and controlled all policies of the A. F. of L. is that organization in industry is the key to betterment of conditions for the workers.

Organization for the purpose of making united effort to remedy wrongs that affect the work and lives of all has been the instrumentality that has brought cheer and hope and betterment to the workers.

Economic organization gives power—power to protect the workers against industrial exploitation and injustice; power to secure for them opportunities for development; power to secure for them things that will make life sane, whole, and good; power to secure political representation for their ideals and recognition of their demands in legislation.

The influence of organization in industry and its infinite number of contacts with other organizations constitute an intricate force that is the most powerful single force in society.

The power of Labor is commensurate with its unity, solidarity, and federation.

The ultimate purpose of every activity of the A. F. of L. is to extend and to make more effective organization.

Whatever success labor has had in establishing its ideals in any field of activity has been due to its numerical strength and solidarity of economic organization.

During the past year the A. F. of L. has won a remarkable political victory. It has brought to a successful culmination the political campaign inaugurated in 1906.

The purpose of that campaign was to establish industrial freedom for the working people that they might have the right to organize and the right to the activities necessary to make organization effective for human welfare.

The law that accords the workers of America those rights contains the most fundamental, the most comprehensive enunciation of industrial freedom found in any legislative act in the history of the world.

The workers of our land were able to secure that law because they represented an organized economic power.

Since Labor's Bill of Grievances was presented to those responsible for the failure to accord Labor necessary legislative protection, and since the inauguration of Labor's non-partisan political campaign in 1906, the organized workers have been able to secure many laws protecting the workers—the great majority of the people.

They have accomplished these results with no other machinery except their economic organization—their federation.

As individuals, workers are unable to secure any consideration from employers, law-making bodies, or other government agencies, but by means of their organization for economic purposes the workers take their rightful positions as the most powerful, the most influential element in society.

For this reason the A. F. of L. has during the past year extended its plans and efforts for organization.

The special work has been among the unskilled and the women workers.

Organization is like a structure—it must rest upon a firm, solid foundation to be of service.

Practical operations proceed along the lines of least resistance, the initial effort is directed against strategic points.

When these are organized, operations are extended to the associated opportunities.

There is nothing spectacular or extraordinary, yet it attains results that last.

Organization infuses into the industrial life of a community consideration for human welfare. In time new conceptions of the value and the sacredness of human life permeate the industrial organization and management and extend out into the common life of the community. The little leaven of humanity has brought gentleness, mercy, and justice into the thoughts and manners of all the people.

Labor organizations have been the most potent force in democratizing humanity, culture, and justice, and thus bringing about a cultural civilization that is expressed in the daily thoughts and habits of individuals.

Economic organization is that upon which we must concentrate our thought and effort.

When economic organization is achieved, every other good thing becomes possible for the workers.

But because of the great power attaching to this agency, many other movements or forces seek to destroy or to use them. For this reason the A. F. of L. early adopted the policy of avoiding entangling alliances. This policy has been consistently pursued during all these years. But with great success and increased growth comes additional power. Many and tempting will

(Continued on Page 11.)

A SWEDISH PLIMSOLL LAW.

Just as the first news of the great war came to hand the Swedish Parliament assembled to discuss four separate bills for the purpose of attaining increased security in Swedish shipping. A special committee from both houses had previously considered the proposals and made a few alterations. The four bills in question contained: (a) Several alterations in the present sea law; (b) Provision for State control of Swedish shipping; (c) Financial proposals for a controlling bureau and appointment of twenty-two inspectors; (d) An alteration of the sea law on account of the international shipping conference in London at the beginning of this year.

Historical Résumé

The conservative or reactionary party in Sweden have until recent years been in permanent power and have during that time hindered nearly all progressive reforms, including laws for the safety of lives on board ships. Proposals in this respect have always been voted down as unnecessary. A committee, which sat from 1884 to 1889 to investigate the question of industrial accidents and the question of old age pensions, was able to show that no less than 52.08 per cent. of all seamen died from accidental causes. Not even these gruesome figures could move the reactionaries to a progressive attitude.

All guarantee of safety was until recently based upon Section 26 of our sea law, where the responsibility was placed upon the captain of the ship, whose duty it was to see that the ship was in a seaworthy condition. On this point opinions might differ considerably; some captains are always prepared to take greater risks than others and still consider—or at least state so—that the ship is quite safe. Besides there is always a danger that the shipowner will discharge a timid captain who does not make rapid voyages, or load the maximum cargo per month, or who is always asking for repairs in order to make the ship seaworthy. It was against this sort of unsatisfactory conditions that Samuel Plimsoll started his agitation in the beginning of the seventies. There lies a period of nearly fifty years between that time and the present year. No one can call this undue haste.

During this period of time, most countries have passed more or less stringent laws as to the safety of ships and even—especially in Great Britain and France—made those laws partly applicable on foreign vessels which visited their shores. In the British act (L. C.) it was decided to extend the operations upon foreign ships still further, so that even the life-saving apparatus and the loadline regulations would be applied on such vessels in British ports from October 1, 1909. This decision made it still more necessary to do something in this country or be placed under the guardianship of another country's legislation.

In 1906 a Royal Commission was therefore appointed and was composed of three shipowners, a representative of the Swedish Board of Trade, a consulting engineer, a marine engineer, a director of a large insurance company, a representative of the seamen (Mr. Charles Lindley) and a government law official as chairman. This committee investigated for four years and carried on a great controversy over vari-

ous principles, among others on the big question of altering the system from repressive control by captain's responsibility to the system of preventive control as practiced in Great Britain and other countries; also whether we should follow the French system with Government guarantees that this or that thing is established as per rule. A close majority carried the principle of preventive control, without the system of certificates. Then came the great work of drafting the most suitable system of control.

Principles in the Control System.

The undersigned would rather have had a special law codifying the whole subject, but the majority would not accept this view. They decided instead to make the necessary alterations in the existing law, so that it would not contradict any other legal proposal which would place the shipping of Sweden under preventive control. No less than thirty-one articles in the law had to be altered, and in some cases increased fines were inserted. The chief point is embodied in a new section 5a, which says that a vessel must be in a seaworthy condition, satisfactorily equipped and protected against accidents. The accommodations must be sufficient and suitable. The ship shall be manned in an efficient manner, loaded and ballasted so that safety is not endangered. Further regulations and instructions regarding these questions are to be issued by the Government.

The undersigned fought this proposal both in committee and afterwards in the Parliamentary Committee and in the Upper House, and demanded that these regulations should be issued in legal form, as the great influence of the shipowners with the Board of Trade and other official departments was well known. Even if no direct result came out of this protest from a single individual, it compelled the authorities to give careful binding promises and caused the Parliamentary Committee to state that my fears were unfounded, so that all attempts to bungle these details can always be met by me with scathing criticism.

The committee drafted likewise a proposal on "What in certain respects should be observed regarding the seaworthiness of ships, their equipment and loading." (The question of manning was shirked by the committee, but the Government took it up on the motion of two other members and myself.) The titles of the various chapters read as follows: (1) The trade in which a ship is to be used; (2) Regulations for machinery of ships; (3) Certain safety arrangements on the ship; (4) Accommodation for officers and crew; (5) Equipment of ships; (6) Boats and life-saving apparatus; (7) Fire extinction material; (8) Rules for avoiding fires and explosions on board; (9) What shall be observed when carrying ballast; (10) What shall be observed when carrying grain; (11) What shall be observed when carrying coal; (12) What shall be observed when carrying inflammable cargoes; (13) What shall be observed when carrying deckloads of wood; (14) Certain regulations regarding passenger ships; (15) Observation of rules and regulations. In addition a few other rules regarding shipping were drafted. Many of these chapters would very likely be of interest to the few specially concerned but I cannot here take up space in publishing details.

The law of control over shipping contains seven chapters as follows: (1) General rules; (2) Periodical survey as to seaworthiness (compulsory for passenger ships every year, iron ships or tramp steamers every four years and wooden sailing ships every six years); (3) Rules for inspection of passenger ships; (4) General inspection (continued); (5) Usages prohibited; (6) Concerning redress and inspection; (7) Responsibility and fines.

The committee had further divided the country into certain districts and made a proposal to appoint twenty-two inspectors and a head inspection bureau. The report concluded with an epitome of the safety provisions in England, Germany, France, Holland, Italy, Russia, Denmark, Norway and Finland.

The Government based its proposals on the committee's report, but made some very important alterations, mostly for the better and in accordance with my observations. Amongst other things the manning of ships is to be placed under the control of the shipping offices as well as of the inspectors. The Parliamentary Committee made one little improvement regarding the payment of overtime in port. All extra work including shifting (not mooring when coming direct from sea) has to be paid for when done after regular hours. We tried to increase the amount but only partly succeeded. The minimum payment is 30 öre (about 4 pence), with 1/400 part of the monthly wages per hour in addition.

The unrest on account of the war cast its gloom over the parliamentary debate on these matters. There were certainly many conservatives who considered this extra expense for inspection under present circumstances to be unnecessary and could be postponed for an indefinite period. Knowing this, we were careful not to defeat the measure even if we were not satisfied with certain points. In spite of all, it is a great step in the direction of making seamen's labor more secure.

The London "Safety" Conference.

The international agreement made at the recent conference for "safety" in London was not placed before Parliament in form other than a proposal to make it compulsory for a ship to help another in distress. The undersigned was therefore handicapped in bringing forward a just criticism against the appointment of delegates to that conference, and all the more so as the Government then in power (Liberal) have retired from office, and so far as one sees no new conference will be held for some years to come.

Seamen's Right to Leave Vessels.

A repeated motion asking for an alteration in the Swedish sea law, with a view to giving the seamen the right to be paid off (if so desiring) at the end of a voyage in Swedish ports, was again defeated in the Upper House. The shipowners are fighting this measure with all their power, contending that this sort of liberty would bring on a flood of strikes and be the ruin of Swedish shipping. The Swedish seamen sign on at present by yearly contract, and cannot leave during this interval.

CHARLES LINDLEY.

A French aviator has placed a pneumatic buffer in front of the seat of his aeroplane to lessen the shock should he strike the ground heavily.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Legislation on Calendar.

The bills of interest to labor, scheduled for consideration at the sixty-fourth Congress, together with their parliamentary standing, are as follows:

Seamen's bill—Passed Senate. House passed substitute, which is now in Senate Committee.

Immigration—House passed Burnett bill, with literacy test. Senate Committee on Immigration has reported the bill favorably.

Domestic Convict Labor Bill—House passed Boother-Hughes bill, which provides that convict labor goods shipped into another State shall be subject to the laws of that State. Reported favorably by Senate Committee on Education and Labor.

Foreign Convict Bill—House passed Hensley-Stone bill, which makes it illegal to admit foreign goods, if made in whole or in part by convict labor. Reported favorably by Senate Committee on Manufactures.

Bureau of Labor Safety—Passed by the House. Reported favorably by Senate Committee on Education and Labor.

Building Regulations for District of Columbia—Passed House. In Senate Committee on District of Columbia.

Locomotive Inspection—Reported by the House Committee on Interstate and Foreign Commerce, and occupies fifth place on unanimous consent calendar. Special rule ordered for its consideration. This bill would extend boiler inspection law to cover machinery in connection with engine.

Minimum Fine for Violation of Hours of Service Law—Passed House. In hands of Senate Committee on Interstate Commerce. This bill fixes a minimum fine of \$100 for violations of the law.

Prohibit Taylor or "Speeding Up" System in Navy Yards and Government Workshops—Deitrick bill has been reported favorably by House Committee on Labor. Subcommittee of Senate Committee on Education and Labor has made a favorable report of the Borah bill, which refers to the same subject, to the full committee.

Kern-McGillicuddy bill, intended to strengthen and liberalize Federal Employees' Compensation act has been reported favorably by the House Committee on the Judiciary.

Eight Hours—Conservation bill, containing eight hour provision for miners and other employes of contractors and lessees, passed House. Before Senate Committee on Public Lands.

Child Labor—A number of bills bearing on this subject have been introduced. The Owen-Palmer bills are believed to be the best prepared measures. They provide for the prohibition of child labor products in interstate commerce. This principle has been indorsed by the House Committee on Labor, in a substitute bill reported to the House of Representatives.

Other bills to be considered are:
Industrial education.

To amend the act relating to the postal saving system.

To codify the laws relating to national elections.

To aid in the construction of rural post roads.

To revise the judicial code.

To regulate the wages of mechanics and laborers employed by the United States government.

To regulate the procedure in Federal courts.

To shorten night work of postoffice clerks.

Applaud Wilson's Answer.

The "Free Press" of Trinidad, Colo., applauds Secretary of Labor Wilson as follows because of this trade-unionist's speech before the recent A. F. of L. convention:

"Answering his foes and maligners a few days ago in Philadelphia, William B. Wilson, Secretary of Labor, said:

"If securing justice to those who earn their living by the sweat of their faces is partisanship, then count me a partisan on the side of the man that labors."

"You have been criticized and accused of partisanship, but only rob the working-men of his last right or crust that they might the more speedily and surely pile up their dividends. No one with fairness or justice in his soul has so accused you, though, and it is good to see that you possess the courage and manhood to come right back at your traducers, although it was known all along that you did own to these things.

"Your office was created in the interests of the working public. You were appointed in order that the workman might have a friend and a word in the big work going forward at Washington. You sensed the intention of your job, and you have proved yourself the man for the job.

"It is really lamentable that the enemies of labor should live to see the day when the toiler would have a real friend in a high place. It is quite too bad that the day should have arrived when the worker should be looked after just a trifle. But that day seems to be here, and while we are vastly sorry for them, it begins to look as if the harsh and labor fighting corporations would have to swallow their chagrin and make the best of the new conditions.

"Go to it, Mr. Wilson. Every time a corporation abuses you, we are going to go right out in front, throw our hat in the air and give three cheers. Because we will know that when you are being abused you are doing your work in the right way."

Life Depends on Unionism.

In an editorial on "Government Statistics Show Life Depends on Unionism," the United Mine Workers' Journal says:

"The verdict of the coroner's jury in over half the cases of death from accidents in the coal mines should be, 'Death was due to lack of organization.'

"Alabama, where they will tell you the operators lay awake nights figuring how best to advance the welfare of the miners, but where they have crushed out the union,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

There are 12,000 union compositors in London. They comprise about 80 per cent. of the typesetters.

The Germans have reopened the gigantic works of Cockerill and have even offered the Belgian iron workers an increase in wages of 50 per cent.

According to the latest commonwealth statistical bulletin, there are over 30,000 members of unions out of work in Australia, or more than 10 per cent.

Official German statistics show that the average yearly income of the railway maintenance workers in Baden is \$260; in Wurtemberg, \$250; in Bavaria, \$230; in Saxony, \$335; in Prussia, \$210.

Eighty Social Democratic Deputies have been returned to the Swedish Riksdag. As the Socialists will form a considerable section of the Chamber, it is not at all improbable that they will be invited to enter the cabinet.

A delegation of trade unionists recently called on Minister of Labor Crothers to urge the establishment throughout the Dominion of Canada of free labor bureaus, to take the place of private establishments and remove many abuses which have developed under this system.

The German Transport Workers' Union reports that on August 31, in 312 sections, comprising a membership of 193,501 members, 15,072, or almost 7.8 per cent. of the members were unemployed. In addition more than a whole army corps of organized transport workers have been called to the front. So far as the union has been able to gain information, 53,576 of the members have been called to render service under the flag. Of these 36,015, or 62.2 per cent. are married, and 17,561, or 32.8 per cent. are single. The special financial measures, which these circumstances rendered necessary, in order to assist the unemployed, and relieve the dependents of those who have been called to the field, has been a severe drain upon the union's resources.

There are forty-one tram systems in Switzerland, eight of which are operated by municipalities and thirty-three by private concerns. The total of all tram employes in Switzerland is 3,553, including all classes. The right of the workers to organize is guaranteed by law. A report of the Swiss Tramway Employes' Union states: "One rarely hears of the direct oppression of the organization, and employers are careful not to oppose, as this would be contrary to the constitution of the Swiss Confederacy." Showing the results of the activity of the tramway employes' union, the report continues: "In the period from 1910 to 1912 there was a serious increase in prices, with the result that wage movements took place in almost all concerns, with good results for the men. The authorities in concerns owned by communities, as well as in private concerns, were compelled to recognize that extraordinary times demanded extraordinary measures. The wage increase resulting from those movements follows: Basle, 7 per cent.; Berne, 15 per cent.; Zurich, 8 per cent.; Luzerne, 15 per cent.; St. Galle, 7 per cent.; Schaffhausen, 10 per cent.; Geneva, 5 per cent.; Lausanne, 6 per cent.; Winterthur, 8 per cent."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our **French Dry Cleaning Process** which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606 Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Alevandersen, Paul	Lindeman, Gus
Ahlman, Christian	Lang, Chas.
A., Mr. -1504	Lindner, J. -1750
Anderson, David C.	Lundberg, T.
Anderson, Ole	Lindeman, J.
Anderson, Gust -810	Lassen, Alf
Anderson, P. -1695	Laine, Frank
Bensen, Severin	Leldecke, E.
Bringsrud, Marald	Lehmpke, Richard
Boy, A.	Mesak, E.
Brelen, Hans	Mennicke, Fritz
Ejorklund, Nels	Miller, Wm.
Erusbard, E.	Michaelsen, A. -1105
Christensen, A. -1095	Morris, M. H.
Cotter, J.	Martson, J. -1320
Ceelan, John	Mourice, Francois
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Cook, K. -1021	Nielsen, Ole
Christensen, H. -1336	Nurmlinen, J. E.
Carlsson, C.	Nelson, Hans
Danielson, E.	Olsen, Ole Wilhelm
Dunn, Wm.	Olsen, O. Martin
Ellingsen, Ivar	Olsen, Harald
Ellisen, Sam	Paader, Hugo
Eksedt, Harry	Petersen, Aage
Felsch, H.	Pillman, Frank
Fusholz, Dan	Pedersen, Olaf
Gunther, Dick	Rutel, Ernest
Gustafson, Alf	Rundelsmann, Alfred
Gronlund, O. -414	Rivera, John
Heesche, Henry	Rommel, A.
Hansen, John	Sandberg, John
Holmberg, Frank	Schager, E.
Hansen, H. T. -1446	Staff, Louis
Hakonsen, P. O.	Schultz, Axel
Headstrom, J. F.	Swanson, Hugo G
Hansen, Sigvarth	Strehle, Fritz
Johnsen, Gunner	Toren, Gustaf A.
Jeter, V. R. -983	Tell, Olaf
Johansen, Emil	Tamanen, Erland
Johansson, N. A. -280	Tvedt, Olaf
Johnson, John A.	Verdunk, Peter
Johnsen, George	Welsen, Julius
Kalnam, Andvey	Wahlberg, Rudolf
Karstin, Hugo	Wilson, Willie
Jacobsen, Alfred	Zimmer, Walter
Johnson, Edw. A.	Ziegler, Fred
Johnson, Chas. A.	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salln E.
Guszt, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The Pacific Mail liner "Barracouta," which has been plying in the Central American trade as an intermediate boat for a long time past, has been laid up temporarily at Panama. The war in Europe has had such a depressing effect on Central American trade that it was deemed best to lay the vessel up for a while.

The United States Inspectors at Portland have filed their report concerning the fire which partially destroyed the steamer "Santa Catalina." Captain Rose and the officers of the vessel are exonerated and the cause of the fire is not ascertained, beyond the fact that it was found to have started in the boiler-room.

The Pacific Coast Steamship Company announces that it will spend several thousand dollars cutting down the funnels of the steamships "Governor" and "Congress" to make them look more "graceful." The officials say that, with the installation of oil burners, and added length was not necessary for draft. They will take off 16 feet.

The powerful derrick barge of the Crowley Launch & Towboat Company performed a difficult salvage feat in raising a forty-ton traction engine which went to the bottom near Suisun a few days ago when the lighter upon which it was being brought to the city sprung a leak and broke in two. The traction engine, belonging to the California Plow Company, was hauled to the surface and reshipped on another barge in good condition.

That the uncharted reef in the Pacific thirty-one miles from Buldir Island, on which the revenue cutter "Tahoma" went to her doom on September 20, is a huge mass of submerged rock two miles across, is the news brought by Captain J. B. Miller, commander of the United States Coast and Geodetic Survey steamer "Paterson." The reef is said to be surrounded by shoals, through which a channel runs toward the rocks.

Official advices received by the marine department of the San Francisco Chamber of Commerce state that the oil tank steamship "Azov," with a cargo of crude petroleum, which was reported from Lima to have struck on a reef near Talara on October 30, and to be leaking badly, has been discharged and surveyed at Lobitos. In the survey it was found that the vessel had sustained serious damage to three of her tanks and to her stokehold. She will be dry-docked for repairs at Callao.

Governor Goethals has held that the Panama Canal is not liable for demurrage charges on account of delays caused by earth slides in the canal. The point arose in the case of the big steamer "Arizonan" of the American-Hawaiian line, which was held up at Pedro Miguel lock for a week by the second movement of the new Culebra slide October 31. Because of her dimensions the "Arizonan" was detained three days longer than the other vessels which had been stopped by the slide. It is possible that the case will figure in the courts, as the company lost about \$450 a day by the detention.

The steamship "Homer," one of the first vessels to arrive at Nome in the gold rush and later Alaska and South Sea Islands trader, has been sold at auction by United States Marshal James B. Holohan to W. H. McDaniel, president of the California Iron Yards Company, for the sum of \$3650. McDaniel was the only bidder. Two years ago the stout little craft exchanged hands for \$36,000. The sale followed a libel filed by the United States Engineering Works for repair work. The last trips of the "Homer" were to the Seal Islands to bring back seal skins for the United States Government and in the Mexican trade.

The wharf which was commenced in 1912 at La Union is completed and greatly facilitates the loading and unloading of steamers. The unsatisfactory method of handling freight by lighters is still necessary at the ports of Acapulco and La Libertad. The steamers of the Pacific Mail Steamship Company, seven in number, are scheduled to touch at Salvadorean ports every ten days on voyages between Ancon, Panama, and San Francisco, but this service is irregular. The service of the Salvador Railway Company, between Salina Cruz, Mexico, and Corinto, Nicaragua (three steamers of about 1,000 tons burden each), has become even more irregular, owing to the sinking of one of its steamers, the "Jiquilisco."

In the face of the present demand for steamers of large capacity to transport foodstuffs and other cargo to Europe, owners of large fleets are obtaining high charter rates. The American-Hawaiian Company, it is said, received a rate of \$1400 a day for the steamer "Missourian," which, according to New York advices, has been fixed to transport horses to Europe. There is a dearth of ships to carry the thousands of tons of foodstuffs and materials that are being purchased on this continent for shipment to Europe, and rates are bounding so high that shipping men are beginning to wonder when they will stop. The reasons for these high rates and scarcity of ships are many. All the German and Austrian freight carriers are either interned in home or neutral ports, or have been captured by the

cruisers of the allies. Consequently many hundreds of thousands of tons of vessels are not available. Then the British government is reported to have taken, according to shipping figures, about 1200 vessels for use as transports and to carry supplies to the armies on the continent, and the withdrawal of that huge fleet has figured in increasing the demand for off-shore tonnage. The highest rate yet paid for steam tonnage to carry grain from the Coast to the United Kingdom has been secured by the new British steamer "Onwen," which Strauss & Co. have taken at 46s. 3d. Other fixtures reported are the British ship "Alice A. Leigh" by M. H. Houser at 34s. 6d., and the Norwegian bark "Skyjold" by Hind, Rolph & Co., at 37s. 6d.

Supervising Inspector John K. Bulger has reversed the judgment of Inspectors Ansell and Lehnars of the port of Los Angeles in the case of Captain Carl E. A. Anderson, master of the American-Hawaiian steamer "Nevadan," and ordered the restoration of his license, which was suspended for thirty days. The inspector says: "I am of the opinion that the local board erred in its judgment when it suspended the license of Carl E. A. Anderson, master of the steamer 'Nevadan,' as his vessel being under enrollment, and he not holding a United States license as pilot for the harbor of San Pedro, Cal., accepted the services of Pilot Johnson when he boarded his vessel off the breakwater and offered to pilot the steamer 'Nevadan' to a safe anchorage inside the breakwater, thus using all the aids to navigation at his command, Pilot Johnson being a regularly appointed pilot for the harbor of San Pedro, also holding a United States license for those waters, and therefore Captain Anderson was justified in his action, as he conformed not only with section 4401 of the United States Revised Statutes, but also with section 4235 of same." The action of the local board in suspending the license of Captain John Wehman of the steamer "Cricket" for six months is upheld in another decision by Supervising Inspector Bulger. The "Cricket" went ashore July 12 three miles to the northward of the entrance of Coos Bay, and the testimony indicated that the lead had not been heaved and that the vessel was running full speed in a dense fog. In regard to the appeal of Pilot H. A. Mathews from the decision of Inspectors Edwards and Fuller, who revoked his license for the loss of the steamer "Rochelle," bound from Bar Harbor for Portland on October 21, on Clatsop Spit, Supervising Inspector Bulger sustains the local board.

The Standard Oil Company's new steel tank steamship, "J. A. Moffett," gracefully glided from her cradle at the Union Iron Works into the waters of the bay on Saturday, December 5. The "Moffett" is the latest of a number of oil tank steamships which have been built at the Union Iron Works, under contracts received in direct competition with the Eastern shipyards. The first of these vessels was the tanker "Frank H. Buck," built for the Associated Oil Company and launched early in February of this year. The new craft is of the latest type of construction, being built with longitudinal frames. This form of construction is designed to afford greater cargo capacity and the "Moffett" when she goes into commission will have a carrying capacity of 65,000 barrels of oil, exclusive of her own fuel tanks. Her dimensions are: Length over all, 435 feet; breadth, 54 feet; depth molded, 31 feet 6 inches; draft, 27 feet and displacement, 14,075 tons. The vessel's engines will develop an indicated horsepower of 3000, and it is predicted that her speed on her trial trip will be better than eleven knots per hour.

J. P. Dowling, manager for Dodwell & Co., agents for the Blue Funnel line, announced during the week that the company will inaugurate its extended service between the United Kingdom and Pacific Coast ports, via the Panama Canal, with the dispatch of the steamer "Moyune" from Liverpool on January 2. Thereafter a steamer will be dispatched every twenty-eight days and the Blue Funnel, which heretofore has confined its Pacific ports of call to the Sound, will make San Francisco the principal stop. Both outward and homeward the vessels of the fleet will put in at Kingston, Jamaica. By the inauguration of a Panama service the Blue Funnel completely girdles the globe. In addition to the Panama service the routes between the United Kingdom and the North Pacific, via Oriental ports of call, and between the United Kingdom and Australia will be maintained. The Blue Funnel line is one of the largest of the world's great maritime concerns. Its fleet includes seventy vessels with a total tonnage of 479,000 tons. Most of the units in the fleet are freight carriers of the latest type.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.

570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.

NEW YORK CITY, 51 South St.

PHILADELPHIA, Pa., 206 Moravian St.

NORFOLK, Va., 41 Loyalls Lane.

MOBILE, Ala., 104 South Commerce St.

NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107

Broad. Night Call 2108 Spring.

New York Branch, 400 West St. Telephone 5153

Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.

NEW ORLEANS, La., 117 Decatur St.

BALTIMORE, Md., 802-804 South Broadway.

MOBILE, Ala., 104 S. Commerce St.

PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.

NEW YORK, 51 South St. and 280 West St.

BALTIMORE, Md., 802-804 S. Broadway.

NORFOLK, Va., 41 Loyalls Lane.

NEW ORLEANS, La., 206 Julia St.

MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.

ASHTABULA HARBOR, O., 21 High St.

CLEVELAND, O., 1401 W. 9th St.

MILWAUKEE, Wis., 133 Clinton St.

N. TONAWANDA, N. Y., 152 Main St.

CONNEAUT HARBOR, O., 992 Day St.

ERIE, Pa., 107 E. Third St.

DETROIT, Mich., 15 Twelfth St.

SUPERIOR, Wis., 1721 N. Third St.

BAY CITY, Mich., 108 Fifth Ave.

OGDENSBURG, N. Y., 70 Isabella St.

SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.

CHICAGO, Ill., 445 La Salle Ave.

DETROIT, Mich., 27 Jefferson Ave.

MILWAUKEE, Wis., 151 Reed St.

SUPERIOR, Wis., 1814 Fourth St.

OGDENSBURG, N. Y., 70 Isabella St.

BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:

CLEVELAND, O., 1401 West Ninth St.

MILWAUKEE, Wis., 151 Reed St.

CHICAGO, Ill., 406 N. Clark St.

ASHTABULA, O., 74 Bridge St.

TOLEDO, O., 54 Main St.

DETROIT, Mich., 7 East Woodbridge St.

PT. HURON, Mich., 517 Water St.

CONNEAUT, O., 922 Day St.

OGDENSBURG, N. Y., 70 Isabella St.

N. TONAWANDA, N. Y., 152 Main St.

SUPERIOR, Wis., 1721 N. Third St.

BAY CITY, Mich., 108 Fifth Ave.

ERIE, Pa., 107 E. Third St.

SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., 518 Yates St., Tel. 1325.

VANCOUVER, B. C., 213 Hasting St., E. corner of

Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.

TACOMA, Wash., 2218 North 30th St.

SEATTLE, Wash., 34 Seneca St., P. O. Box 65.

ABERDEEN, Wash., P. O. Box 6.

PORTLAND, Ore., 44 Union Ave., Box 2100

EUREKA, Cal., 227 First St., P. O. Box 64.

SAN PEDRO, Cal., P. O. Box 67.

HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific,
59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 16, 1914.

LEST WE FORGET!

Democratic Platform pledge: "We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States."

THE PRESIDENT'S MESSAGE.

A careful analysis of President Wilson's message to Congress indicates that the Chief Executive of this nation has been won over by the interests who have been so eminently successful in sidetracking the Seamen's bill, for lo! these many years.

The President's message does not contain even a reference to real safety at sea legislation, but it does recommend to the Senate the adoption of the unsavory London treaty for safety of life at sea. Of course, the JOURNAL does not charge the President with having "consciously" allied himself with the elements mainly responsible for a treaty that would further safety of investments at the expense of safety of life. The President's endorsement of the London treaty, however, and his silence upon the Seamen's bill, the one measure before Congress in accord with the Democratic platform pledge, can not fail to have far-reaching results.

Lest there be a misunderstanding upon the terms or the parliamentary position of the London treaty and the Seamen's bill, the salient facts regarding both measures are given herewith.

The La Follette Seamen's bill was passed by the Senate in October, 1913, and later, in substance, adopted by the House of Representatives. It has three main purposes:

First—To promote safety at sea.

Second—To give freedom to the seamen,

to provide better conditions for the seamen, and by so doing inducing a better class of men to seek the sea. (Unbiased experts freely admit that there can be so safety at sea except through men properly trained in their work.)

Third—To abolish the differential in favor of foreign vessels in the wage cost of operation when competing with domestic vessels in taking passengers and cargo from American ports—i. e., to put the American shipowner upon an equal basis in competing with foreign ships.

The so-called London treaty, on the other hand, was drafted in a conference dominated by foreign shipping interests hostile to the development of an American merchant marine.

The adoption of the London treaty will mean a surrender of the right of the United States to exercise jurisdiction over foreign vessels within our ports and waters. This fact was recognized by the Senate Committee on Foreign Relations, when on June 10 of this year a favorable report was made upon the London treaty, with the following all-important proviso:

Resolved (two-thirds of the Senators present concurring therein), That the Senate advise and consent to the ratification of the International Convention on Safety of Life at Sea, signed at London on January 20th, 1914, with the regulations, final protocol and recommendations connected therewith; provided, that the United States reserves the right to abrogate "treaties, conventions, and agreements" indicated in Article 68, in accordance with the terms of such treaties, conventions, and agreements, and to impose upon all vessels in the waters of the United States such higher standards of safety and such provisions for the health and comfort of passengers and immigrants as the United States shall enact for vessels of the United States.

A careful study of the London treaty shows plainly that it is so drafted as to establish rules for safety at sea which will make the shipowner's investment safer, but that it will do little or nothing to make the passenger's life any more secure than it has been in recent notable wrecks.

Should the London treaty be ratified without the qualifying amendment, the passage of the La Follette Seamen's bill will be out of the question.

The La Follette measure would give substantial guaranties of safety at sea and would break up the system of servitude in which seamen are held. It would equalize costs of vessel operation between the United States and other countries, and enable Americans to compete with all foreign vessels which call at our ports. The big shipping interests of England, Germany and other maritime countries, with their powerful and influential connections in this country, realized early that they were menaced with this species of legislation and with the consequent development of American shipping. They therefore seized the opportunity to effectively check an American merchant marine development by inspiring the London convention and forcing through this treaty. They know that the ratification of the London treaty will make it impossible to pass the La Follette bill, either in the shape in which it passed the House of Representatives in 1912, under the name of the Wilson bill, or in the shape that it passed the Senate in October, 1913. Hence their anxiety and herculean efforts to "put over" that misnamed London treaty for safety of life at sea.

Can it be possible that this crowning insult to the intelligence of the traveling public is to be perpetrated in the United States Senate?

We will not believe it until shown to the

contrary. We still have a lingering hope that right and justice will prevail, notwithstanding all the intrigues of the Chamberlains and the Uhlers, who are probably mainly responsible for the President's deplorable attitude upon safety at sea legislation.

What shall it be, gentlemen of the Senate, the acceptance of a treaty obviously drafted in the interest of foreign shipping interests, or the adoption of the La Follette Seamen's bill which will give Americans a fair chance in the shipping competition of the world, and assure immeasurably greater safety to those who go to sea on business or pleasure from any American port?

MUZZLING THE LABOR PRESS.

We read a great deal about pernicious activity of the official censors in the European countries involved in war. But we are inclined to overlook the fact that we have some very ambitious would-be censors right in our midst.

As is generally known, the city of Stockton, California, has for some time past been the seat of a war between the arrogant and greedy Merchants, Manufacturers and Employers' Association and the labor unions organized under the banner of the American Federation of Labor. All the agencies ordinarily employed by union busters were used to crush the spirit of the locked-out men and women of labor. As usual, a biased judge was ready to help the labor crushers with basketsful of injunctions. The editor of the Stockton Labor News very properly criticized the Injunction Judge and was in turn haled before the court and was tried, convicted and sentenced by the same judge to five days' imprisonment and to pay a fine of \$250 for daring to print the truth about a little man who is temporarily clothed in judicial robes and vested with certain authority and power.

This is the article which prompted the judge to send Editor Lamoreux to the bastille:

When a judge wants to do something not authorized by law, he simply makes a law to suit himself.

When H. C. Brokaw, L. S. Calkins and John P. Irish Jr., the M., M. & E. agitators and fomenters of Stockton's industrial war, want an injunction against labor, they simply apply to Judge C. W. Norton and he willingly issues a temporary restraining order, usually pending the hearings that are delayed for cause best known to the judge. Thursday the proprietors of the Hotel Sutter and the Sutter Cafe brought suit against the unions, endeavoring by that damnable process to restrain them from peaceful picketing.

In their action filed Thursday, Anton Johansen, Michael Casey, J. T. Woods, J. P. Duffy, Frank Merryfield, Gus Uhl and J. P. Griffin, as the executive committee, and the San Joaquin Building Trades Council, the Central Labor Council and fifty John Doe and twenty-five Mary Moe pickets were made defendants although several of the defendants have not been in Stockton for two months.

When the pickets went on duty Thursday evening at 5 o'clock and were served with the temporary restraining orders, they immediately stepped out of line and transferred their picket badges to the 300 waiting across the street to take their places. The result was the M., M. & E.'s ran out of Judge Norton's handy injunctions and the good work went merrily on. The affair attracted a crowd of fully 1000 people, and almost blocked traffic on that portion of Main street.

The M., M. & E.'s dispatched their gunmen to the scene, but the cowards soon retreated to cover, for the mob was in a mood to have made extra work for Coroner Wallace, had one of them raised his hand.

The pickets were withdrawn at 7:30 o'clock and the affair passed without any disorder.

If the M., M. & E.'s can keep on inducing Judge Norton to issue temporary injunctions, we would suggest to the judge that he have them printed by the thousands and save the taxpayers' money. Government by injunction has

been repudiated by Congress, but there still remain a few old fossils on the bench who will not see the handwriting on the wall.

In pronouncing sentence, Judge Norton is reported to have said: "The article was a strike at the court. It struck at the very roots of justice. We are drifting rapidly toward anarchy."

If that Stockton judge could only see himself as others see him he would probably be greatly grieved and surprised. Like many other members of the legal fraternity he is so wrapped up in middle age decisions upon the "all sacred" property and property rights that, unconsciously, perhaps, human rights have long ago ceased to be of the slightest interest to him. If there is one prime mover in the drift toward anarchy it is the Injunction Judge. It is the willing "Injunction Judge," well named the ever ready tool of capitalism, who has created a serious doubt in the mind of the workers regarding the "fair" application of the law in labor disputes.

There can be no industrial freedom as long as men of the Norton type use the power of the court to help in crushing the spirit of the workers. Judge Norton does not seem to be able to realize this. But we are surely drifting out of the era of the Injunction Judge. The action of the Commonwealth of Massachusetts, and the more recent enactment of the Clayton bill by the Federal Government proves that much rather conclusively.

Organized labor is using all its influence and all its power, economic and political, to hasten the drift from judicial autocracy toward an industrial democracy. And the judge who freely issues injunctions against the workers and glibly talks about "a drift towards anarchy," while he is trying to muzzle the labor press, has his speaking tube turned in the wrong direction.

COLORADO'S STRIKE ENDED.

Colorado's fourth great strike is ended. After an unequal struggle of fifteen months' duration, the miners want it understood that calling off the strike does not mean "surrender."

They say:

We recognize no surrender and shall continue to propagate the principles of our humanitarian movement throughout the coal fields of Colorado. We advise all our men to seek their former places in the mines, and to those who are refused employment we shall render assistance to the best of our ability, and shall provide every legal protection to those of our members who are being prosecuted by the hirelings of organized greed.

There is something about those strikes in Colorado that ought to teach the exploiters a lesson.

Colorado's strikes have been the strikes of men who were originally imported and employed as strikebreakers.

In 1883, when the first great miners' strike took place, men fresh from Europe were imported from Eastern states to take their places. Less than ten years later they had formed a union and struck. The strike was lost only when more immigrants were brought in to take the jobs of the strikers.

Ten years after that the former strikebreakers struck. Italians, Greeks, Slavs from the Balkan states and others were then imported. The latter struck fifteen months ago.

It is the old, old story. Replace organized workmen with unorganized and force upon

them working conditions that are unfair, and they will eventually form a union and strike. That seems to be a natural sequence. It has been proven over and over again in the lumber camps of California, in the textile mills of Lawrence, Mass., in the coal mines of Pennsylvania and other sections of this country too numerous to mention.

Still, there seems to be fairly general satisfaction among the employers of cheap, ignorant foreign labor if their imported slaves will accept the exploiters' terms and conditions for about ten years. It evidently pays and it is unpatriotic, you know, to restrict immigration. Probably we ought to console ourselves with the thought that this constant "turning over" of working forces and the inevitable acceptance of unionism as the one hope of the oppressed proves beyond the shadow of a doubt that the principle and the spirit of organization has taken such deep root and proven so thoroughly effective that it can not be stamped out. For like "truth crushed to earth" it will ever "rise again."

RAIDING A "RELIEF FUND."

A few weeks ago every one in San Francisco and vicinity was urged to contribute toward a fund for the starving Belgians. It was a good cause and the response was generous—but this, according to the San Francisco Labor Clarion, is what happened:

The fund raised for the relief of the suffering Belgians met the fate, at the hands of the profit mongers, that such funds frequently meet.

At the head of this work of charity Big Business, as represented in the San Francisco Chamber of Commerce, was put in command. It organized relief committees composed of our leading men of affairs. One of these committees was for the purchase of supplies. W. H. Crocker is chairman, and the other members are C. F. Michaels, president of the Chamber of Commerce, and Milton H. Esberg.

A contract was signed with the (unfair) Sperry Flour Company, paying from 5 to 30 cents per barrel in excess of bids by other concerns. The Sperry contract was for 17,000 barrels. Taking the lowest figure (5 cents) as the difference per barrel, it will be seen that at the least calculation \$850 of the Belgian fund was given to the Sperry Flour Company.

It so happens that Mr. Crocker is the largest stockholder in the Sperry Flour Company, and that he was chairman of the committee to purchase flour.

And these men pose as pillars of society. Enough said!

The scientific and systematic killing of able-bodied males in the present world war reminds us of the fact that for a good many years past all civilized nations have had the census in order to determine scientifically the approximate conditions of population at home and throughout the world. According to the latest available data the total population of the world is estimated to be 1,700,000,000, and the proportion is said to be 1,000 men to 990 women. The proportion varies considerably according to the region. In Europe there are, for each 1,000 men, 1,027 women; in Africa, 1,045; in America, 964; in Asia, 961; in Australia, 937. The maximum feminine population is in Uganda, Africa, where there are 1,467 women to each 1,000 men, and the minimum in the gold countries of Alaska and in Malaysia, where there are found only 381 and 389 women, respectively, to each 1,000 men.

The larger the wage by the "piece," the smaller the wage by the "whole."

Speaking literally as well as figuratively, child labor is child murder.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 14, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping very dull. Shipwreck Benefit was awarded to three members of the crew of the schooner "S. T. Alexander." A resolution providing for an assessment of \$2 on each member, to assist the unemployed during the coming winter, was referred to a referendum vote. Balloting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 7, 1914.

Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Dec. 7, 1914.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 7, 1914.

Shipping dull; prospects uncertain.
H. L. PETERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 7, 1914.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 7, 1914.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 7, 1914.

Shipping and prospects poor.
GEORGE NEULING, Agent pro tem.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 7, 1914.

No meeting. Shipping slack. Prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 7, 1914.

Shipping and prospects very dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 30, 1914.

No meeting. Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 11, 1914.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull; many members ashore. The proposition of levying an assessment of \$2 to assist the unemployed was referred to a referendum vote. Balloting for officers and delegates to the International Seamen's Union Convention was proceeded with at headquarters and the branches.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 3, 1914.

Shipping poor.
LEONARD NORKGAUER, Agent.
Pier No. 1. Room 63. P. O. Box No. 214. Phone Main 2233.

DIED.

M. Edward Williams, No. 1142, a native of Finland, age 72, died at San Francisco, Cal., December 10, 1914.

Robert Emil Hennig, No. 2321, a native of Germany, age 60, died at San Francisco, Cal., December 12, 1914.

William Ross, No. 12, a native of Finland, age 51, died at San Francisco, Cal., December 7, 1914.

Jacob Stack, No. 613, a native of Russia, age 51, died at San Francisco, Cal., December 12, 1914.

Stephen E. Farrel, No. 484, a native of Rhode Island, age 35, died at San Francisco, Cal., December 12, 1914.

THE LIGHTHOUSE SERVICE.

The annual report of the Commissioner of Lighthouses to the Secretary of Commerce for the fiscal year ended June 30, 1914, has been published.

It is believed that the efficiency of the service has been increased by the reorganization of July, 1910, and that the work is more economically performed. Up to July 1, 1914, there has been an increase of 2,485, or more than 21 per cent., in the number of aids maintained over the corresponding number on July 1, 1910, while the total general appropriations for the support of the service for the fiscal year 1915 are about \$320,000 less than those for the fiscal year 1911.

The United States Lighthouse Service maintains aids to navigation on all coasts under the jurisdiction of the United States, except the Philippine Islands and Panama, and also on the principal interior rivers. This service is charged with the maintenance of aids to navigation along 46,828 statute miles of coast line and river channel.

On June 30, 1914, there were 5,562 persons employed in the Lighthouse Service, including 93 technical force, 143 clerical force, and 5,326 employes connected with depots, lighthouses, and vessels.

During the fiscal year there was a net increase of 677 in the number of aids to navigation maintained, the total at the end of the year being 14,198. Of these 5,004 are lights of all classes and 567 are fog signals. The total number of aids in Alaska, including lights, fog signals, buoys, and daymarks, in commission at the close of the fiscal year was 319, including 108 lights, representing an increase of 71 lights since June 30, 1910, or nearly 200 per cent.

Improvements in aids to navigation have been made as follows: Flashing or occulting lights were installed in place of fixed lights at 67 stations; incandescent oil-vapor lights were substituted for oil-wick lamps at 37 stations; acetylene or oil-gas lights were substituted for oil light at 73 stations. Attention is invited to the fact that incandescent oil-vapor is now used as the illuminant at 268 stations, comprising nearly all the principal seacoast lights in the service.

Careful attention was given at the general lighthouse depot, Tompkinsville, to the manufacture and standardization of various articles, and substantial savings were effected in the cases of parts heretofore purchased. At this depot apparatus and supplies are tested, and experimental work is done for the improvement of equipment and apparatus of the service.

Improvements have been made in connection with oil-vapor lamps, electric lamps, post lanterns, lens clocks, fog signal apparatus, etc. A type of torch for starting internal combustion oil engines more quickly is of value in the event of sudden fog. The use of electric lights for harbor lights has been extended where a reliable source of supply is available, and such installations have in general been equipped with automatic devices for substituting another lamp or for calling the keeper, in case of failure.

During the fiscal year 45 tenders and 66 light vessels were in commission. The new tender "Laurel" was launched and will be completed during the present fiscal year.

The construction of new light vessels No. 96 and No. 98 was well advanced, both vessels being launched, and both will be completed during the current fiscal year. A contract was awarded for the small tender "Fern," for service in the inside waters of Alaska. Plans are also under way for the construction of four additional light vessels, and two tenders.

Systematic inspections have been continued in the various lighthouse districts, of the technical work, and of business methods, and property accounts.

A standard method of cost keeping has been continued in effect which is useful in preparing estimates, planning work, effecting economies, and comparing relative efficiencies. A number of additional improvements and economies have been introduced in the administration of the service.

Several new works under special appropriations were completed during the fiscal year. Those of principal importance are as follows: Newark Bay Lights, N. J.; Negro Point Light and Fog Signal, N. Y.; Buffalo Breakwater North End Light and Fog Signal Station, N. Y.; protection by riprap at Sand Island Light Station, Alabama; improvements at San Juan Depot, P. R.; storehouse for oil, Woods Hole Lighthouse Depot, Mass.; a new system of lights for St. Marys River, Mich.; isolated oil houses at 38 light stations, and a dwelling for the keeper at Kauhola Point Light Station, Hawaii, were also completed. Much other important construction work was in progress at the end of the fiscal year.

During the fiscal year 1914, services in saving of life and property were rendered and acts of heroism performed by employes of the Lighthouse Service on vessels or at stations on 124 occasions.

Recommendation is renewed for legislation authorizing the retirement of employes of the Lighthouse Service on account of age or disability incident to their work, which is the practice in the lighthouse services of most other countries.

The appropriations for the maintenance of the Lighthouse Service for the fiscal year 1915 are \$5,151,630, being \$79,700 in excess of those for the preceding fiscal year. In addition, there are appropriations of \$136,000 for special works, such as new lighthouses and other aids to navigation.

While the States of Florida, Tennessee, and South Carolina have for many years been the principal sources of phosphate rock in the United States, it is believed that the main production in the future will probably come from the great deposits of phosphate rock on public lands in Idaho, Utah, Wyoming, and Montana. While Georgetown is the only village strictly with the area discussed, Montpelier and Soda Springs are closely adjacent. An estimate of the high-grade phosphate rock available in the area northeast of Georgetown has been made—2,663,290,000 long tons. Although this estimate is approximate, it is derived from the most complete data available at the present time and has been confined to the content of the main bed, which lies in the greater part of this area near the base of the phosphate shales, and no attempt is made to estimate the vast tonnage of the intermediate or low-grade rock.

ABOUT WHALES.

"I saw 500 whales at one time ashore on a beach in the Strait of Magellan," said Captain James Heylet of the British navy. "Some years ago my ship lay off Peal Inlet, a small creek a mile and a half long, opening into Port Salvador, which in turn opens into the South Atlantic by a very narrow opening. One morning a whirlwind appeared to be approaching over the water in the bay of San Salvador, and soon this was made out to be an enormous school of whales, so thick that they seemed to be jostling one another. Nothing was seen but fins and tails and the water in foam all around. This was in a flowing tide, and they came into the inlet itself describing a sort of cycloidal curve until the inshore part of the squadron took on a kelp reef. Then a sudden pause seemed to seize them all, and the unfortunate animals went up the inlet full speed, with the sea boiling in upon them and a great wave coming after them, and they piled up in hundreds on the beach. Then, as there was a rising tide they got off again, but only to charge the opposite beach, and this continued until the following tide and loss of strength left them high and dry all round the dreary bay. Very few, old or young, lived more than a quarter of an hour after their final stranding. Some died quietly, others beat the sand and water with their tails, dyeing the water with their blood. By evening, after that tide had ebbed, there were only five whales afloat out of the more than 500 that had come into the inlet so majestically that morning. Next day only three were to be seen. They swam round for a while, and then, as if disdaining to live when all their companions were dead, they made straight for the beach and in a few minutes had passed out of existence. The whales were from four to thirty feet long, the four-foot whales being just born."

The output of gold, silver, copper, lead, and zinc from Nevada ores sold or treated in 1913 was valued at \$37,097,710, against \$38,358,732 in 1912. The mines of Esmeralda county continue to be the largest producers of gold, yielding \$5,721,077 in 1913, against \$7,014,559 in 1912. Of this amount the Goldfield district yielded \$5,019,419. Mines at Tonopah yielded \$2,613,844 in gold, an increase of \$389,966. The mines of the Comstock lode produced \$853,584 in gold, against \$855,494 in 1912. In the last three years the output of silver from Nevada's mines has been steadily increasing, from 13,184,601 ounces in 1911 to 16,090,083 ounces, valued at \$9,718,410, in 1913. The mines on the Comstock lode in Storey county produced 729,972 ounces. The production of copper in Nevada shows an increase from 86,477,494 pounds, valued at \$14,268,787, in 1912, to 90,693,751 pounds, valued at \$14,057,531, in 1913. Increases were made in the copper output in White Pine county, principally at Ely, in Lyon county at Mason Valley, and in Esmeralda county at Goldfield.

Approximately 1,500,000 unnaturalized foreigners more than twenty-one years old, natives of warring European nations, are in the United States, according to latest reports of the Census Bureau. Most of these are liable to military duty.

RUNNING A WAR IN PAJAMAS.

The days when the commander of an army rode at the head of his troops and led them into the fray, with brandishing of sword and triumphant battle-cry, are buried in the romantic past. Nowadays, he is likely to be far beyond even the sound of his heaviest artillery, snugly busy in a little room that is a hundred miles from the line of battle. Those who would seek romance in the career of a modern Chief of Staff must look for it not with the wide eyes of youthful days, but through the microscope provided by a more mature scientific era. It is still there, if we seek with patience. Romance is not dead; it has only adopted the tactics of the chameleon and changed its gay colorings for the gray of a more practical age. In the case of General Joffre, Commander-in-Chief of the French force, a correspondent of the New York "Evening Sun" has obligingly supplied us with the necessary microscope, and furnishes us with the following word-picture of the manner in which a modern army is led into battle:

A man in pajamas (at least he wears them most of the time, being too busy to dress) is running the thousand and one details of the French army. General Joffre is at the head and he handles the big questions, presses the buttons, so to speak, but General Bertholet, Chief of Staff, does the actual work. This is how General Joffre keeps track of his 200-mile battle-line.

After several trips along the fringe of the war, after meeting thousands of soldiers on the same day, some going north, some going south, in what appeared to be a hopeless tangle, it struck me more forcibly than ever that the modern fighting machine is the most complicated thing on earth.

I tried to imagine myself commanding all this to grasp how a 200-mile line of this sort could be controlled and how it could possibly be kept from getting tangled up with itself and without interference by an enemy. My curiosity grew until I decided to find out how all this business is managed by one man.

In General Joffre's headquarters, in a certain long room, hangs a special map, the scale of which is 1/1000. It shows every road, canal, railway, bride-path, pig-trail, bridge, clump of trees, hill, mountain, valley, river, creek, rill, and swamp. This is part of the outfit. Another part is a wonderful collection of wax-headed pins of all colors and sizes. These represent army units of all sizes and all organizations.

Into the long room run many wires, both telephone and telegraph. Wireless apparatus is also in this room. The way it all works seems wonderfully simple when it is explained.

The battle is about to commence. The troops have been distributed all along the 200-mile line. The Germans are facing them. A bell rings:

"Hello! Yes! The Germans are attacking General Durand's division? They are in superior numbers? The General needs re-enforcements? All right."

The staff officer who has taken this information over the phone hurries to where General Bertholet is sleeping. The General has just dozed off. This is the first sleep in thirty-six hours, but General Bertholet is wide-awake in an instant. He jumps to the floor, still wearing his pajamas,

the only garment he has worn in several days. The staff officer reports.

In a twinkling General Bertholet, who knows his map as he does his own face, locates Durand's division. He knows that ten miles back of Durand's command are quartered a number of reserves, under General Blanc, according to the pins. Bertholet also learns from the pins that a number of auto-buses are near Blanc's soldiers.

"Order General Blanc," he commands, "to re-enforce Durand at once with 10,000 men, four batteries of 75-millimeter artillery, ten machine guns, and three squadrons of cavalry. Tell Blanc to transport his troops in auto-buses."

Within two minutes General Blanc has received the order. Within five more he is executing it, and General Durand is informed help is coming to him.

Then General Bertholet takes another nap, if the battle will permit. If it does not he stays awake to direct men who are miles away from him.

Every time a bridge is blown up or a pontoon has been thrown across a stream or a food convoy shifts, General Bertholet gets up and shifts his pins to indicate the change. Nothing happens along the 200-mile battle-line but that General Bertholet, still in pajamas, leaps from his bed and changes the pins on the map. The map must be kept up to the minute. General Joffre must be able to look at it any time of the day or night.

As far as possible, through information brought in by spies or aviators, the forces of the enemy are kept track of in the same manner. No detail that is of use is overlooked. The pins indicate even the size of the guns, the kind of ammunition they use, and so on ad infinitum.

INGERSOLL'S POLITICAL MAXIMS.

Nobility is a question of character, not of birth.

To be self-respecting we must be self-supporting.

He loves his country best who strives to make it best.

He who commends the brutalities of the past sows the seeds of future crime.

To the well developed, to the strong, life seems rich, obstacles small and success easy.

Hope is the only almost universal liar who has never lost his reputation nor veracity.

Justice should remove the bandage from her eyes long enough to distinguish between the vicious and the unfortunate.

When perfectly civilized, one of the necessities of man's life will be that the lives of others shall be of some value to them.

Liberty is the air of the soul, the sunshine of life. Without it, the world is a prison, and the universe an infinite dungeon.

A man should allow himself to grow, to bud, to blossom and to bear fruit, and not be satisfied with the rotten apples under the tree.

A politician is a man who wants his country to do something for him; a patriot is one who wants to do something for his country.

Courage without conscience is a wild beast.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION.

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
Telephone Seneca	936 R.
CLEVELAND, O.	1401 W. Ninth Street
Telephone Bell Main	1842.
MILWAUKEE, WIS.	133 Clinton Street
Telephone South	240.
ASHTABULA, O.	21 High Street
Telephone	552.
NORTH TONAWANDA, N. Y.	152 Main Street
Telephone Bell	2762.
DETROIT, MICH.	15 Twelfth Street
Telephone	3724.
SUPERIOR, WIS.	1721 N. Third Street
Telephone, New, Broad	385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
CONNEAUT, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

killed eighty-four, as against twenty-five in Indiana, where the organization is 100 per cent. strong; where the miners are able to safeguard their own interests, to a great extent, and to conduct their own welfare work.

"Colorado, as usual, presents a terrible high percentage. With less than 10,000 miners employed her death list is fifty-two, as compared with twenty-four in Iowa with some 20,000 miners employed.

"Compare Illinois, with her 82,000 miners, 111 fatalities, an unusually large number for Illinois, with West Virginia, partially organized only, with 468 fatalities.

"The evidence is here that the organization is directly responsible for the saving of the lives of the miners, and those who have worked under union and non-union conditions can testify as to the vastly better sanitation in the union mines.

"If other reasons were lacking, the labor union has fully justified its existence by the fact that to it can be traced the saving of life and health."

Immigration Figures.

The war is resulting in steady immigration decreases to this country, is the story told in the figures contained in the Department of Labor's immigration bulletin for September, which shows that 44,624 immigrants arrived during that time. In August, the number was 51,231; July, 72,015; June, 85,094; May, 126,848.

The September report shows that immigration decreases come from southern and western Europe. Excepting Germany, the other countries contribute the same ratio as in the May report, which showed 126,848 immigrants arrived. Of this number (in May) southern Italy contributed 22,477. In September, 13,041 came from southern Italy. In May, 10,256 Polish arrived; in September the number was 420.

Pleads for Ventilation.

"More people die from the improper use of steam heat than freeze to death," said State Commissioner of Health Dixon, at Harrisburg, Pa., in a warning to the public to guard against gases and to make sure of a proper quantity of fresh air during the winter.

"When the first cold snap comes," he said, "down go the windows in homes and offices, and whatever fresh air is obtained finds its way in when somebody opens the door to enter or depart.

"If the heating arrangements are deemed insufficient they are often supplemented with oil heaters or gas stoves. In the vast majority of cases these have no flue connections, and as they burn they exhaust the oxygen in the air with great rapidity. When the atmosphere in a room is devitalized in this manner, it becomes dangerously unfit to breathe, as the life-supporting qualities are exhausted.

"When gas stoves are used without ventilation there is danger from carbon monoxide gas. This is an odorless gas which also escapes from coal fire, one per cent. of which will kill a horse in two minutes. It is visible as the blue flame which burns over anthracite coal after it is

put on the fire. This gas will often permeate the entire house from the furnace in the cellar or from the kitchen range. The sulphurous gas which escapes with it is irritating to the olfactory organ and so usually gives warning.

"To guard against the escape of gases, firedoors and stove lids should not be opened or removed beyond the point where the flame of a match held close outside will be drawn inward. As long as the draft is up the chimney the gas will be carried with it."

Free Labor Comes First.

Free labor must be given first consideration, is the thought behind a decision by Attorney General Smith at St. Paul, who has ruled on the contemplated action of the prison board in manufacturing chairs and settees of wood wrapped with prepared paper. This is proposed to furnish work for convicts in place of the prison shoe contracts, which were ended last summer.

In answer to the board's query as to the legality of this action, the Attorney General said:

"The object of the law is to permit introduction in the State prison, under proper conditions, such industries as are not carried on in the State and which do not diminish the market for free labor in the State.

"If the proposed industry is to be deemed an independent industry and is not carried on in the State, then you may introduce such industries into the State prison.

"Your board should make a thorough investigation and ascertain whether it is probable that in the introduction of this industry you would not reduce the amount of the work in the State by persons not confined in prisons.

"The law must be interpreted in the light of its purpose, which is to employ a certain amount of the convict labor in some industry, provided it does not interfere with the employment of other labor in the State."

Immigration Tide Shifts.

In a statement prepared by the National Geographic Society, it is shown that the character of the annual influx of new blood from Europe to America has undergone a very remarkable change in recent decades.

"During the decades of 1881-1890 the tide of humanity from Europe brought us 1,452,000 Germans and 307,000 Italians. The decade of 1901-1910 brought 341,000 Germans and 2,045,000 Italians. The figures indicate the falling off of immigrants from northwestern Europe and the rise of the tide from southeastern Europe.

"One person out of every seven in the United States was born outside of our borders. We have to-day 13,500,000 people of foreign birth with us, and nearly all of them are from Europe. They constitute a population approximately equal to the combined population of Belgium and Holland, or of Norway, Sweden, Denmark and Switzerland.

"Approximately, 5,250,000 people came to the United States to stay during the decade between 1900 and 1910. History records no other such great migration as this. Compared with it, the Tartar invasion of Russia, the Saracen invasion of southern Europe and the exodus of the children of Israel were insignificant in numbers."

"I. T. F." STILL ON DECK.

The International Transportworkers' Federation ("I. T. F.") is still doing business on the old stand, as is evident by the following report received by the JOURNAL during the week:

Trade-union activity, in consequence of the war, has not only been restricted in those countries which are actually participating in the war, but to a considerable extent also in neutral lands. In those countries, especially, which are directly involved in the struggle, any efforts to improve the economic position of the workers are quite out of question. Although, indeed, since the beginning of August, the I. T. F. has received no reports from affiliated organizations, the meagre paragraphs appearing occasionally in the newspapers leave no doubt that the trade-union organizations of the transport and traffic workers are suffering severely, and are compelled to limit themselves to dealing with the immediate conditions in their own country. These facts notwithstanding, there can be no doubt that the transport workers of all countries want to preserve the integrity of the international, as is well shown by the enquiries on this point which have been directed to the I. T. F.

The Secretariat of the International Transport Workers' Federation cannot, under existing circumstances, carry out in full all the duties relegated to it, but we have certainly the fixed intention of keeping the I. T. F. alive throughout the war. The interests of the transport and traffic workers on land and sea demand that international trade-union connections be maintained in spite of the war, for which the workers cannot be held to be responsible, in order, later, that they may continue with undiminished ardor the duties which are incumbent on them in this sphere.

Our weekly report, which we have already begun again to publish, will, if possible, and so far as new events do not compel us to act otherwise, be edited weekly, and forwarded to the committees of all affiliated organizations, to the extent that the present limited postal arrangements permit.

We send fraternal greetings to all members belonging to organizations affiliated to the International Transport Workers' Federation, and sincerely hope that the existing hostilities between the various nations may not cause the friendly relations, the spirit of solidarity, and the feeling of common international interests among the workers engaged in the traffic and transport industries to be pushed on one side. We are confident that the efforts we are making will meet with the approval of all the affiliated organizations, and will receive their utmost possible support.

The Executive of the International Transport Workers' Federation.

H. JOCHADE, Secretary.

A "trust busting" law that fails to strike at land monopoly is in fact a trust boosting law. So also a "trust busting" administration which tries to secure or enforce so defective a law is, knowingly or otherwise, engaged in "trust-boosting."—The Public.

Demand the union label upon all purchases!

WRECKS IN ALASKAN WATERS.

If any further argument were needed to show the immediate necessity of further funds for the work of the Coast Survey in Alaska it should be found in the list published in the report of the Secretary of Commerce, which is but partial, of accidents in Alaskan waters during the last eleven years. It should be recalled in reading it that during the latter part of this period navigation has greatly increased. The list includes no sailing vessels, of which many have been lost.

1903.—In August the steamer "Cyclone" was lost at Baron Koff Bay. Vessel was used as a lighthouse tender.

On November 1 the steamer "Discovery" was wrecked. Thirty lives were lost. Property loss about \$24,000.

1904.—On September 4 the steamer "Saidie" struck an uncharted rock off Cape York, Bering Sea, and sank. Estimated loss of property about \$80,000.

On November 23 the steamer "City of Seattle" struck an uncharted rock in Eagle River Harbor, Alaska. Was beached and temporarily repaired. Property damage about \$2,000.

1905.—On July 29 the ship "Star of Russia" struck on sand beach on Chirikof Island, Alaska. Was floated later and temporarily repaired. Estimated property loss about \$56,000.

1906.—On September 13 the steamship "Oregon" stranded on Hinshinbrook Island, Alaska coast, during heavy weather, and was a total loss. Estimated property loss \$150,000.

1907.—On March 19 the steamship "Northwestern" grounded on a reef at La Touche Island, Alaska. Damage \$35,000.

On May 25 the gasoline boat "Rita Newman" ran on the rocks at Simonefsky Island, Alaska, and was abandoned. The vessel was valued at \$27,000.

On August 1 the steamer "Ella" struck an unseen obstruction and was beached. The hull became a total loss. Property loss \$12,000.

On August 16 the steamer "Alice" struck a rock in Wrangell Narrows and sank. Was raised and temporary repairs made.

On October 16 the motor vessel "Iowa" grounded on Chilkat Island, Alaska. Estimated damage \$300.

1908.—On March 20 the steamer "Saratoga" was grounded on a reef near Ellamar, Alaska, and became a total loss. Value of vessel \$150,000. Value of cargo \$28,000.

On April 16 the steamer "Tyee Junior" struck an uncharted rock. Damage estimated at \$1,000.

1909.—On April 30 the steamship "Columbia" stranded on Unimak Island, Alaska. Property loss estimated at \$75,000.

On July 14 the steamship "Ohio," from Seattle to Alaskan ports, struck an uncharted rock in Tongass Narrows. The charts showed no soundings where she struck under 30 fathoms (180 feet). Note that it was in the Narrows where this vessel struck that fourteen pinnacle rocks have been found this year which were hitherto unknown.

On September 13 the steamer "Uyak" struck on Walcott reef, Uyak Bay, western Alaska, and became a total wreck. Estimated value of vessel \$5,000.

1910.—On January 5 the steamer "Farallon" stranded on a reef in Iliamna Bay,

Alaska, and became a total loss. Property loss \$40,000.

On April 11 the steamer "Georgia" stranded on an uncharted reef near Goose Island, Icy Straits, Alaska. Amount of damage \$1,050.

On November 12 the steamship "Portland" struck on or near Martin Islands, Katalla Bay, Alaska, and was a total loss. Estimated property loss \$75,000.

On December 10 the steamship "Olympia" stranded on Seal Island Reef, Alaska, and became a total loss. Loss \$120,000.

1911.—On October 7 the steamship "Edith" ran aground on the shoals off Level Island, Alaska, and was later floated. Damage \$25,000.

On December 13 the steamer "Zapora" stranded on Nesbitt Reef, Zarembo Island, Alaska, and was floated the same day. Damage \$7,000.

1912.—On May 20 the lighthouse tender "Armeria" struck on the rocks and was lost. Estimated property loss \$175,000.

On August 13 the steamship "Mariposa," from Alaska ports to Seattle, struck an uncharted rock off Point Baker, in Sumner Straits, just west of where the chart shows 111 fathoms (666 feet).

1913.—On June 11 the steamer "Yukon" ran aground on reefs off Point Pitro, Sannak Island, Alaska.

On June 21 the steamer "Curacao" ran aground at Warm Chuck, west coast of Prince of Wales Island, and was a total loss. Property loss \$200,000.

On August 17 the steamer "State of California" struck an uncharted rock in Gambier Bay where charts show 12½ fathoms (75 feet) and became a total loss; 31 lives lost. Estimated property loss \$350,000.

On August 26 the steamer "Kayak" was wrecked off Ocean Cape, Yakutat, Alaska. Damage \$12,000.

On December 26 the steamer "Delhi" stranded. Damage about \$5,000.

The record for 1914 is incomplete.

AMERICAN FEDERATION OF LABOR.

(Continued from Page 1.)

be the avenues of activity and the associations open to the A. F. of L. Increasingly difficult will it be to distinguish the things which are most important and vital for the continuous development of the Federation—the things which make for life rather than mere power. Ever must be held up the policy, the organization—federation, that is the thing.

Organization gives the workers freedom, choice, individuality.

Organization enables them to protect themselves, to solve their own difficulties, and to order their own lives.

With organization they can establish in industry their own ideals of their own welfare.

With organization they can do for themselves without the assistance of benevolent guardianship.

Organization eliminates necessity for paternal legislation by enabling employes and employers to determine upon working conditions mutually gratifying.

"Who are those people who are cheering?" asked the recruit as the soldiers marched to the train.

"Those," replied the veteran, "are the people who are not going."—Puck.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

There are four female union wood pulp workers at Fort Edward, New York.

There are 52,086 conductors in the employ of the railroads of the country.

New York has twenty-four labor unions composed exclusively of women and girls.

Directors of the New Haven railroad have pensioned thirteen more faithful employees, making fifty-one retired in three months on pensions aggregating \$1,547 a month.

Upholsterers in Minneapolis, on strike to resist the establishment of a piece-work system, have started a factory of their own and are meeting with success.

The Ohio State Industrial Commission is preparing to increase the State workmen's compensation fund by about \$75,000, which it will proceed to collect from nine counties that have been refusing to pay premiums for the protection of public employees. Under the decision of the Supreme Court these counties must now pay at once. Hamilton County (Cincinnati) leads with \$35,000 due the fund in premiums, and Franklin County (Columbus) is next. Other counties owing are Carroll, Clark, Clermont, Greene, Hocking, Jefferson, and Meigs.

That the gunboat "Monocacy" was built by the Government at the Mare Island (Cal) Navy Yard, transported to Shanghai, China, and there erected by contract at a cost totaling only two-thirds of the sum asked by private shipbuilders, is one of the references on navy yard economy found in the annual report of Rear Admiral Watt, chief of the bureau of construction and repair of the navy. "There is now a greater value of new shipbuilding work in progress and authorized at navy yards, and a larger number of navy yards so employed at new construction than ever before in the history of the new navy," the report declares.

A debtor's court for the collection of wages of workingmen is favored by Labor Commissioner Olson of Washington in his annual report, which shows that many laboring men are forced to sue for money they have earned, and the expense attached to these suits very often depletes the sums collected. The commissioner also favors a law which will increase the authority of his office to secure necessary data from employers; amendments to the eight-hour public works law, which will clarify certain sections; the establishment of free employment agencies, and changes which will broaden and render more effective the factory inspection law.

That it is the duty of an employer to warn employees of any hidden dangers of their work was the assertion of Judge Orlady of the Pennsylvania Superior Court in sustaining a judgment of \$2,100, obtained by a woman employed by the India Refining Company to mend worn and torn canvas strainers through which oil had passed. The ends of her fingers became very sore and inflamed, and one was so badly infected that it had to be amputated. Judge Orlady said: "When an inexperienced employee is placed in charge of dangerous work it is the positive duty of the employer to instruct and properly qualify him for such service and to warn him of such dangers as are not apparent."

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, BernerKruze, Charlie
Anderson, Fritz Karell, John
Anderson, J. -330 Kaald, John
Allen, John Kroger, Johan
Anderson, Frank Lapauble, J.
Anderson, Alfred Lamb, Herbert
Brown, Peter Lof, Oscar
Batchell, Alex Larson, Harry
Bartlett, H. N. Larsen, Conrad
Blahaen, Sigurd Lynn, Charlie
Crosley, J. Lambert, E.
Carlson, John Larsen, L. A.
Carlson, Gus Larsen, Fred
Christensen, Christ Mortensen, J. R.
Christensen, Fred Monroe, Wallace
Cotreau, A. Macdonald, W.
Carlson, Martin Martinsen, K.
Christensen, A. M. B. Maitak, M.
Christensen, August Mikkelsen, W. -1620
Coolen, H. D. Nelson, Oscar
Crosby, J. Nielsen, Harold Q.
Denten, E. L. Nielsen, P. L.
Duffy, W. O. Nielsen, Oscar J.
Doughty, C. W. Olsen, C.
Erikson, H. -837 Orstad, Christ
Ellefsen, Otto Olson, C. -584
Elsted, John Olsen, O. P. 1141
Ellison, Johan Okhuysen, J. H.
Engene, John Petterson, Harry
Granzell, A. Parrotta, Peter
Gunnarvist, C. O. Pakko, Emil
Hoen, Dan Perry, Robert
Gjelseth, I. Palmquist, John
Gjelseth, I. Porter, Albert
Gjelseth, I. Rasmussen, E. S.
Gjelseth, I. Rasmussen, Olaf
Hale, Kingsley Rasmussen, I.
Hass, W. Rasmussen, Vigo
Hjorth, John Rasmussen, G. F.
Hoode, P. Rogers, W.
Holm, H. Rasmussen, Arthur
Hultberg, E. Reinink, H.
Jacobson, Tongils Rommedal, K.
Jensen, G. T. Rosewald, I.
Jogstrop, H. Storfald, Hjalmer
Larsen, L. Stone, N.
Larsen, Geo. W. Semmelsen, L. -1246
Larsen, Jacob Smith, T.
Larsen, Agge Scott, J. S.
Larsen, John Frank Sorensen, E.
Larsen, Alfred Strauss, P.
Larsen, E. S. Sund, K. A.
Larsen, Ludwig Thomsen, Joseph
Larsen, W. Thompson, W. N.
Larsen, W. Wallace, A.
Larsen, W. Wald, J. J.
Kristensen, Magnus Weigeland, Sigfred

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. -5-13-14.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES

At
WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil Line, Victor
Dobbin, H. Murphy, Daniel
Boering, E. W. Nyhagen, Julius
Hansen, Johannes Oglvie, Wm. A.
Iversen, Iver Olsen, Martin E.
Johansson, Charles Paterson, John
Johannsen, Christian Pearson, Fred
Karhauser, Otto Sweeting, Jack
Linea, W. Wehrmann, Wm.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

Eriksen, Anton Lomas, Richard
Hansen, Carl Mari-Lawrence, Harry
nus Thorsen, Fredrik N.
Ingebretsen, Alfred

August Ehlert, No. 42, formerly janitor of the Sailors' Union at San Francisco, is inquired for by his sister-in-law. Anyone knowing his whereabouts please notify Mrs. A. Ascher, 1817 Chapin St., Alameda, Cal.

F. R. Wall, 324 Merchants' Exchange; Seamen, George K. Bekker, Christen Christensen, Alf Johnsen, E. Andersson, and H. Andreasen; firemen, J. Kotcharin and A. S. Casky; oiler, W. Kremer; waiters, C. Gibson and A. G. Clarke; first cook, J. Pitts; second cook, J. Martin; third cook, W. E. Pitts; pantryman, E. Andrews, and messboy R. Tennant.

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Bjorkbom, F. C.
Bruce, Otto
Beuter, H.
Carlsen, Herald
Christensen, C. A.
-1223
Carlsen, C. E.
registered L.
Dimens, O. L.
Dolany, Willie
Douda, C. W.
Eleasen, Sam
Edstrom, John
Ericson, O. H.
Felsch, Henry
Fujun, F.
Gyntev, John
Hedlund, Albert
Henviks, Waldemew
Hellman, Albin
Hastars, C.
Hecher, W.
Jordan, O.
Jasnase, E.
Jakansa, C. R.
Jahnke, Otto
Johansen, Christ
Johansen, Christ
Krause, Ernst
Kikun, Alexander
Kjen, Magnus
Knudsen, Richard E.
Kevmagovet, Anatch
Kavvanen, Waino
Kelly, Palvic
Keane, M.
Luchman
Landstiter, Paul
Lindeman, K.
Leine, Viktor
La Boye, M.
Lyle, Alex.
Masters, C.
Melder, Johan
Meyerdierk, Heinrich

Michaelsen, John
Moller, Anders
Moller, L.
Martensen, H. C.
Meyer, Ch.
Melts, John
Maass, R.
McLillan
Marse, Thornwald
Nogat, E. G.
Nilsen, Axel
Norberg, John
Niemet, John
Olsen, Olive J.
Osborn, Chas.
Olsen, Ansgar
Olsen, Arthur
Osborn, Charlie
Olsen, John A.
Perssons, Oscar
Pedersen, Matins
Palmer, Jas. H.
Pensgaard, Emil
Rod, Halidan
Rytke, Otto
Raulman, Robert
Rasmussen, Thor
Solomonsen, Charse-
lius
Scott, James L.
Sorensen, Peter
Schmidt, Louis
Saer, E. A.
Staad, Claude
Swansen, John
E. Snyder, Jack
Tukkanen, J.
Tully, A.
Tanford, B. A.
Thomel, Martin
Torstensson, Folke
Westengren, C. W.
Walter, John
Welsen, John
Wilson, R.
Westergren, C. W.
Widersen, Ernst
Wheeler

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Batchall, Alex
Bleezings
Bowen, J. J.
Bergman, L. J.
Debus, F.
de Lange, Ingolf
Doyle, W.
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Flotten, S. C.
Floren, James
Gronros, Oswald
Hansen, Ove Max
Hylander, Gustaf
Ingebretsen, J. A.
Jacobson, Arthur
Johansen, Hans
Johansen, A. H.
Kustel, V. J.
Kaiser, Fred
Melder, Albert
Munsen, Fred
Nordgren, Chas.
Nilsen, Alf. W.
Olsen, Oswald -1059
Olasen, Chas.

Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, I.
Rod, Sakarias
Salstad, O. N.
Schultz, Axel
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE
UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street, - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Bassett News & Drug Co.

Headquarters
SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

**"Think of Me" and
"White Squadron"**

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts
of Wilhelm Brannemann, born at
Dockenhuden, Germany, in 1882,
please communicate with Hans Mar-
tens, No. 1892, Sailors' Union of the
Pacific, San Francisco.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul General at San Francisco.

Home News.

Fifty-three Democrats and one Re-
publican will compose the second
Arizona State Legislature, which will
convene January 11. The only Re-
publican elected was Senator Crabb
of Navajo County

J. P. Morgan & Co. have moved
into the building erected for their
exclusive use at the southeast corner
of Wall and Broad streets, New
York City. The cost of the building
and ground is estimated at \$5,000,000,
and the building is believed to be
the most expensive structure of its
kind in the world.

Machines to dig graves for Eu-
ropean war victims have been per-
fected by a Chicago concern. Work
has been started on thirteen of the
mechanical buriers, which have been
ordered by two of the allied na-
tions. On days when there has
been "no contact," the new machine,
it was said, may be used for dig-
ging trenches.

It is probable the Federal reserve
board will permit State banks to
enter the Federal reserve system and
at the same time retain their present
powers with respect to loans on real
estate. In the opinion of the counsel
for the board its members have the
power to admit State banks to the
new system under the conditions
named.

Pursuant to the general policy of
strengthening the military garrisons
of the Hawaiian Islands as rapidly as
proper quarters can be provided for
them, the War Department has ar-
ranged to send the Ninety-first Com-
pany of Coast Artillery, now at Jack-
son Barracks, Louisiana, to Fort
Kamehameha. The troops will sail
from San Francisco January 5.

Subscriptions of approximately \$2-
200,000 in pledges or cash have ob-
tained toward the Wellesley College
endowment fund, made necessary by
the burning of College hall last
March, according to a statement by
Bishop Lawrence, chairman of the
trustees of the college. The efforts
already made will be nullified, he
said, unless \$270,000 additional was
forthcoming by December 31.

The Carnegie Foundation for the
advancement of teaching has since
its establishment paid allowances
amounting to \$2,551,000 to 482 pro-
fessors and 114 widows of professors,
representing seventy-two seats of
learning throughout the country,
according to a statement made by
Dr. Henry S. Pritchett, president of
the foundation, at the ninth annual
meeting of the board of trustees of
that body.

In spite of the European war, Ger-
many, Belgium and Japan will have
larger exhibits at the Panama-Pacific
Exposition than were originally
planned, declares Charles F. Hat-
field, field secretary of the Exposi-
tion. "Japan has doubled its exhibit,"
says Mr. Hatfield, "and Germany
will be represented by a greater dis-
play than that country has ever be-
fore put into a world's exposition,
while little Belgium will have a large
and interesting exhibit."

The ban has been put on the
march song, "It's a Long Way to
Tipperary," at the naval training
station in Newport, R. I., by order
of Lieutenant Commander Evans, the
executive officer of the station. The
song was becoming popular at the
station, but as it is the marching
song of the British army Lieutenant
Commander Evans contends that it
comes within the scope of President
Wilson's neutrality order and he has
therefore issued an order barring it.

This Book Free

If you want to know more
about Navigation, we will
send this book free to you.
It tells how young men have
advanced to better positions
—how they have climbed
from small beginnings to
the highest positions of
master and officers of sea-
going craft. It is an inspir-
ing booklet.

Mark and mail this coupon
today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining
Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

It is reported that North of England shipowners have agreed to pay their sailors £6 per month, an unprecedented sum in the case of tramp steamers. The war has doubtless tended largely to the reduction of the supply.

The Peruvian government has passed a law creating a tax of \$4.86 on all first-class tickets sold to passengers sailing from Peruvian ports to foreign countries. A tax of \$2.43 is also levied on second and third-class tickets issued.

The schooner "Cheslie" of Barrsboro, N. S., lumber laden from Pascagoula for Havana, was driven on the beach ten miles west of Havana in a storm. The Cuban gunboat "Hatuey" went to the rescue and saved all the crew, but the vessel and her cargo will be a total loss.

There has been considerable American shipping through the port of Tampico, Mexico, during the last five years. In 1910, 47 American ships entered and cleared that port; in 1911, 37; in the banner year, 1912, 162; in 1913, 147; and during the first six months of the present year there have been 72.

Plans for the construction of the naval oil fuel station at La Playa, near San Diego, call for a structure 32 feet high, 106 feet in diameter and a capacity of 2,100,000 gallons of crude and refined oil. The location of the oil tank, as approved by the Navy Department, will be a short distance to the north and west of the 30,000-ton coal platform.

A grave conflict threatens at Gothenburg between officers of the Swedish mercantile marine service and the Swedish shipowners. The officers demand increased war insurance and this the owners have declined. The attitude of the Gothenburg officers is strongly supported in other districts and a general strike of Swedish officers is threatened.

The British Admiralty have decided that all officers holding masters' certificates who are engaged on vessels taken over by the Admiralty and commissioned for service with the fleet, will be granted temporary commissions as sub-lieutenants R.N., and in the case of second engineers in such vessels, they will be given temporary commissions as assistant engineers R.N.R.

It is officially stated that, even if Portugal were to take part in the war, the German and Austrian vessels moored in Portuguese ports would remain under the protection of Portugal until the end of the war. It is pointed out that they could not be taken away by the vessels of other belligerent countries in view of Articles 1, 2, 4 and 5 of the sixth Hague convention.

The German converted cruiser "Berlin," formerly a North German Lloyd steamship of that name, with a crew of 450 men, has been interned at Trondhjem, which is on the northwestern coast of Norway and well outside of the North Sea. It is reported that the "Berlin" was bound from Wilhelmshaven for Iceland and South Greenland and thence south to attack the great British transatlantic steamers. Another German cruiser is reported as having gone toward Iceland with the same object. The "Berlin" is suspected of having been equipped with apparatus for laying mines.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aganis, Thorwald
Abrahamson, Anton
Adderman, Ernest
Ahl, Theodore
Ahokas, Ilmari
Albertson, Chris
Albors, Arne
Alexandersen, P.
Andersen, August
Andersen, Dale
Andersen, Christian
Andersen, Nela
Bakmyhr, Gustav
Bauer, Andrew
Bergelson, Gottfried
-1919
Bensen, C.
Bentzen, Henry
Bentzen, Julius
Bjorklund, Erik
Blackwood, R. H.
Blair, Bernard
Campbell, Donald
Campbell, George
Cariera, Pete
Carlsen, Carl
Carlson, F. S.
Carron, Ed.
Cellan, John
Cesnan, Max
Chernovsky, M.
Tadler, Henrik N.
Davis, John
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Dehler, Alfred
Eby, Ivar, D.
Eggers, John
Ehlert, A.
Ekblad, S. W.
Ellenus, Axel
Ellassen, John A.
Ellis, E.
Elofson, John
English, John
Enokson, Marcus
Erickson, C.
Fingerling, E.
Forsgren, Carl
Foss, Laurits
Galleberg, Martin
Gallholm, Albin
Granstrom, Pastor
Greenbeck, John
Griffall, Peter D.
Hakanson, John
Haldin, F.
Hakonsson, Ingvar
Hallberg, Olaf
Hall, Alf
Hall, S. C.
Hallen, Victor
Hammargren, Oscar
Hansen, Fred -1735
Hansen, Henry
Hansen, H. J.
Hansen, H. L.
Hansen, J. -2156
Hansen, Marius
Hansen, N. S.
Hansen, Olaf
Hansen, Thos. -2383
Hansen, H. M.
Hanson, Pet.
Hanus, Alex
Harmening, Fred
Harrison, Frank
Hartog, John
Haskins, C.
Havard, J. O.
Ikiwalko
Ingebrightsen, Olaf
Jakobsen, Anders
Jakobsen, Joakem
Jameson, J. E.
Jamsich, Ed W.
Jansen, Henry
Janson, E. A.
Janssen, H. E.
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, Hans
Jensen, M.
Jerdoe, Soren
Jespersen, M.
Johannessen, Anthon
Johansen, Johan
Johannson, Louis
Johansen, Sinar M.
Johansen, Thos. W.
Kallberg, Arvid
Kallio, Frans
Kalin, Ed.
Karsten, Martin
Karsten, Hugo B.
Keer, William
Kind, Herman
Kindlund, Otto
Kine, Conrad
Kleishman, Frank
Klette, Ernst
Anderson, Axel
Anderson, Hilding
Anderson, H. J.
Anderson, Johannes
Anderson, S. M.
Andreasen, A. -1635
Antonsen, Hans P.
Antonsen, Marius
Aronson, Albert
Attel, Alf
Austin, Tom
Blair, Francis
Blauert, Willy
Blumel, W.
Boers, M.
Boro, Severin
Broberg, Carl
Brynjuelsen, H. B.
Burndez, Charles
Bynum, Joe
Christensen, Willi
Christiansen, Jacob
Christiansen, L. T.
Claus, Charles
Clausen, Chr.
Connolly, Stephen
Conner, T. O.
Conteras, Julius
Cord, Pete
Dempsey, H.
De Roos, J.
Des Hayes, F.
Digman, Carl A.
Dracar, Ed.
Drager, O. F.
Eriksen, K. J. -513
Erikson, E.
Erikson, G.
Erikson, Konrad
-333
Ericksson, J. E.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Friedrick, H.
Tyren, G. P. Von
Groth, John
Gunderson, Kristian
Gutman, Charles
Gutman, Leo
Hawkins, Fred
Heckman, Fred
Heinig, Johan
Helgesen, Erna
Heldt, Charles F.
Helinius, Oscar
Helsten, Carl
Henricks, H.
Hensen, J.
Hetebrugge, Walter
Hewitt, Peter
Higgins, H.
Hiltwood, A. S.
Hings, Otto
Hoffman, Jack
Hogan, A.
Hogstedt, Charles
Hokonsen, A. W.
Holend, E.
Holst, R.
Houston, Robert
Huberz, Emil
Hultberg, Ernest
Hyde, Carl
Irving, Robert
Irwin, John
Johanson, Alfred
Johanson, Nathaniel
Johansson, A.
Johansson, A. O.
Johansson, O. -1308
Johansen, C. -1593
Johansen, Walther
Johnson, C.
Johnson, Christ
Johnson, D.
Johnson, F. -1723
Johnson, Henry
Johnson, R. W.
Johnson, William
Johnson, Valter C.
Johnsson, Oscar
Johnston, P. E.
Jones, Berthon
Jonson, H. -2213
Jonsson, K. A.
Knappe, Adolph
Knapp, G. W. A.
Koskari, Jacob
Kock, Harry
Kospersen, Henrik
Krishtjan, A. W.
Kristiansen, Hans
Kroon, F.
Kuhn, John
Lada, August
Lapp, John -1406
Lapoultre, J. P.
Lapschies, Edward
Larsen, Alfred
Larsen, Anton
Larsen, F. S.
Larsen, Georg
Larsen, Hans -1677
Larsen, Martin
Maatson, Olaf
Maatto, John
MacAuley, Hugh
Macomber, Harburt
Macrae, Alexander
Magnusen, Magnus
Maki, Ivar
Markley, Paul
Martens, Hans
Martin, H.
Matheson, Ludvig
Matheson, Alex
Mathews, J.
Matta, John
Naujack, Fritz
Nelson, C.
Nelsen, Christ -641
Nelson, J. -654
Nelson, E. C.
Nelson, Robert
Nelson, W.
Nerberg, Kristian
Neuman, F.
Nextrom, Aleck
Oettehen, F.
Olsson, E. V.
Olsson, Arne -1244
Olson, E. W.
Olson, Gus -562
Olson, Jorgen
Olson, Marius
Olson, Martin
Olson, Olaf -1283
Parson, Herman
Paulsen, Alex.
Paulsen, N.
Paulson, George
Pedersen, C. E.
Pedersen, Didrik
Pedersen, Halfdan
Pedersen, Henrik
Pedersen, J. A. -1515
Pedersen, Viggo
Peters, J.
Petersen, John A.
Petersen, John A.
Raum, Henry
Raalsen, Fred
Rakov, Stephen
Randroff, John
Rasmussen, Andrew
Reed, J. W.
Renstrom, Axel
Ries, R. E.
Saar, J. A.
Salger, Julius
Sand, Bernhard
Sanderson, Geo.
Sanne, Rudolf
Saunders, James
Sauza, Custodio
Savio, Mario
Scheffler, Samuel
Schneider, H.
Schrader, Fred
Schruester, E.
Schultz, Fred
Scott, Emil
Scott, James S.
Seibert, H.
Seiffert, Johannes
Selzer, Julius
Sergo, A.
Sherry, J. H.
Shrene, Elwood
Siewers, G. P.
Siewersson, Charles
Simansen, Carl
Skogman, W.
Tamlar, P.
Tamman, Krispin
Tasnase, E.
Toll, O.
Thomsen, William
Thos, Johan
Ulla, C. O.
Vangelder, William
Viberg, John
Wall, William
Wank, Roman
Weber, J.
Welure, J.
Westlake, S. G.
White, Fred
Wile, Theodore
Wilhelm, E. -1321
Zankert, Karl
Zimmerling, Fred
Zorrb, Walter
Larsen, Tom
Larson, C.
Leirvaag, H. J.
Lindelop, Charles
Lindgren, I.
Lindroos, F.
Lindroos, Oskar
Lohne, E.
Ludlow, Jack
Lundgren, Richard
Mayes, J. B.
McMalo, Victor
Mehrtens, Herman
Merult, Gaston
Mottman, A.
Miller, Fred
Molander, Herman
Moller, Fritz
Morris, Francis
Mortensen, I. -2191
Muller, A. R.
Muller, Fred
Murray, C. P.
Nielsen, E. S. -1116
Nielsen, N. C. -1271
Nielsen, Niels
Nielsen, J. C. -1210
Nilson, Evald
Nilson, Harry
Nilson, Johan
Nordstrom, Johan
Nurkin, Herman
Olsen, Olaf Trygve
Olson, O. S. -1123
Olsen, Peter
Olsen, Ragnvald
Olsson, G. B.
Olsson, C. O.
Olsson, James
Omnenson, E.
Ondrasek, Ralph
Osterberg, S. H.
Petersen, Olaf
Peterson, Otto
Pettersen, Chas. -1901
Pettersen, Hjalmar
Pettersen, Karl
Pettersen, Conrad
Pettersson, R. T.
Porath, Ben
Post, A.
Preen, Alfred
Prizz, Carl
Publicatus, August
Punis, Anthony
Rimmer, Chas.
Rivera, Ben
Roery, Frans.
Rohet, Robert
Rosenblad, Axel
Rulse, -
Rundquist, O.
Rutte, Peter
Smalmsberg, Otto
Smith, Hans
Smith, John
Snell, Adolf
Sommer, I.
Sorgor, Edward
Sponar, Emil
Sprecher, Theodore
Stangeland, Peter
Stanton, J.
Stein, Emil
Stintman, John
Strasslin, Hans
Stromberg, W.
Suarinen, Frank
Sugar, J.
Sunderlin, Ax.
Sundhouse, Joe
Sundt, Oscar
Sutherland, Peter
Swanson, O.
Swanson, Ben
Swanson, Gus.
Thomas, Edward
Thompson, Thomas
Thorsen, Gus
Thorstrup, Ludvig
Tollefsen, Hans
Traynor, John
Voorhies, Firman
Wille, Max
Willmorn, W.
Windblad, Martin
Winter, Harry
Winter, H. H.
Witta, John
Woldhouse, John
Zornig, Harry
Zwakten, Rudolph
Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasie, Michal
Beling, Oscar
Berling, J. B.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Christensen, Otto
Erikson, E.
Finnelly, Wm.
Fredholm, Folke
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hagbart
Henningsway, Geo.
Hoffman, J.
Jensen, Hans
Johansen, Emil
Johansen, E. -2247
Jorgensen, Oluf
Klette, E. F.
Laas, J.
Mehrtens, H. K.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Raasch, O.

Rarly, Frans
Rathke, Reinhold
Rehnsen, A. L.
Rignell, Joe
Roslin, Robert
Ruter, Peter
Schröder, Aug.
Sorensen, Pete

Summers, J. J.
Tanum, H. -793
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Whiteside, Fred
Whitman, W. L.
Zirnbauser, Karl

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets Continental Building, on Second Floor San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winipege, Manitoba, Canada.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending June 30,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Shower Bath on
every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

:: BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Union-made Shoes

HATS, CAPS, FURNISHING
GOODS, ETC.

Fair Prices. Reliable Goods.

50 East St., and 4 Mission St.,
San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

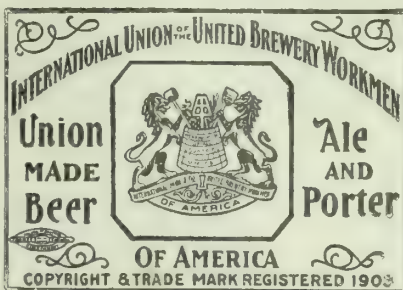
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Phone Douglas 5390

ANCHOR HOUSE

S. PETERSON, Prop.

495 THIRD STREET
SAN FRANCISCO

J. MILLER

124 EAST STREET Garfield 7690

Union Store

Gents' Furnishing Goods
GENERAL MERCHANDISE
Suits Steam Cleaned \$1.50

INFORMATION WANTED.

Alfred Petersen, a native of Ber-
gen, Norway, age about 44, is en-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust
Anderson, Erik
Albertsen, Hans
Christien, E. W.
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ali
Elmi, A.
Ekland, Will H.
Eriksen, Earl
Eriksen, Ollie E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happmer, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacobs, Carmelo
Jensen, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Magnusson, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalman, Joe
Schlachte, Alfred
Teraelson, Ernest
Wilson, Herman
Wallin, E.
Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd-
sen
Dahl, Ben.
Fister, Johannes
Finnigan, T. H.
Hansen, Gustav
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chas.
Slinning, Rasmus O.
Snelman, Tom
Starks, John
Steln, George G.
Stixrud, Jack
Stromsness, Oscar

News from Abroad.

Exportation of lumber has been
forbidden by the Russian govern-
ment. The embargo specifically
mentions Circassian walnut, much
prized by American furniture makers.

Crocker Land, the Arctic continent
which Rear Admiral Robert E. Peary
believed he had discovered, was de-
clared to be non-existent in a report
of the exploring expedition of Don-
ald B. MacMillan to the American
Museum of Natural History, pub-
lished on November 24.

It is learned from Berlin that 6600
wounded have been discharged from
Berlin hospitals since the middle of
September. Of this number 36 per
cent. have completely recovered and
are fit for fighting; 56 per cent. are
fit for garrison service, and 8 per
cent. are fit for non-combatant
service.

The Persian government has noti-
fied the great powers that since
the outbreak of hostilities Persia has
remained strictly neutral. Since now
a conflagration threatens Persian ter-
ritory, Persia requests Great Britain
to support her in preventing neutral
soil from becoming the scene of mili-
tary operations.

The island of Herm, the smallest
of the Channel islands, has been oc-
cupied by British troops. The crown
had leased the island to the West
Bank of Liegnitz, Ltd. Count Blu-
cher, who married Princess Radzi-
will, is the present occupier. His
son is a British subject and was
educated in England.

The newspaper Wort announces
officially that Germany thus far has
paid to Luxemburg 1,280,000 francs
(\$256,000) for damage done to the
fields and crops by the passage of
the German troops and 311,000
francs (\$62,000) for the use of
roads and the damage done to streets
and buildings.

The Paris Municipal Council en-
thusiastically adopted a proposal that
one of the great thoroughfares of the
capital be named after King Albert
of Belgium. The candidates for re-
baptism include the Rue Royale, the
Boulevard des Capucines and a
stretch of the Champs Elysees. The
last named seems favored.

A message from Batavia states
that Commander Lubcke and Wire-
less Operator Voltz, of the German
liner "Preussen," have been arrested
by the Dutch naval authorities on a
charge of using hidden wireless ap-
paratus. The "Preussen" is a Ham-
burg-American liner which sought
shelter at Sabang on the outbreak of
the war.

A British squadron, under com-
mand of Vice-Admiral Sir Frederick
Sturdee, Chief of the War Staff,
engaged a German squadron under
Admiral Count von Spee off the
Falkland Islands in the South At-
lantic on December 8, and won a
victory that is being acclaimed
throughout England. The armored
cruisers "Scharnhorst" and "Gneise-
nau," and the protected cruiser
"Leipzig," three of the German war-
ships which had been menacing Brit-
ish shipping, and part of the squad-
ron which sank the British cruisers
"Good Hope" and "Monmouth" in
the Pacific on November 1st, were
destroyed, while the cruiser "Nurn-
berg," one of the other vessels which
composed the German squadron,
made off during the fight but was
subsequently sunk. The cruiser
"Dresden" was the only German
vessel which got away to safety.

With the Wits.

Gabe—He claims he is a descendant of a great family.

Steve—Yes, and he is still descending.

Stranger—Upon what plan are your city institutions conducted?

Citizen—A sort of let-George-do-it-system without any George Luck.

Miss Gusher (at the summer resort)—Isn't it just like heaven?

Miss Grout—Yes; the proportion of men here and in heaven, I imagine, will be just the same.

Standing by the entrance of a large estate in the suburbs of Dublin are two huge dogs carved out of granite.

An Englishman going by in a motor thought he would have some fun with the Irish driver.

"How often, Jack, do they feed those two dogs?"

"Whenever they bark, sir," was the straightforward reply.—Truth Seeker.

Once an old darkey visited a doctor and was given definite instructions as to what he should do. Shaking his head he started to leave the office, when the doctor said:

"Here, Rastus, you forgot to pay me."

"Pay yo' for what, boss?"

"For my advice," replied the doctor.

"Naw, suh; naw, suh; I ain't gwine take it," and Rastus shuffled out.—Norfolk Ledger-Dispatch.

"Even animals show their feeling," remarked De Wolf Hopper, the comedian, to a friend the other day. "Only yesterday an animal showed me gratitude. I was wandering along a stream in the country when I met a cow in great distress. Her calf was drowning. I plunged in the water and rescued the calf and the grateful cow licked my hand."

"That wasn't gratitude," replied the friend. "The cow thought she had twins."—Troy Times.

An Invitation

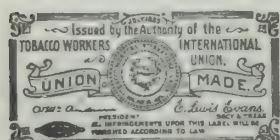
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seaman desired a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

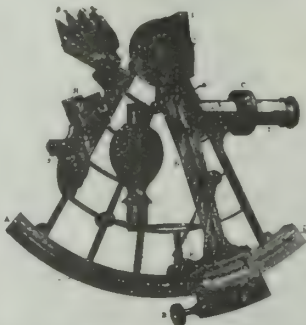
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP
WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

Now, as in Years Past HALE'S for TOYS

For breadth of assortments, for quality and for value-giving Hale's Toyland is supreme. We devote months of time, thousands of miles of travel, and the trained mind of an expert to the selection of our Toys, Dolls, Games and Wheel Goods. The tremendous pressure of our Five-Store buying is brought to bear in obtaining quantity discounts, with the result that we positively offer the greatest values on the Coast.

The time to buy is NOW. Assortments and service are at their best.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

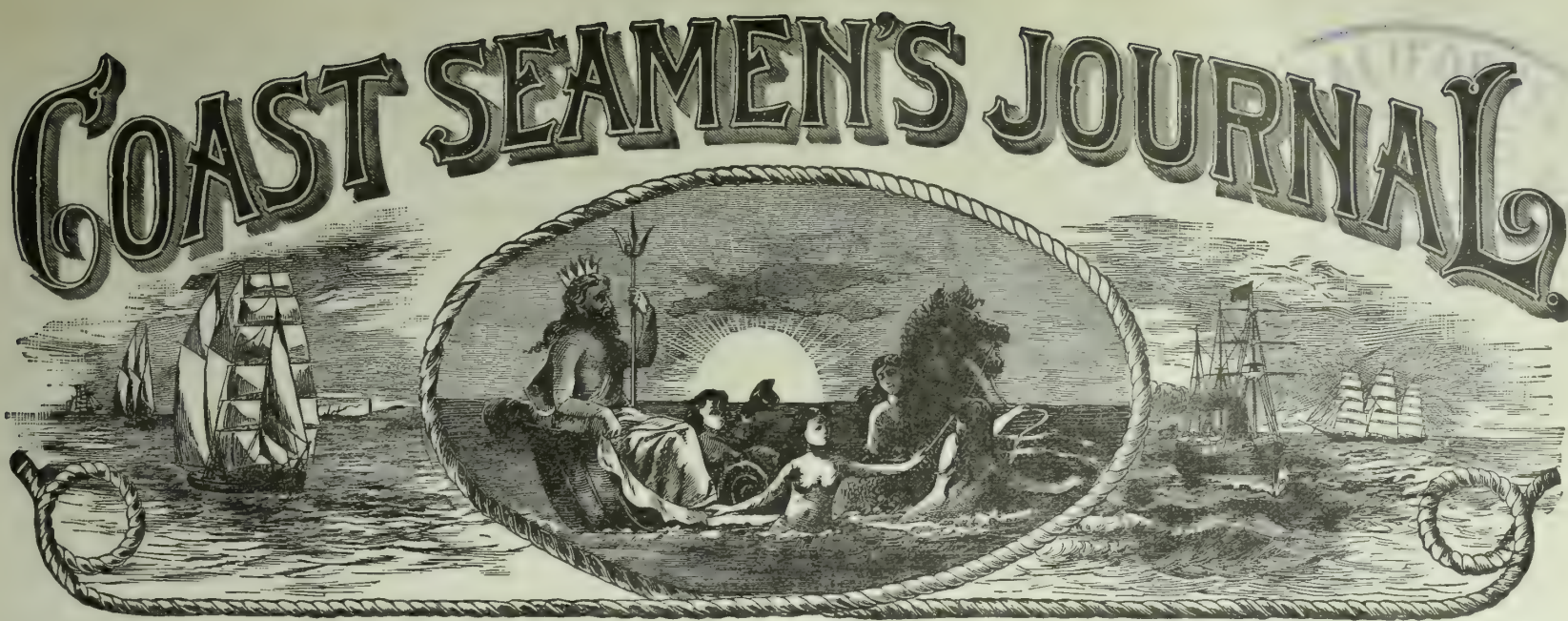
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 15.

SAN FRANCISCO, WEDNESDAY, DECEMBER 23, 1914.

Whole No. 2309.

PROBING INDUSTRIAL UNREST.

Commission on Industrial Relations Presents Summary of Investigation.

The United States Commission on Industrial Relations has submitted to Congress its first annual report, covering the year beginning October 22, 1913, when the funds appropriated by Congress first became available.

The report presents an outline of the research and investigation work now under way and a summary of the testimony of more than 500 witnesses, including employers, workmen, trade unionists, economists, public officials and others, who have appeared before the commission at public hearings in various cities from New York to San Francisco.

No conclusions are stated by the commission and the report is intended to be merely a record of progress. Under the act creating the commission the final report, containing conclusions and recommendations, will be submitted to Congress before next August.

Probably the most interesting part of the report is the summary of testimony at the public hearings. These have been held in Washington, New York, Paterson, New Jersey; Philadelphia; Boston, Chicago, Lead, S. Dak.; Butte, Mont.; Seattle, Portland, Oreg.; San Francisco and Los Angeles.

Witnesses were summoned only after careful investigation by agents and members of the commission. Of the 514 witnesses summoned, 181 were affiliated with employers, 183 affiliated with labor and 150 not affiliated with either group. Of those affiliated with employers, 132 were employers, managers and foremen, 16 were representatives of employers' organizations, 7 were attorneys for employers' organizations, 8 were efficiency engineers, 5 were agriculturists and 13 were employment agents. Of the witnesses affiliated with labor, 127 were trade union officials, 39 were working men and working women, 4 attorneys for labor organizations, 7 Industrial Workers of the World and 6 representatives of the Socialist party. In the group not affiliated with either employers or labor were 52 public officials, 24 representatives of private organizations, 17 educators, 16 economists and sociologists, 8 investigators, 6 representatives of the press, 5 private citizens, 6 clergymen and 16 unclassified.

The witnesses represent at least 210 organizations, firms and corporations distributed as follows: Labor organizations, 53; employers' organizations, 29; private organizations, 30; public institutions, 19; firms and corporations, 79. Practically every organization having a direct interest in industrial questions has been accorded a hearing.

Causes of Unrest.

Analyzing the testimony of witnesses at the hearings, the commission finds substantial agreement by all witnesses as to some of the causes of industrial unrest. Those causes generally agreed upon are found to be as follows:

Largely a world-wide movement arising from a laudable desire for better living conditions. Advanced by representatives of labor, socialists and employers and generally indorsed.

A protest against low wages, long hours and improper working conditions in many industries. Advanced by practically all labor representatives and assented to by many employers.

A desire on the part of the workers for a voice in the determination of conditions under which they labor, and a revolt against arbitrary treatment of individual workers and a suppression of organization. This was almost uniformly approved by labor witnesses.

Unemployment and the insecurity of employment. Generally advanced by witnesses from every standpoint.

Unjust distribution of the products of industry. Advanced by most labor representatives and agreed to by most employers.

Misunderstanding and prejudice. Agreed to by employers and employees.

Agitation and agitators. Generally advanced by employers, but defended by labor representatives and others as a necessary means of education.

The rapid rise in prices as compared with wages.

The rapidly growing feeling that redress for injuries and oppression cannot be secured through existing institutions.

"In addition," says the report, "it has been stated by many witnesses that the tremendous immigration of the last quarter century, while not itself a direct cause of unrest has served to accentuate the conditions arising from other causes, by creating an oversupply of labor unfamiliar with American customs, language and conditions."

Collective Bargaining.

The general principle of collective bargaining, involving the existence of unions and employers' associations in some form, was indorsed by almost every witness.

"It is remarkable," says the report, "that there has been almost complete agreement upon the part of witnesses, employers and employees, who have appeared before the commission, favorable to the general principle of collective bargaining. There is widest divergence in regard to the form which the various witnesses believe that such collective bargaining should take, and in many cases it must be said that the correctness of the principle was admitted grudgingly. Nevertheless, only five witnesses from among the employers objected to the principle of collective bargaining."

"On the other side the principle of collective bargaining is practically rejected by the various representatives of the Industrial Workers of the World, who maintain the theory that there can be no just bargaining between employers and employees. They admit, however, that in practice it is desirable to conduct negotiations with employers or employers' associations in order to secure the best possible terms for the workers, but hold that if agreements arise from such negotiations they need not be respected."

"It is interesting to note that a large number of employers, including some who do not employ union workmen, not only expressed themselves as being in complete accord with the principles of collective bargaining, but also expressed the opinion that a large part of the improvements in industrial conditions in the last half century have been due to collective bargaining with existing trade unions."

"Many of these have also claimed that the larger part of such improvement has come from the general improvement of economic conditions and from the initiative of employers and a more enlightened business policy."

"A majority of the best informed witnesses who have appeared before the commission have insisted, however, upon the necessity of securing a proper basis upon which such collective bargaining can be carried out. It is impossible to analyze these suggestions at this time, but it may be well to note that practically all of the most experienced witnesses have insisted upon the necessity for strong organizations of both employers and employees as a fundamental basis for the successful conduct of collective bargaining."

"Witnesses representing both of the parties to a number of the national trade agreements which are now in effect have testified before the commission and without exception have testified that such agreements have not only greatly improved the conditions of the workers in the industry, but have tended to the promotion of stable industrial peace. Numerous alleged defects in these agreements have been pointed out, but none of the parties to these existing national agreements has failed to express the desirability from the standpoint both of employers and employees of such a method of determining the wages and other conditions which prevail in an industry."

"The majority, at least, of the labor representatives who have appeared before the commission have urged that the most potent and, in fact, the only real remedy for the existing industrial situation lies in the rapid extension of labor organizations along essentially the lines of the existing trades unions. It is, therefore, of the greatest importance, to have brought together in definite concrete form the criticisms on trades unions. These criticisms come from two main sources, the employers and so-called 'radicals.'"

The I. W. W.'s, as well as the employers' criticism of trade unions will be published in the next issue of the Journal, together with trade union rejoinder to each point.

Criticism of Employers' Associations.

The Commission's report also outlines charges and criticisms by trade union witnesses against employers' associations. These witnesses, however, without exception, approved of the formation of strong organizations by employers for the purpose of negotiating and maintaining collective agreements. The criticisms therefore were directed almost exclusively against those associations which do not have trade agreements, and which are conducted on either "open shop" or anti-union policies. The criticisms follow:

"Criticism 1. Many of these associations, while acting collectively themselves, deny or attempt to prevent the organization of their employees."

"The reply of the employers is that they do not object to the organization of their workers along proper lines, but that they will not tolerate organizations which interfere with the em-

employer's right to conduct his business as he sees fit or which prevent the free American workman from securing employment under such conditions as he wishes to accept.

"Criticism 2. The associations are maintained for the advantage of paid officials and lawyers who create an atmosphere of bitterness and hatred and provoke trouble in order to keep themselves in employment.

"The employers reply that this charge is untrue, as the associations are voluntarily formed and the officials and attorneys are paid and retained only as long as they fulfill their duties in a business-like manner.

"Criticism 3. The salaried secretaries and managers of many of the associations are not themselves employers, and have no direct interest in the industries which they represent nor knowledge of the existing industrial conditions except through hearsay.

"The employers reply that these secretaries and managers are well fitted for the positions which they occupy, and since they merely carry out policies which are dictated by practical employers, their lack of contact with industry is of little consequence.

"Criticism 4. The associations are usually undemocratic in form, and are generally dominated by small cliques who use the organization for their own purposes.

"The employers reply that the form of organization is that which business experience has shown to be most effective and that what is called 'domination by cliques' is simply the centralization of power and responsibility.

"Criticism 5. The employers' associations are generally ignorant of and indifferent to the conditions of the workmen in their own industries and have no concern for the progress of humanity.

"Apart from the associations which claim to be active in humanitarian work, the reply is generally made that the organization was effected simply for business reasons as a defense against trade union encroachment and leaves its members free to carry out their altruistic plans in their own way.

"Criticism 6. The employers' associations which keep a record of individual employees use such records as a method of blacklisting agitators and active union men.

"The employers reply that it is entirely legal and proper to keep such records and to hire men on the basis of their past performances. That this is the only way to avoid favoritism and can be objected to only by those who seek to secure employment for some purpose other than that of exchanging 'a fair day's work for a fair day's wage.' That the elimination of the agitator is in the interest not only of shop discipline, but also of industrial peace.

"Criticism 7. The employers' associations which oppose trade unions boycott the employers of union labor and goods bearing the union label.

"The employers reply that this action, where used, has been adopted as a matter of defense against the aggressions of trade unions.

"Criticism 8. The employers' associations by the employment of armed guards and gunmen not only maintain a state of feudalism, but also thereby display an attitude of opposition to those branches of the state created for the maintenance of law and order. Furthermore these armed guards and gunmen provoke and create violence and disorder to put the strikers in a false position before the public, to harass the strikers by involving them in unwarranted arrests, or to create and maintain employment for themselves.

"The reply of the employers is, first, that the employment of the guards in no sense arises from disrespect for the constituted authority of the state, but is made necessary by the failure of individual officials to perform their duties. Second, the employment of these guards is a matter of heavy expense which would not be incurred if it were not necessary for the protection of human life and property, and that the employment of armed guards is the effect of labor violence and not the cause of it. Third, the existence of violence is most detrimental to the property of the employer and the safety of his faithful employees and consequently it is inconceivable that it should be provoked with the employer's knowledge or approval.

"Criticism 9. The employers' associations maintain corps of detectives and spies for no legitimate purpose but simply to spy on the activities of unions, to harass union members and officials, and to provoke strikes at such times as they are sure to be lost.

"The employers reply that such detectives as are used are employed merely to obtain information needed by the association, and that it can hardly be believed that employers work to stir up trouble among their own employees and suffer the consequent losses and dangers, even if the strike was sure to be lost.

"Criticism 10. The employers' associations maintain or have access to bodies of strike breakers who are not bona fide workmen, but simply the reserve of mercenaries for use in industrial war.

"The reply of the employers is that the first duty of the manager is to keep his plant in operation and that when a strike occurs he necessarily secures workmen to take the place of the strikers from the most convenient supply. The maintenance of such a supply of reserves

should be characterized only as an example of business foresight.

"Criticism 11. The employers' association undertakes the support and defense of its members in strikes, without determining first whether or not such strikes are justified by existing conditions.

"The employers reply that this is by no means characteristic and that it would be very foolish for any association to follow such a policy. Moreover, even where conditions may apparently justify a strike, there is frequently a fundamental principle involved which must be defended by the association.

"Criticism 12. The associations which advocate the so-called 'open shop' are insincere, as this is a device which is uniformly used to eliminate union men and all who are active in the improvement of working conditions and in securing for employees their rights.

"The employers repudiate this charge of insincerity and reply that it is true that many employers who started to conduct a genuine 'open shop' have found that it is impracticable to employ union men, as they secure employment only for the purpose of organization and not to better the condition of themselves or their fellow employees through the proper channels. Nevertheless, where such a change of policy has been adopted, it has been forced by such actions on the part of the union men and agitators, and a genuine 'open shop' policy would be resumed as soon as it could be done without the risk of endangering discipline and loyalty of employees.

"Criticism 13. The employers use their connection with banks and other sources of credit to hold members of the association in line during labor disputes and to compel outsiders to join the association. This is advanced by representatives of labor as an aggravated case of 'secondary boycott' and more oppressive than anything that could possibly be advised or carried out by the unions.

"The employers reply that such cases are extremely rare, but can be considered only as means of defense adopted as an offset to the unfair aggressive tactics of trade unions.

"Criticism 14. The members of employers' associations, by manipulating their advertising patronage, exercise undue control over the press both for the suppression and distortion of facts regarding labor matters.

"The employers assert that where such action occurs it is done on the initiative of the individual employers and not as a part of the policy of the association. That no association has sufficient power over its members to control their actions in so vital a matter as advertising, even if it was desired.

"Criticism 15. Through their social and business contact with judges and other public officials, the members of employers' associations are able to influence their attitudes and actions during industrial disputes.

"The employers deny this charge and insist that the influence of labor over judges who are elected is much stronger than any that could possibly be exerted in this manner.

"Criticism 16. The officials and members of employers' associations frequently attempt to influence the actions of union officials by bribery and other considerations, and that even when such bribery is known or acknowledged the associations seldom if ever remove or discipline the offending member.

"The reply of the employers is that such bribes are generally solicited or secured by coercion and that it would be unjust to discipline a member who has been 'held up' by labor officials.

"Criticism 17. The employers' associations regularly oppose humane and necessary legislation until it is inevitable, and, if support is then given, it is only to secure modifications which weaken or destroy it.

"The employers assert that the attitude of their organizations, and individual members toward remedial legislation is rapidly growing more and more liberal, and they point to their endorsement of such legislation as workmen's compensation acts, and safety and sanitation measures.

"Criticism 18. The employers maintain paid lobbyists to obstruct or influence legislation by their connection with individual legislators.

"The employers state that this is a matter of heavy expense, which would not be borne if experience had not demonstrated the need of having representatives at the state and national capitals to protect themselves against meddling, foolish and burdensome laws. That if there were no labor lobbyists, the employers would gladly avoid this expense.

"Criticism 19. The employers' associations are frequently used to prevent competing firms from securing business and from entering the same territory. In this action the unions claim that the employers virtually set up the 'closed shop,' but without the fundamental basis of social progress which underlies the demand for the 'union shop.'

"The employers reply that if such a situation exists it is contrary both to common law and the Sherman act and should be prosecuted rather than discussed.

"Criticism 20. The employers' associations are not incorporated, not financially responsible. The reply is that such incorporation is not necessary as the individual members can be

easily sued and have tangible assets upon which any proper damages can be levied.

"Criticism 21. The employers' associations seldom discipline their members for breaking labor contracts or for failing to carry out the awards of arbitration boards.

"The employers reply that the individual firms guilty of breaking such agreements are directly responsible and that it is the duty of the parties affected to bring suits in such cases for the recovery of the proper damages."

Regarding Arbitration.

Regarding mediation and arbitration, says the report, expert witnesses from both sides have unanimously indorsed the general proposition that mediation should be used to the greatest possible extent and as early as possible in the settlement of disputes, and that the machinery for prompt and impartial arbitration should be developed as a method of securing peaceful settlement where mediation and conciliation fail.

"Practically every witness," says the report, "has expressed the strongest disapproval of any form of compulsory arbitration. Arbitration was suggested only as a last resort and then to be purely voluntary. Witnesses agreed that mediators should be bi-partisan, that they should have full power of investigation, that their contact with industry or industries with which they are expected to deal should be as nearly continuous as possible, that they should, if possible, act before a dispute has come to a head, and that adequate inducements should be offered to obtain the best possible men.

"The testimony of a majority of the employers was in favor of a rule similar to that of the Canadian industrial disputes act, which prohibits strikes and lockouts in public utilities pending investigation by the mediators, assisted by representatives of the employers and employees. Such a law is uniformly opposed by the representatives of labor on the ground that it is entirely in favor of the employer, who utilizes the period of delay to make preparations for breaking the strike. It is also insisted that such a delay would be in violation of that provision of the Constitution of the United States which prohibits involuntary servitude.

Conciliation and Mediation.

On this subject the commission says:

"There was practically unanimous agreement among the witnesses that the formation of a Federal Commission of Mediation and Conciliation, composed of representative employers and employees, would be a desirable step toward the establishment of industrial peace and the protection of the nation from the damage resulting from protracted strikes and lockouts, with which the individual States seem incapable of dealing. It was impressed upon the commission, however, that the very greatest consideration and care should be given to the organization of such a commission, and that, before all, the method of selecting its members should be such as to secure the representation of the interests involved and the exclusion of politics."

Labor Exchanges.

Discussing the testimony on unemployment, the report says:

"The witnesses testifying on this subject agreed almost unanimously that the first step in any program in dealing with unemployment must be the creation of a national system of labor exchanges, along the lines suggested in the tentative proposals which were prepared by the commission and distributed among the witnesses. It was brought out that efficient labor exchanges would eliminate unnecessary idleness."

Unorganized Labor.

Of unorganized labor, the report says: "The commission realizes that all wage earners are not organized, that there are thousands of workers outside the union where individual bargaining prevails. The conditions in these unorganized employments are being carefully studied. In connection with these investigations, special attention is given to the reason for this lack of organization, in order to discover how far it is due to the general aversion to organization, how far to apathy and ignorance, and how far to fear of active opposition on the part of the employer. There can, however, be no question that one of the contributing causes of industrial unrest is the conviction of labor that lack of organization makes inevitable disastrous inequality between employers and employees."

Scientific Management.

Of scientific management, the report says: "The union men testified that scientific management was nothing more than the old piece work and task systems, and that in their application it is used to break down organization. The commission feels that it is putting the issue fairly when it states that it is the contention of the scientific managers, as a rule, that unionism is incompatible with scientific management and the highest productivity. The union's contention is that the so-called scientific management is not truly scientific, and that it is incompatible with the welfare of the workers. Other witnesses testified that it was not only possible but desirable to combine collective bargaining with scientific management by giving both sides an equal voice in fixing the conditions of employment. Where there is such great diversity of opinion, it is evident that the case

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

How to Live and Protect Yourself.

Upon resolution No. 144 of the Seattle convention, proposing that the American Federation of Labor start a campaign of education on accident prevention and safety appliances, the executive council reported to the Philadelphia convention that such a campaign could be carried on more advantageously by the respective internationals and that the publications of the A. F. of L. should call the attention of internationals to sources of general information.

Specific information applicable to different trades can be furnished only by experts. This work properly belongs to a federal bureau of labor safety. An institution of this kind is provided in the House Labor Safety bill, which was passed by the House, was recommended to the Senate for passage without amendment and will be before that body for action during the coming session of Congress. Information how to safeguard life and limb and health should be in the possession of every worker—for then and then only does it become effective.

The investigations of such a bureau should include occupational diseases as well as accidents. Industrial diseases and industrial accidents are of the same nature—physical injuries resulting from work at a trade. One may be sudden and the other gradual, but both are the physical consequences of the conditions under which the worker works.

Our nation has been convinced that compensation legislation is just and expedient, but of far greater importance is prevention of accidents and disease rather than legislation to protect workers against their economic consequences. Good business sense has convinced many employers that money spent in preventing accidents and disease reduces the totals spent in paying compensation awards. But if the movement is to attain greatest effectiveness the workers must begin a systematic study of their own welfare.

Each local union ought to pursue some constructive course in educating its members in the fundamental principles of health, in the prevention of diseases arising out of conditions of work, and in guarding against accidents. A committee should be given charge of this educational work whose duty it should be to have presented at regular times information in the form of talks or lectures upon anatomy, hygiene, diet, etc., and their relation to daily work in the trade. General discussions should follow all formal instruction.

Knowledge of physiology and hygiene is too often assumed, yet these subjects are not usually taught by the public schools in a practical manner, and even if they were many workers have not been able to avail themselves of such instruction. Many do not understand the reasons for physical cleanliness, the relation between food and the health of the body, the relation between physical health and mental ability. Yet physical fitness and labor power may be indefinitely promoted by such knowledge.

There is a vast amount of literature written upon these matters which can be obtained by the unions. Individual workers

might find a few spare minutes to read what is in their possession when they have neither time nor energy to hunt things out for themselves. An increasing volume of matter upon accident prevention and occupational diseases is being published each year. Further increase would follow upon demand from the workers.

The Federal Bureau of Mines has been supplying valuable technical information to the miners, but we doubt whether the information of the individual miner has profited thereby so greatly as is possible. This material ought to be utilized for greatest human welfare. If methods for self-protection together with underlying principles involved could be presented in the union meetings in simple, practical terms, a real educational campaign of incalculable value would ensue.

There should be established central educational bureaus or some responsible agency at the headquarters of the internationals and the A. F. of L. to collect information and to furnish local unions with information in regard to sources of magazine articles, books, government publications, and as to persons able to present special information to organizations desiring outside assistance.

All unions are cordially invited to write to A. F. of L. headquarters, where information, references or printed matter can generally be obtained.

The medical profession has already done considerable work in industrial hygiene in accord with the general medical trend toward prevention and preservation of health.

The Federal Department of Labor has published several studies of industrial diseases, but has not yet undertaken to publish information upon prevention. But as we have said above, that would properly belong to the proposed bureau of labor safety, that should be pressed upon the attention of Congress.

The possibilities of a constructive educational plan for the promotion of good health are so varied and so infinite that we cannot urge too strongly that every international and every local union seriously undertake some definite work for the physical betterment of all the workers in the trade or industry.—American Federationist.

Soldiers Called "Brutes."

Constitutional rights were abolished by the Colorado militia when they went into the strike zone, declared Prof. James H. Brewster, of the University of Colorado, in his testimony before the Federal Commission on Industrial Relations at Denver, Colo.

The entire conduct of the State troops was a course of outrage and brutality, Prof. Brewster asserted. Not only had Adjutant General Chase wiped out constitutional rights, but the miners had been robbed by the State troops, the ranks of the militia had been swelled by the enlistment of scoundrels, and the right to search had been exercised by the State troops while the courts were open.

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Secretary of the Workers' Union of the Swiss Transport Trades (Railwaymen) report: "Owing to a general mobilization I have until recently been under arms. Nearly one-third of our members have been enrolled in the army. Trade-union action is almost at a standstill."

The executive of the Danish Railwaymen's Union on October 22nd submitted to the Minister of Public Works a proposition to include in the budget bill for the coming year a further sum of 175,000 kronen to be used for the purpose of improving the pay of the permanent staff of the railway sections and of the depotmen who are paid by the month. About 3000 employes are involved.

The latest estimate of the New South Wales Labor Department shows that there are over 13,000 unemployed in that State, and over 20,000 people "partially" unemployed.

The New South Wales Government has selected an area of 50,000 acres close to Tottenham for a State wheat farm, and it is proposed to have the crop in for next year. A thousand men are to be employed clearing. The ploughing will be done by traction engines.

The conditions of labor throughout Norway are uniformly good, and much better than was anticipated in existing circumstances. The weekly reports on unemployment received by the committee have been very satisfactory, and further measures have so far been considered unnecessary. Some of the laborers thrown out of work are being employed to build railways, and a home industry has been started at the expense of the State for domestic women. Inquiries are being made to ascertain the amount of work likely to be available in the woods during winter.

If the returns of the British Board of Trade may be accepted as accurate, the industrial outlook in Britain is not nearly so bad as with the existence of a European war of record dimensions, it might be. The latest returns show that unemployment is still decreasing, and is now only 4.31 per cent., which is abnormally low, and is due largely to the recruiting for Kitchener's army; also the exceptional activity in a great number of the manufacturing industries, which are doing good work. Food prices remain practically normal, and the increased cost of living is unappreciable.

A recent report from England in regard to labor conditions in the shipyards of Barrow proves the truth of the saying in regard to the ill wind. Barrow has become a scene of the greatest activity. There is no end of work at the shipyards, and large numbers of men have been obtained from other shipyards in the country where work has fallen off. The Vickers firm are now employing at Barrow about 19,000 men in their shipyard, engineering works, gun mounting department, and other branches. There is also a revival in the iron and steel trades, consequent on German and other makers not being able to give deliveries. Prices have gone up considerably, and it has been found necessary to put additional furnaces in blast. Efforts are being made to capture Continental trade. Barrow's trade is much brisker now than it has been in the history of the town.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our French Dry Cleaning Process which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

A SAILOR'S BANK. With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alexandersen, Paul	Lindeman, Gus
Ahlman, Christian	Lang, Chas.
A., Mr. -1504	Lindner, J. -1750
Anderson, David C.	Lundberg, T.
Anderson, Ole	Lindeman, J.
Anderson, Gust -810	Lassen, Alf
Anderson, P. -1695	Laine, Frank
Bensen, Severin	Leidecker, E.
Bringsrud, Marald	Lehmpe, Richard
Boy, A.	Mesak, E.
Breien, Hans	Mennicke, Fritz
Bjorklund, Nels	Miller, Wm.
Brusbard, E.	Michaelsen, A. -1105
Christensen, A. -1095	Morris, M. H.
Cotter, J.	Matson, J. -1320
Ceelan, John	Mourice, Francois
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nellson, Axel
Cook, K. -1021	Nielsen, Ole
Christensen, H. -1336	Nurminen, J. E.
Carlsson, C.	Nelson, Hans
Danielson, E.	Olsen, Ole Wilhelm
Dunn, Wm.	Olsen, O. Marthin
Ellingson, Ivar	Olsen, Harald
Elissen, Sam	Paader, Hugo
Ekstedt, Harry	Petersen, Aage
Felsch, H.	Pillman, Frank
Fasholz, Dan	Pedersen, Olaf
Gunther, Dick	Rutel, Ernest
Gustafson, Alf	Rendelsmann, Alfred
Gronlund, O. -414	Rivera, John
Heesche, Henry	Rommel, A.
Hansen, John	Sandberg, John
Holmberg, Frank	Schager, E.
Hansen, H. T. -1446	Staff, Louis
Hakonsen, P. O.	Schultz, Axel
Headstrom, J. F.	Swanson, Hugo G.
Hansen, Sigvarth	Strehle, Fritz
Johnsen, Gunner	Toren, Gustaf A.
Jeter, W. B. -983	Tell, Olaf
Johnsen, Emil	Tamanen, Erland
Johansson, N. A. -280	Tvedt, Olaf
Johnson, John A.	Verdunk, Peter
Johnsen, George	Welsen, Julius
Kalnamm, Andvey	Wahlberg, Rudolf
Karstin, Hugo	Wilson, Willie
Jacobsen, Alfred	Zimmer, Walter
Johnson, Edw. A.	Ziegler, Fred
Johnson, Chas. A.	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Pacific Coast Marine.

The steam-schooner "Homer" has been sold by the U. S. Marshal to Wm. H. McDaniel for \$3,650. The "Homer" was 501 tons gross, built in 1891.

Underwriters for the steamer "Santa Catalina," which was burned in the Columbia River October 18, have let the contract to a Portland firm to repair the vessel at a cost of approximately \$300,000.

W. R. Grace & Co. announce that the steamer "Cacique" will be added to their West Coast service at once, making four regular liners available. She was formerly under the British flag, but was granted American registry recently.

Captain Omar J. Humphreys, of Seattle, and associates early in December will begin the construction of a three-mast power schooner 140 feet in length, which they plan to have completed for the Kuskokwim river trade by May 15.

The British collier "Kingsway," from Esquimalt, B. C., was detained at San Diego December 4 by customs officials, because of belief by port officials that she is taking fuel to a British and Japanese fleet nearby, and that she put in to receive orders from the British consul.

The Columbia Bar Pilot Service has been taken severely to task by Captain Kydd of the British steamer "Strathairly," which arrived at Astoria November 24. He claims that he lost 24 hours through avoidable delays and dilatory service, the only excuse being given that both pilot tugs were working on a French barque which had lost her anchors.

Nome miners, represented by Bruce Shorts of Ballinger, Battle, Hulbert & Shorts, bid in the famous steamship "Corwin" for \$6,850 at the federal marshal's auction in Seattle. The "Corwin" was owned by the Kotzebue Transportation and Trading Company, who spent \$30,000 preparing her for the Nome-Kotzebue Sound service, and was sold to settle a libel for repair work, wages and supplies. The new owners will continue in the Nome-Kotzebue service.

The Great Northern Pacific Steamship Company has announced two big excursions from the East through the Panama Canal. Two of the finest boats ever built, the "Great Northern" and the "Northern Pacific" will leave on January 27 and February 17 respectively. Both will start from Philadelphia where they are being finished in the Cramp shipyards. Shortly after their arrival they will be put on the regular Pacific Coast run between San Francisco and Astoria.

The fall term of the San Francisco Public Evening School in Navigation came to a close with appropriate ceremonies in the class-room in the Ferry Postoffice Building during the past week. Certificates of graduation were given to Messrs. J. W. Ryan, Arthur B. Stevens, H. A. Linane and Karl K. Wetzel. The Navigation School will reopen at 7:15 p. m. Monday, January 4, when all those who wish to enroll for this free course in Navigation should present themselves.

A contract for the construction of a new lighthouse tender for service in the Seventeenth district has been awarded to the Anderson Steamship Company of Seattle. She is to be christened the "Rose." The builders have a year to turn her out. The "Rose" is to be 125 feet long, 26 feet beam and 7 feet draft. She will have a steel hull and will be used principally for the shoal harbors in the district and points difficult to reach by the larger tenders. Another tender to be called the "Fern" is being built by Hall Brothers of Winslow, Wash., for service in the Sixteenth district, which includes Alaska.

United States Local Inspectors of Steamships James Guthrie and Joseph P. Dolan on December 19 suspended for a period of thirty days the certificate of Captain Henry F. Weeden, master of the Matson liner "Manoa." Captain Weeden was in command of the "Manoa" when she rammed the schooner "Oakland" off the Farallones several weeks ago, the steamer being bound out from here for Honolulu at the time. The inspectors in their findings say that Captain Weeden was guilty of a violation of the first paragraph of article 16, international code, or, in other words, that the "Manoa" was running full speed in a fog.

Bids have been requested by Libby, McNeill & Libby, the Chicago packers, for the construction of a steamer for use in the Alaska cannery trade, which, when completed, will cost approximately \$75,000. Plans and specifications have been submitted calling for a vessel 110 feet long, 25 feet beam and 12.6 feet depth of hold. The steamer will be equipped with 400 horsepower triple expansion engines and Scotch boilers. The hull will be of wood. There will be seven staterooms aft and accommodations in the fore-cabin for a crew of sixteen men. The captain's cabin will be aft of the pilot-house. The vessel will be equipped with wireless apparatus. The Libbys want the vessel ready for operation in Alaska waters with the opening of the cannery season next spring.

Work on the 1,000-foot Pearl Harbor naval

drydock which has been suspended since February 17, 1912, when the dock collapsed while in course of construction, will be resumed immediately, according to Walter B. Dillingham, president of the Hawaiian Dredging Company and Francis B. Smith, chief engineer of the San Francisco Bridge Company, two concerns engaged in the project. Congress has already appropriated \$5,000,000 for the Pearl Harbor drydock, but owing to the two and a half years' delay it is expected to cost much more, making it one of the most expensive docks in existence. Another system of construction will now be carried out—that of sinking large barges or pontoons filled with concrete and joined together to form a solid bottom.

Secretary of the Navy Daniels has awarded contracts for the construction of the six destroyers authorized by the last naval appropriation bill, as follows: Fore River Shipbuilding Company, two ships, \$795,000 each; Bath Iron Works, two ships, \$800,000 each; Cramp Shipbuilding Company, one ship, \$820,000. The sixth ship will be constructed at the Mare Island Navy Yard, which submitted an estimate of \$626,487 for one ship. It will be the first destroyer built in a Government yard. The appropriation bill limited the amount to be paid for each destroyer to \$925,000, but made no provision for more than six vessels. Consequently the money saved in the award may not be used for additional construction, but must be turned back to the treasury.

The December sailing of the East Asiatic Company from Copenhagen for San Francisco will be taken by the steamer "Rhodesia," according to an announcement made by Otto Jelstrup, coast agent for the company. The "Rhodesia" is the first vessel driven by reciprocating engines to be dispatched by the Danish Company in the service since the steamer "Natal" made her voyage to San Francisco early this year. Since the "Natal" was there the East Asiatic Company has sent out two motorships, the "Malakka" and the "Jutlandia," and it is the intention of the concern to operate a number of its big fleet of Diesel ships in the European-Pacific service via the Panama Canal. The "Rhodesia" is now on berth at Copenhagen and before clearing for the Pacific Coast will take on cargo at Gothenburg and Christiania.

W. W. Jeffries of New York City, manager of the International Mercantile Marine, arrived in San Francisco during the week and described the plans for putting the steamers "Finland" and "Kronland" into service between San Francisco and New York. The steamers will start simultaneously from San Francisco and New York on May 1, stated Jeffries, and will leave each port every three weeks. They will make a speed of fifteen knots, and the trip between the two cities in fifteen days, which the company hopes will be the fastest passenger service between San Francisco and New York by way of the Panama Canal. The "Finland" and "Kronland," which formerly belonged to the Red Star New York-Antwerp line, are each of 22,000 tons register and have accommodations for 500 first-class and 400 second-class passengers. Jeffries said he expected to dispatch the steamers with a full passenger list on each voyage. Jeffries' present trip to San Francisco is to make arrangements for booking and handling the passengers and cargo and to secure a pier for the docking of the steamers.

George H. Higbee, for a number of years vice-president and general manager of the Pacific Coast Steamship Company, has, owing to ill health, tendered his resignation, to become effective January 1. Higbee is prominent in steamship circles, both on the Coast and in the East, having been connected with the water transportation business for more than thirty-five years. He began his steamship career with the shipping firm of Peter Wright & Sons, who over a quarter of a century ago were operating general agents for the Red Star lines in the Atlantic service. In 1892 he became manager of the Philadelphia office of the International Navigation Company, which he held for six years, when he was appointed general manager of the Empire Line, a subsidiary of the International Navigation Company. The line at that time comprised the steamers "Ohio," "Indiana" and "Pennsylvania," plying between San Francisco and Alaska. These ships were chartered by the United States Government for use as transports during the Spanish-American War. In 1903 Higbee went to New York as manager of the International Mercantile Marine, continuing with them until 1906, when he received the appointment to the position which he has just resigned. E. C. Ward is now acting manager for the company, with headquarters at Seattle, and a further announcement is shortly expected for Higbee's permanent successor.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 23, 1914.

HELP WANTED!

TO ALL LOVERS OF FAIR PLAY AND FRIENDS OF PROGRESS:

THE DEMOCRATIC PARTY STANDS PLEDGED BY ITS PLATFORM TO GIVE JUSTICE TO SEAMEN.

READ THE SOLEMN PLEDGE UNANIMOUSLY ADOPTED BY THE PARTY'S CONVENTION WHICH NOMINATED PRESIDENT WILSON:

We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States.

BOTH THE SENATE AND THE HOUSE OF REPRESENTATIVES HAVE ACTED UPON THE FOREGOING PLEDGE AT THE LAST SESSION OF CONGRESS AND ADOPTED MEASURES GIVING SUBSTANTIAL JUSTICE TO THE SEAMEN. THEN, INSTEAD OF FOLLOWING THE USUAL PROCEDURE AND REFERRING THE TWO MEASURES TO A CONFERENCE COMMITTEE FOR ADJUSTMENT, THE SENATE SENT THE BILL (KNOWN AS THE LA FOLLETTE SEAMEN'S BILL, S. 136) BACK TO THE COMMITTEE ON COMMERCE, WHERE IT IS AT PRESENT.

IT IS NEEDLESS TO CALL ATTENTION TO THE FACT THAT THE BEST INTERESTS, DIRECTLY OR INDIRECTLY, OF ALL THE PEOPLE IN THE CIVILIZED WORLD DEMAND THAT THE CONGRESS DURING THIS SESSION SHOULD TAKE FAVORABLE AND POSITIVE ACTION UPON THE SEAMEN'S BILL.

WILL YOU HELP BY WRITING TO EITHER OR ALL OF THE MEMBERS OF THE SENATE COMMITTEE ON COMMERCE REQUESTING THAT THE BILL BE REPORTED OUT WITHOUT DELAY?

THESE ARE THE MEMBERS OF THE COMMITTEE:

James P. Clarke, of Arkansas, Chairman; Duncan U. Fletcher, of Florida; George E. Chamberlain, of Oregon; Joseph E. Ransdell, of Louisiana; Morris Sheppard, of Texas; James K. Vardaman, of Mississippi; John K. Shields, of Tennessee; Thos. S. Martin, of Virginia; John H. Bankhead, of Alabama; F. M. Simmons, of North Carolina; Knute Nelson, of Minnesota; George C. Perkins, of California; William Alden Smith, of Michigan; Theodore E. Burton, of Ohio; Isaac Stephenson, of Wisconsin; Coe I. Crawford, of South Dakota; George T. Oliver, of Pennsylvania.

STATUS OF THE SEAMEN'S BILL.

Acting upon President Wilson's urgent solicitation, the United States Senate, on December 16, ratified the so-called London treaty for greater safety of life at sea. A qualifying proviso, which will make it possible for the Seamen's bill to pass and become effective, was adopted with the treaty after very extended debate upon the subject of unredeemed platform pledges, foreign relations and safety at sea legislation in general.

The way having thus been cleared for the passage of the La Follette Seamen's bill, an attempt was made to have that measure reported out of the Senate Committee on Commerce, where it has reposed since the month of August. The first effort was a failure, but the committee agreed to give further consideration to the matter on December 30.

In the meantime the allied international forces of greed, who have been so eminently successful in preventing earlier action upon the bill, will be mustered for one grand onslaught upon the only pending legislation that will really promote safety at sea, give freedom to seamen and place the American shipowner upon an equal basis in competing with foreign ships.

So, while the parliamentary situation as regards the Seamen's bill is again hopeful and encouraging, it is futile to underestimate the influence and power of the interests arrayed against the bill. First of all the press, both in the United States and Great Britain, is controlled almost wholly by that element. The commercial institutions of both countries, with their ramifications and connections in all countries of the world, have been and will be used with even greater vigor to bring influence to bear upon "the powers that be" at Washington, from the President down to the most inconsequential Senator. Last, but not least, there are the two well-known lackeys of the shipping interests, Messrs. Chamberlain and Uhler. These two men, in their respective positions as Commissioner of Navigation and Supervising Inspector-General of the Steamboat Inspection Service, working quietly and usually under cover, have been and are using every means within their power, officially and privately, to discredit the legislation desired by the seamen and the American labor movement.

Against these well-drilled intrenched forces the seamen of America would be helpless and hopeless were it not for the backing of united labor and the splendid support and championship by a few of the big men in Congress whose names are usually associated with every just cause that needs assistance.

Now is the time, however, when labor and the public generally can render signal service to the seamen of America by reminding the members of the Senate Committee on Commerce that there is a public demand for action. The Senators serving on that committee will hear from the other side, morning, noon and night, in no uncertain terms. It behooves the friends of progress, therefore, to rally under the Seamen's banner and raise a cry that will at least be equal to the howl of the reactionaries.

State Federations of Labor, City Central Councils and local unions throughout the land can very materially aid the Seamen's cause at this crucial moment by adopting resolutions and otherwise communicating with their respective Senators, insisting upon action—NOW!

DIRECT LEGISLATION.

Direct legislation via the Initiative and Referendum has brought some surprises to the electorate of California.

The "Minimum Wage" Constitutional amendment, although opposed by both organized labor and the higher-ups who control the reactionary press, was adopted by a majority of 84,202 votes, the vote for the amendment being 379,311, against 295,109.

The iniquitous poll tax was abolished, the majority favoring abolition being in excess of 30,000. Besides, certain classes of vessels were exempted from taxation.

The so-called universal eight-hour law was defeated by 278,189 votes. Of the forty-eight measures on the ballot this one received the largest No vote; the official returns showing 282,692 votes for the eight-hour law and 560,881 against.

Prohibition was knocked out by a majority of 169,245 votes. The vote for a "dry" State was 355,536, against 524,781.

The "big" surprise was the heavy vote received by the most reactionary measure upon the ballot, i. e., a proposition to disfranchise all non-property owning citizens from voting at bond elections. The vote for disfranchisement was 312,193, against 337,951, which made the majority against that vicious proposal only 25,758.

Home Rule in Taxation and the Absent Voters bill, two of the most important measures before the people, were both defeated.

The moralists scored heavy by the passage of the Redlight Abatement law and the total abolition of prizefights.

There was some retributive justice in the election. Both San Francisco and Los Angeles wanted a State building. The Los Angelenos were selfish, however. They voted for their own building, but against the San Francisco building. San Franciscans were more liberal-minded. They gave a majority for both proposals. The retributive justice came in at the summing up of the totals throughout the State. The San Francisco building proposal carried the State, but Los Angeles will have to worry along without a State building, the dear people defeating the latter project.

The voters, as a whole, showed a keen interest in direct legislation. In fact, the overwhelming size of the vote, which in every section of the State established a new record, determined beyond a question of a doubt that direct legislation, far from being the failure that its enemies predicted it would be, was a pronounced success in bringing out the vote.

As a result of the heavy vote cast at this election, it will be much more difficult to place Initiative or Referendum measures before the people. The total number of votes cast for all candidates for Governor at the recent election was 961,647, of which 5 per cent. is 48,082, the number of signatures required during the next four years to place a Referendum measure upon the ballot.

The number of signatures required for an Initiative petition is 8 per cent. of the total vote for Governor, making 76,932 names requisite to place an Initiative upon the ballot.

Both of these numbers of signatures are more than double those required last year, which is expected to greatly reduce the number of measures that can obtain places upon the ballot.

The people of California did not in every instance take organized labor's advice upon pending issues, but when taking into con-

sideration all our experiments and even our disillusionments with direct legislation, who would after a trial abolish the people's weapons, the Initiative and the Referendum?

IS COLORADO IN AMERICA?

From the wealth of material available upon the recently terminated industrial struggle in Colorado, the following press item is richly deserving of especial note and comment:

DENVER, Colo., Dec. 9.—E. H. Weitzel, manager of the Colorado Fuel and Iron Company, on the stand before the Federal Commission on Industrial Relations, testified that the ministers laboring in the camps of the company were on the payrolls of the company, and that he himself selected literature for the club-rooms at the camps and barred radical and labor publications from them, including one Denver newspaper.

He had warned superintendents of mines not to permit political activity of employees. The schoolhouses where political meetings were held were under the jurisdiction of elected school committees who were employees of the operators. He did not know why miners in the company camps should have voted almost unanimously in the late election to relieve the operators of all risks in accident cases.

There were no political clubs, no patriotic societies or social organizations in the camps, but there were Sunday-school organizations conducted by the company's ministers, he said.

Slowly, but surely, every charge made against Rockefeller's agents in Colorado is being substantiated. The self-constituted guardians of liberty in Colorado seem to own and control about everything worth mentioning. The newspapers, the courts, the big and little politicians, the State militia, and even some ministers of Christian churches, all are heavily subsidized, and therefore largely controlled by those Twentieth Century disciples of "industrial (sic) freedom." Yes, Rockefellerism is truly going the pace. If any one has ever hoped or dreamed that the workers' earthly emancipation will be brought about by voting or praying, he had better look over the history of the Colorado miners' struggles for the mere right to organize. Surely, even the most fastidious ought to find food for thought in the Colorado miners' intermittent warfare for things that are primitive and rights that are fundamental.

THE COMMAND OF THE SEA.

An editorial leader in a recent issue of the Scientific American calls forceful attention to the value of the "command of the sea."

Command of the sea in time of war is established and maintained by ships and guns and, last but not least, by men who have been trained to the sea, men who have earned their livelihood upon the water—in a word, by real seamen.

We have it from the very highest authority that some 18,000 additional men are needed to man the ships now on the roster of the United States Navy. The number of men needed to man the Navy in time of war would, of course, greatly exceed that figure.

Some of our big-Navy advocates are constantly harping upon the shortage referred to, but none of them have ever gone deep enough into the subject to criticize or even call attention to this country's deplorable but well established policy to drive the white men from the sea and have their places filled by Asiatics. A few years ago the discovery was made that well educated Japanese were serving as mess-boys on most American warships. The mere publication of that significant fact forced our naval authorities to speedily dismiss the Mikado's subjects from that particular service. Yet, the training of Japanese, Chinese, Hindoos, etc., in the American Merchant Marine is progressing nicely

to this very day. So it comes about that the future American man-o'-war's men are trained for sea service on the prairies and the farms, while a fair percentage of the future crews of Japanese warships receive their preliminary training on the decks of ships flying the Stars and Stripes.

This leads us to a topic not very popular just now in certain circles. But why follow the ostrich policy when it obviously leads and gets nowhere? If this country shall ever be forced to give battle to the cocky Japs (and who will risk his reputation as prophet to deny the possibility of such a contingency when considering the problem of the Philippines and the Hawaiian Islands), but particularly, if that day should come sooner than our statesmen anticipate, who will then envy the Government officials who are responsible for the manning of American ships with Asiatic crews?

In this connection the JOURNAL would be pleased to hear from any sources upholding the present attitude of the American Government toward the rapidly disappearing American merchant seamen.

NEWS FROM DENMARK.

According to European exchanges the Danish Seamen's Union held a very important (general) meeting on October 10 in Copenhagen. The president of the newly-formed Svenska Sjömans Union (Swedish Seamen's Union) in Gothenburg, Mr. Knut Ring, was also present. He addressed the meeting, bringing over the good wishes of their Swedish fellow-workers. A gift of 100 kr. was voted for Mr. C. Damm, the foreign secretary of the Sailors' and Firemen's Union of Great Britain, in recognition of the services rendered.

President Hansen briefly reviewed a conflict on the export steamers, whose crews had refused, on account of the mine danger, to go over the North Sea. The leading steamship company was compelled to sign a preliminary contract providing for a "war supplement" of 70 kr. per month as long as the war lasts. Every man of the crew is, furthermore, to be insured for an amount of 4000 kr. A similar agreement has been entered into with the coal shippers. The crews of these steamers now receive a monthly pay of 75 kr. plus 70 kr. "war supplement," and they too are insured for 4000 kr. each. The meeting then dealt with financial accounts and with the sick fund, which is a special feature of the union. It was resolved to pay a salary of 30 kr. per week to those employed on propaganda work, plus 2 per cent. of all contributions received, while the president is to receive 45 kr. per week.

Members are entitled to an indemnity up to 200 kr. for all losses incurred as a result of a mine disaster, provided they are in good standing.

Gradgrind himself shines as a sentimentalist in comparison with the Southerner who insists that the children should be put in the factory instead of in the school.

It must not be assumed that the child who receives its only education while tending a machine will necessarily develop a machine-like obedience to driving power.

The JOURNAL extends to its readers, afloat and ashore, the very best wishes for a merry Christmas and a happy New Year!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 21, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull, with lots of men around the hall. Balloting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 14, 1914.

Shipping and prospects poor.

R. TOWNSEND, Agent.

518 Yates St. Phone 1325.

Vancouver, B. C., Dec. 14, 1914.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 14, 1914.

Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 14, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 14, 1914.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 14, 1914.

Shipping and prospects poor.

GEORGE NEULING, Agent pro tem.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 14, 1914.

Shipping slack. Prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 14, 1914.

Shipping and prospects very dull.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 30, 1914.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 18, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with at headquarters and the branches. Resolution providing for an assessment of \$2 to assist the unemployed was lost.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 10, 1914.

Shipping poor; lots of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Dec. 9, 1914.

Shipping very slow; prospects poor.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Dec. 15, 1914.

Shipping very dull; plenty of men ashore.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Carl Edward Nylund, No. 712, a native of Finland, age 33, died at San Diego, Cal., Dec. 14, 1914.

REVOLUTIONARY PHRASES.

"Are trade unions revolutionary?" With the furious zeal of religious fanatics the industrial union dualists, in full chorus, shout a stentorian "No" to this query. According to them the trade unions are not only not revolutionary, but they are not even labor unions at all. They are capitalist organizations, similar to the army, church, navy, etc. Only the I. W. W., a specifically different type of organization, is revolutionary.

Many and varied are the reasons offered for thus reading 3,000,000 trade unionists out of the labor movement and handing a monopoly of it to a handful of men in "the little two-by-four I. W. W." These relate to the tactics, form, scope, and program of both organizations. However, only two of these phases, scope and program, will be considered here at length, since it is patent to all unprejudiced observers that there is no profound difference between the I. W. W. and the trade unions in regard to their tactics, or form. The so-called revolutionary tactics of the I. W. W., its sabotage, solidarity, strikes, etc., originated, and are widely practiced (however imperfectly) in the trade unions. The same is true of the industrial form of organization. By virtue of neither its tactics or form can the I. W. W. claim to be especially revolutionary. Let us therefore examine the other phases, scope and program.

A revolutionary union must be a class union. It must organize vast numbers, if not all, of the working class, regardless of race, color, creed, etc. Accepting this standard as a criterion, the I. W. W. promptly labels itself "revolutionary," and calls the trade unions "narrow castes," "job trusts," etc. But what do the facts in the case show?

On the one hand the rapidly growing trade unions have massed together some 3,000,000 workers, while on the other hand, the stagnating I. W. W. has organized but 7,000 at most.

Granted that theoretically the I. W. W. admits every worker in the world, but in practice (which is a thousand-fold more important) it excludes all but a few cut and dried dogmatists. This it does most effectively by the Chinese wall of isms it has built around itself as a result of its propagating its particular viewpoint. In case it organizes a few ordinary minded workers during some strikes its necessarily intolerant, dogmatic nature soon sifts them out.

And its tendency, in spite of its class theory, is to become ever more exclusive. First, conservative workers were driven out; then went the "yellow" Socialists; next followed the De Leon Socialists; after then went the "red" Socialists, and now the decentralist industrial unionists are being driven out. That this exclusiveness is unintentional does not mitigate its effectiveness. In view of the confused, broad ranging psychology of the working class it certainly takes an ostrich mentality to accept such an ever narrowing organization as a class union.

It is true the trade unions often deliberately exclude the unskilled, women, etc., nevertheless, without any well defined class theory they have grouped within their ranks large masses of workers of the most

diversified callings, of every race, sex and color, and of all shades of political and religious opinion, as a class union of to-day must needs do. And their tendency is to become ever more inclusive. The bars against the unorganized of all description are everywhere being thrown down.

The trade unions not only have a far greater portion of the workers organized and fight a larger share of their battles, but they are also infinitely more representative of the workers' psychology than is the I. W. W. The trade unions have a class union; the I. W. W. has simply a class union theory. All but metaphysicians, to whom theory is everything and substance nothing, will readily admit that the trade unions, in spite of all their glaring imperfections, are the real class union of this country, and that the I. W. W. is only a revolutionary sect masquerading as a class union.

It is urged with much emphasis that the I. W. W. has a revolutionary program of expropriation (of better wages, hours and working conditions) to culminate in the complete expropriation of the capitalist class, while the trade unions have no such revolutionary program. This argument, held to be conclusive proof that the I. W. W. is revolutionary and the trade unions conservative, is almost universally accepted, even by those revolutionists inimical to the I. W. W. and friendly to the trade unions. But let us see if the facts bear it out.

Granted it is true that in their theoretical phase the trade unions have no clear cut revolutionary program. But in their manifold more important practical phase it is decidedly not true. They are carrying on a campaign of expropriation similar to that of the I. W. W., and which leads naturally to the same revolutionary end—save that that of the trade unions, even if its significance is less clearly understood, is immeasurably more extensive and effective than that of the I. W. W.

For instance, suppose the I. W. W. strikes and secures a raise in wages. A trade union does the same. Strip these two acts of the different philosophies accompanying them and they are seen to be identical in character and significance. Take away the revolutionary phrases of the I. W. W. and the platitudes of the trade unions. The result in both cases is the same—a raise in wages won by a union of workers from their masters. Or, in other words, a revolutionary partial expropriation.

As its strength increases the I. W. W. proposes to gradually extend its campaign of expropriation until it is finally able to overthrow the capitalist class by a general strike. And all indications point that this is exactly the prospective program of the trade unions even though it has not been formulated.

The trade unions are notoriously grasping organizations. In spite of their absolute philosophy of a fair day's wage they are insatiable. As their strength increases, which it does by leaps and bounds, as they mass into larger and more compact groups, they proportionately seize more and more from their masters—which is as much as the most revolutionary union can do. Nor have we any reason to believe that they will abandon this policy or that they will cease to increase in power. On the con-

trary, if their history teaches anything, it is that the unions will develop the power to defeat the capitalists, and that when this point arrives they will sooner or later demand the full limit of their victory, whatever they may be.

In England the possibility of the revolution by the so-called conservative trade unions looms big. Within three years the transport workers, railroaders and miners, each in their turn demanding petty reforms, have by their gigantic strikes shaken English capitalism to its foundations. Now these three great groups have federated and will strike together. No doubt they will be joined by vast numbers of other workers quick to perceive their opportunity. If a single category of these workers can make British capitalism totter this great mass (demanding only moderate concessions) might easily in the course of a big strike discover itself to be the most powerful element in British society. If they did, they might permit the politicians to talk them out of their victory for a time. But sooner or later they would reap the full measure of their strength even though this meant the revolution. They would become conscious revolutionists through being the masters of society. This supposition is entirely justified by the universal grasping policy of the trade unions. They habitually take all they can get whatever it may be.

In view of the above we maintain that the policy of the trade unions is essentially revolutionary. Just because a recognition of this is hindered by a cloud of reactionary practices it doesn't change the fact. Most movements are similarly blind as to their real good.

Both the I. W. W. and the trade unions are aiming at the revolution; the former consciously, the latter unconsciously. It is, therefore, on this flimsy difference, altogether arbitrary to call the I. W. W. revolutionary and the trade unions conservative; more especially as the I. W. W. is mostly "on paper" and has hardly a possible chance to accomplish its goal, whereas the trade unions are vast organizations, now carrying on a great campaign of expropriation and with the brightest prospects for the eventual fulfillment of their logical, if unconscious, revolutionary mission.

In the foregoing it has been pointed out that the so-called revolutionary tactics of the I. W. W. are merely extensions and developments of those used by the trade unions. The same is true in regard to its industrial form. It has also been shown that even according to the I. W. W.'s own definition the trade union is much more of a class union than is the I. W. W. And, lastly, it has been demonstrated that the program of the trade unions is essentially revolutionary, as it not only entails a constant campaign of expropriation but it naturally leads to the revolution by a great strike. In view of these facts we believe we are justified in answering our question in the affirmative. The trade unions are revolutionary.

If so many revolutionists fail to recognize this it is because of a natural anthropomorphism. As Darwin says when man first became conscious of his existence he considered himself a special creation, a creature entirely distinct from and superior to all others. It is only in recent times

that he is beginning to recognize his intimate relationship with lower forms of life and consequently to really understand himself.

So it is with the revolutionists. During the past few years, starting as trade unionists, they have gradually developed a revolutionary union theory. They have, so to speak, become conscious of the full significance of the labor movement, its tactics, form, goal, etc. And they have been so immersed in their new consciousness that they have forgotten their lowly origin and relationship. In consequence we have had a never-ceasing crop of their idealist organizations, all out of joint with everything practical.

But, finally, they are beginning to look beyond their narrow theories. They are perceiving their origin in the trade union, and learning that these bodies need but to go through the same evolution as they themselves have in order to become avowedly revolutionary. They are learning that they have simply shot ahead of the trade unions in regard to a revolutionary theory, and that it is their great mission to bring the trade unions to their degree of consciousness. Once let this tendency become the full current of the rebel movement, as it promises to be; let the rebels learn fully that their mission is primarily an educative one; let them apply their unlimited vigor to the trade unions, and these organizations will enter upon an era of power and conscious revolutionary action undreamed of by them now.—Wm. Z. Foster in the Timber Worker.

A TEST OF PATRIOTISM.

The United States alone, Lloyd-George told Parliament, owes England \$5,000,000,000.

The British Chancellor did not mean to say that the government of the United States owes the government of Great Britain five billions. When he said the United States, he meant that the productive workers of the United States are obligated to pay from the proceeds of their toil a "reasonable return" upon the investments of British capitalists which total \$5,000,000,000.

The patriotic American citizen who congratulates himself that "we threw off the British yoke" when Cornwallis surrendered to Washington has "overlooked a few bets."

We got rid of King George all right enough, but we didn't get rid of the English investor. The royal family and the nobility no longer "ride our backs" by exacting taxes without representation, but their investments are bringing them in a bigger return than they ever realized from the tax on tea.

It ought to be gladdening to the hearts of our German "non-partisan" patriots in the United States to know that they are contributing to support the British capitalists who in turn are buying British bonds to prosecute the war against their Fatherland. Whether they like it or not, they are compelled to help fight Britain's battle.

It is a long way from Tipperary to California, but the interest on American investments must be paid and the only way to pay them is with the products from the steel mills, the wheat fields and the powder factories.

The only way the German patriot in the United States can escape from supplying

the allies with the sinews of war is to quit working and starve himself to death.—Milwaukee Sentinel.

CHRONOLOGY OF COLORADO WAR.

September 15, 1913—Colorado Miners' Union asked operators to meet them in conference. Operators declined to confer.

September 23—Miners called strike in Trinidad district after operators had refused second request for conference. Nine thousand walked out.

Early in October men moved out of company-owned homes and established tent colonies.

Colony was attacked by armored automobile with a Hotchkiss gun and manned with five guards. Tents fired on; one man killed, one boy wounded.

October 28—Governor Ammons ordered militia to the strike zone. Instructed soldiers to disarm miners and mine guards.

November 26—Miners and operators confer, but reach no agreement.

April 20, 1914—Ludlow massacre. Six men; two women, 11 children killed.

April 23—Special session Legislature called to raise \$1,000,000 to pay for maintenance of militia in strike zone.

April 24—Fighting between miners and militia at Trinidad continued.

April 25—Chief Justice G. W. Musser and commission of three appointed by Governor to investigate strike conditions.

April 25—People demand Federal intervention.

April 28—President Wilson orders Federal troops to Colorado.

April 28—Seven mine guards killed in battle at Walsenberg.

April 30—Twenty strikers killed in battle with militia at Forbes.

May 2—President Wilson ordered disarmament of all civilians in strike district.

May 2—Additional Federal troops sent from Fort Robinson to coal fields.

May 9—All residents of Trinidad district surrender arms to Federal troops. Nine hundred and fifteen rifles and revolvers given up.

May 11—General court-martial held at Golden to investigate Ludlow fire. Officers and militia whitewashed.

May 11—Strikebreakers barred from Trinidad by Federal orders.

November 21—Retiring Governor Ammons asks President Wilson to withdraw Federal troops.

December 2—Industrial Relations Commission meets in Denver to investigate.

December 8—Colorado miners in convention vote for peace.

Every war has its decisive battle, the victory and defeat which constitute the crisis of the campaign. Where will that battle be fought in the present war? Here is Professor Creasy's list of the "Fifteen Decisive Battles of the World": Marathon, 490 B. C.; Syracuse, 413 B. C.; Arbela, 331 B. C.; Metaurus, 207 B. C.; Teutoburg, 9; Chalons, 451; Tours, 732; Hastings, 1066; Orleans, 1429; Spanish Armada, 1588; Blenheim, 1704; Pultowa, 1709; Saratoga, 1779; Valmy, 1792; Waterloo, 1815.

For tapping metal containers of liquids a new stopcock is provided with cutting blades to penetrate the metal and then hold it securely.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION.

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdenburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

PROBING INDUSTRIAL UNREST.

(Continued from Page 2.)

does not permit of either sweeping approbation or condemnation, but that it is rather a case where the most careful analysis must be used to separate the good points from the bad, in order that whatever is of value may be retained and perpetuated, and that whatever is evil in its industrial or social result may be eliminated. The commission is investigating this subject with competent experts."

Women and Children.

Of women and children in industry, the report says:

"It is admittedly the case that an economic revolution has thrown many thousands of women and children into industry. There are few questions that offer such difficulties to impartial approach. The commission is, therefore, making a detailed study of the industries and occupations in which women or children are largely employed, such as the textile trades, garment making, and department stores, in order to determine how far charges of oppression, injustice, and exploitation are true."

Human Waste.

Under the heading, elimination of human waste, the report says:

"There seems to be an ever increasing class of unfit and inefficient, and our inquiry is developing the fact that a principal cause is the lack of practical preparedness for the duties of life. On every hand there is agreement that education must be stripped of its purely academic emphasis, and brought into closer and more helpful relation with the business of living. Investigation of the great body of unemployed who are found drifting from one part of the country to another, has shown that a very considerable percentage of them have become tramps because they were never taught in youth to perform any kind of work properly. In relation to this subject of industrial unrest, we find a growing feeling that not only education, but the school itself, is capable of, and should be held to provide a wider and richer use for the people of our nation than now exists."

Land Problems.

Of agriculture and land problems, the report says:

"Investigations and hearings of the commission have already established that industrial unrest has extended to agriculture. In the recent strikes among agricultural laborers, the increasing irregularity of their employment, and in the growth of farm tenancy and the appearance of tenants' unions, is this menace to the sound agricultural base that has been so essential to American prosperity. The contention that tenancy is a step to ownership is met by the report of the last census, which shows 37 out of every 100 farms in the hands of tenants, and that the number of farms operated by tenants increased more than 16 per cent. from 1900 to 1910.

"We are warned that a gradual alienation of the worker from the land has taken place. In proof of this contention out attention is directed to the increasing price of land, which makes it more and more difficult for a poor man to acquire a farm or a home, with the large holdings in the hands of corporations and individuals, and to the growth of the large class of roaming, homeless agricultural and casual laborers. In California testimony was given tending to show the menace to family life in the land situation of that State. In one school district of 110 square miles, it was charged that there are but 40 children; another of 102 miles has 47 children; and still another of 186 square miles has no children at all.

"To the cry 'Back to the land' is suggested a counter-appeal, 'Get back the land.'

"The commission is investigating these questions of land tenancy, farm labor, land ownership, speculation and taxation, as affecting industrial conditions and relations. The foremost authorities on these questions in the country are being called to the aid of the commission in this most fundamental work."

Unemployment.

Of unemployment, the report says:

"Nothing comes so clear to the commission as the imperative necessity of organizing a market for labor on a modern business basis, so that there will be no vacant jobs and idle workers in the same community at the same time, or within distance where the transportation is practicable. The consensus of opinion is that legislation for a national system of labor exchanges is an immediate necessity. The plan of the commission proposes to establish a bureau of employment in the Department of Labor, which would co-operate with State and municipal employment offices, regulate private agencies doing interstate business, and establish clearing houses for distributing information, uniting all labor exchanges into one national system.

"The system of casual labor, by which men are hired for a few hours a day, a few days a week, is filled with menace, not only to industry, but to American institutions. From casual and infrequent labor it is but a step to practical vagrancy and general disintegration, and out of

these despairs and revolts, serious dangers threaten organized society.

"The commission is investigating dock work, and has had investigators follow the harvest, studying the irregularities of employment in agriculture. Similar investigations are being made in railroad construction and lumber camps; also in great packing industries, where, in a comparatively few years the system of hiring has been changed from the week to the day, and from the day to the hour or piece.

Social Legislation.

Under the heading, social legislation, the commission declares for measures that will prevent the debilitating effects of fatigue, industrial accidents, and sickness. It is working in conjunction with the United States Public Health Service in the preparation of a national sanitation program, and is co-operating with the National Council of Industrial Safety in a national safety program.

The regulation of the hours of labor by statute is also being examined in order that a practical report may be made of the effects and scope of legislation.

"Our investigations," says the report, "are going deeply into the welfare work administered by the national government, State and municipalities, private employers, commercial bodies, labor organizations, fraternal societies, and insurance companies."

The commission reports that it is prosecuting a searching inquiry to determine the truth of the claims of employers that industrial welfare legislation prevents them from competing with employers in other states where such legislation is in effect.

Labor and the Law.

Discussing labor and the law, the commission declares that both parties to the industrial conflict are coming to be possessed of a very definite distrust, and at times positive hostility, to those institutions that should have the respect, support, and confidence of every citizen.

"The flat assertion is made repeatedly," says the report, "that property rights have been put above human rights; that labor, before the law, is treated as a commodity, and that the law and the courts lose sight of the fact that labor cannot be dissociated from men, women and children. An imposing array of matters has been submitted, tending to prove that the right to the writ of habeas corpus has often been denied, that freedom of the press and of speech has been restrained and at times prohibited, and that the courts have sat idle while armed forces stripped the citizens of constitutional guaranties that are presumed to be inalienable.

"Many employers are equally insistent that the law, the police, and the courts have ceased to give them a proper measure of protection in their property interests. The law, they say, is being rapidly shaped to serve the selfish interests of the working class; the police, under the alleged domination of the unions, refuse to arrest strikers, even when they openly commit crimes, and the courts, moreover, are becoming more and more subservient to the workers.

"The employers, these witnesses have stated, feel no confidence that they will receive justice from those courts whose judges are elected, and who are, therefore, directly subject to the demands of the working people, who constitute a majority of the voters. In fact, they say, employers feel that they uniformly receive a fair measure of justice only in those courts, such as the Federal tribunal, whose judges are appointed for life.

"Furthermore, in their impatience with the ordinary process of law, some individuals, employers and employees alike, have asserted publicly their intention to pursue extra legal, or even illegal, means to gain their ends, and have professed a contempt for, or hostility to, existing government." Testimony is quoted, both by members of the I. W. W. and by large employers, to substantiate the foregoing.

The commission asks the question whether or not the legal machinery is no longer applicable to economic conditions, or whether the trouble lies in amazing ignorance of the law and failure to understand the meaning of inalienable rights. "Is there need for changes, improvements and adaptations," asks the report, "or must entirely new legal machinery be devised for the control of industry?"

Proposals for constructive legislation, the report announces, will be submitted to Congress covering labor exchanges, industrial education, vocational guidance and apprenticeship; safety, sanitation, health of employees, and administration of laws relating thereto; smuggling of Asiatics; mediation, conciliation and arbitration; women and child labor, minimum wage, hours of labor; agriculture and farm labor; social insurance, especially workmen's sickness, and invalidity insurance; and labor and the law.

Conclusion.

In conclusion the commission says:

"The original act, passed August 23, 1912, established three years as the life of the commission. By reason of delays, over which we have no control, this time has been cut to one and one-half years. We hope that the record of the operations of the commission for the first year may be taken as an earnest of our faithful endeavors. It must be obvious, however, that

the curtailment of our working period has made it imperative that we concentrate our efforts, employ a more extensive force of technicians, and give practically the whole time of the individual members of the commission to the prosecution of the work."

The report is signed by Frank P. Walsh, of Kansas City, chairman of the commission; Prof. John R. Commons, of Madison, Wis.; Mrs. J. Borden Harriman, of New York City; Harris Weinstock, of San Francisco; S. Thurston Ballard, of Louisville; John B. Lennon, of Bloomington, Ill.; James O'Connell, of Washington, D. C., and Austin B. Garretson, of Cedar Rapids, Iowa. The research and investigation work has been in charge of Charles McCarthy, of Madison, Wis., and the public hearings have been in charge of B. M. Manly, of Washington, D. C.

STEAMBOAT-INSPECTION SERVICE.

The annual Report of the Supervising Inspector-General of the Steamboat-Inspection Service, Department of Commerce, covering the operations of the Service for the fiscal year ended June 30, 1914, just issued, contains a complete summary of the work accomplished in the fiscal year and a number of recommendations looking to the improvement of the Service by which the safety of life and property in travel by water may be more definitely and positively assured.

The Steamboat-Inspection Service, as its name implies, exists for the purpose of inspecting vessels of the American merchant marine which are required by law to be inspected, the licensing of officers, the conducting of investigations of casualties and violations of the law, the regulation of the transportation of persons and articles, and the making of certain inspections for other Departments of the Government.

The work of the Service is conducted by the Supervising Inspector-General who is stationed in Washington, D. C., and in the service at large by an inspection force of 187 and 70 clerks to boards of local inspectors. The total expenditures in the fiscal year amounted to \$529,762.69.

Certificates of inspection were issued to 7,385 domestic steam, sail, and motor vessels and barges having a gross tonnage of 5,596,504 and to 545 foreign passenger steam vessels with a gross tonnage of 4,374,006, making a total of 7,930 vessels with a gross tonnage of 9,970,510.

Licenses were issued to 9,028 officers of steam vessels, 9,706 officers of motor vessels and 137 officers of sail vessels and barges, making a total of 18,871 officers licensed.

Miscellaneous inspections included 60 steam vessels granted letters of approval of designs of boilers, engines, and other operating machinery, 92 hulls of United States Government vessels, and 1,326 boilers in or for United States Government steamers and buildings. There were 3,045 reinspections of passenger and ferry steamers made, 3,159 boiler plates were tested at the mills, and 175,332 new life-preservers were inspected.

During the past fiscal year, on vessels subject to inspection, there were 232 accidents resulting in the loss of 582 lives, of whom 105 were passengers and 477 members of crews. There were 318,094,347 passengers carried on steam vessels that are required by law to report the number of passengers carried. Dividing this number by 105, the total number of passengers lost, shows that 3,029,469 passengers were carried for each passenger lost.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Prof. Brewster declared that Lieut. K. E. Linderfelt, in charge of the machine gun at the Ludlow massacre of fourteen women and children, was a "brute unfit to associate with anybody," and that because of his brutality a Congressional committee had asked that he be suspended on January 30, 1914.

"Had he been suspended then," he declared "Ludlow would never have happened."

He asserted Linderfelt had trained the gun on the Ludlow colony during a search of the colony by the militia for weapons, and patting the gun, declared he could sweep the whole encampment.

"Adjutant General John Chase thinks he is a soldier," said Prof. Brewster.

Louis Tikas, leader of the Greeks, who was killed in the Ludlow massacre, was a factor for peace in the Ludlow colony, said Prof. Brewster. He was a graduate of the University of Athens. He related the verdict of the court-martial at which Linderfelt was exonerated for the killing of Tikas.

He characterized the arrest of "Mother" Jones by the militia as one of the greatest outrages on American jurisprudence.

He related the arrest of a woman who struck a militiaman because he shoved her during a parade at Trinidad. It was necessary to incarcerate her children with her, that they be fed.

He declared that merchants of Huerfano and Las Animas counties had been intimidated by the "company" with loss of financial and social position. A glance of an attorney's eye was sufficient to "fix" a Mexican jury that tried accident cases, he declared.

How Girls Exist, Not Live.

How girls exist—not live—was shown at a hearing by the New York State factory investigating commission, of which President Gompers is a member.

Miss Esther Packard, assistant secretary of the Consumers' League, who made an investigation for the commission, told how working girls live on \$6 a week. She stated that it was only at the sacrifice of practically all comfort, and frequently of health, that a girl can exist on this meagre salary. She interviewed about 100 girls in this city and 200 in other large cities of the State.

"A girl of twenty-two was sick last winter," said Miss Packard, "and absent from work for a week. She is a clerk getting \$6 a week as saleslady in the white goods department of a large upstate store. 'You see I've figured it all out,' she said. 'I pay \$2 for my room—that bill has to be met every week. Then once a month 25 cents is taken out of my tiny envelope for the store benefit fund. That also is regular and can't be cut down on. I've got to dress decent to keep my job. If I didn't spend \$1.25 a week on clothes they'd fire me sure. So you see yourself the only thing that is left me to economize on is food.' Fifteen or 20 cents is the highest amount she ever pays for lunch and dinner. 'You know sometimes I just long for a 30-cent dinner,' she said. 'But I haven't the price of it in my pocket-book, so what can I do? I get so tired of those 20-cent dinners year in and year out, that often I think I'd rather not eat at all.'"

The investigator said that "statistics tell us that thousands of working girls are receiving only \$5, \$6 and \$7 a week. Such figures, no matter how imposing, mean little to the average person, unless it brings immediately to his mind a picture of just what this wage actually means to working girls.

"To one girl \$5 will mean lack of food, to another it will be poor living quarters, and yet to another no savings for the rainy day. But invariably it will mean to thousands a cramped, subnormal way of life—a mere existence, not a real living."

Race Suicide Is Ridiculed.

"There is no fear of race suicide. The alarmists would do much better to keep alive those infants that are born, rather than scream about a higher birth rate. A high birth rate feeds the undertaker and the sweatshop," said Dr. A. J. Todd, professor of sociology, in a talk before an evening class of the University of Pittsburgh.

"Three hundred thousand babies less than one year old die in every twelve months. This death rate is twice as high as it should be. The general death rate has decreased remarkably within the last fifty years, but the infant death rate has not dropped proportionately.

"The path of social wisdom lies, then, along the direction of better rather than more children.

"Americans waste more coal than they use," continued the speaker. "The average worker in the United States loses 10 per cent. of his time through unemployment. This is a loss to the country of one million years of labor, and nearly a half billion dollars every twelve months. From preventable sickness the loss every year approximates one and a half billion dollars.

"The annual cost of crime in this country is from two-thirds to three-fourths the value of the total wheat crop, or nearly \$600,000,000."

Envoys Protest Alien Act.

Gov. Hunt has telegraphed the State Department at Washington that he will delay proclaiming the law adopted by the people of Arizona last month which forbids the employment of more than 20 per cent. of foreigners in any business in Arizona.

Protest had been made at Washington by the British and Italian ambassadors, who object to the new enactment.

The British protest attacks the law as in violation of the fourteenth amendment to the Constitution of the United States, which provides that no State shall "deny to any person within its jurisdiction equal protection of the laws."

The Italian protest cites the commercial treaty between Italy and the United States, ratified in 1871, which provides that citizens of each nation resident in the other shall have liberty "to carry on trade, wholesale and retail; to hire and occupy houses and warehouses, to employ agents of their own choice, and generally do anything incident or necessary for trade upon the same terms as natives of the country, submitting themselves to the laws there established."

The law will undoubtedly be subjected to severe tests in the courts, as railroads and other large corporations have indicated a willingness to join in attacking its constitutionality.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 101 N. Front St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

James J. McNamara, one of New York's most prominent shipping masters, was fined \$750 in the Federal District Court for accepting money from sailors with the understanding they were to be given jobs. One of McNamara's agents was held in \$1,500 bond.

Briefs have been filed in the United States Supreme Court attacking the constitutionality of the Oregon minimum wage law for women. Summed up, the briefs hold that such legislation is beyond the power of a State, is unsupported by public opinion, would be destructive of business, and would increase the cost of living. Noncompulsory legislation in Massachusetts and Nebraska is approved in the briefs, but the compulsory legislation in Oregon, Washington, Colorado, Wisconsin, Minnesota, California, and Utah is condemned.

The Building Trades Department of the A. F. of L. changed its constitution at its annual meeting to conform to the A. F. of L. convention decision that hereafter department affiliation must be voluntary and not compulsory on the part of the various national and international organizations. President Williams and Secretary-Treasurer Spencer were unanimously re-elected. The convention reduced the number of its executive board to five vice-presidents, as follows: George F. Hedrick, painters; F. J. McNulty, electrical workers; John J. Hynes, sheet metal workers; Joseph E. McGlory, structural iron workers; Walter V. Price, marble setters. San Francisco was selected as the next convention city.

The United States Supreme Court has held that the code of Alabama, which permits peonage, is unconstitutional because it conflicts with the thirteenth amendment of the Federal Constitution. It was charged that one J. A. Reynolds held E. W. Fields in peonage to work out a debt, and that Reynolds had Fields arrested, according to law, for the purpose of compelling him, by involuntary servitude, to pay the debt. The defense was that Fields was convicted and fined by a court for selling mortgaged property, after which the court allowed Fields to confess judgment in accordance with the Alabama law, which was questioned in this case. Fields signed a contract to "work out" the debt, but later refused to abide by it, and was arrested.

The Cleveland Grade Teachers' Club has voted to reimburse the six teachers who were dismissed for activity in seeking to organize a union. The club will also pay all expenses incurred by the club's executive board in conducting the fight for higher pay for teachers. Miss Marie Claus, president of the club, was cheered when she stated that the Cleveland school teachers were victims of habit, the habit of being poorly paid, but that from now on they would make it a habit to continue demanding higher pay until the demand is granted. She urged the fixing of an initiation fee and dues, and declared that 200 fearless members were better than 1,400 who do not know where they stand. Superintendent Frederick, who was fined and given a jail sentence because of his discharge of the organized teachers, has appealed his case.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Kruse, Charlie
Anderson, Fritz Karell, John
Anderson, J. -330 Kaald, John
Allen, John Kroger, Johan
Anderson, Frank Lapauble, J.
Anderson, Alfred Lamb, Herbert
Brown, Peter Lof, Oscar
Batchell, Alex Larson, Harry
Bartlett, H. N. Larsen, Conrad
Bluthaen, Sigurd Lynn, Charlie
Crosley, J. Lambert, E.
Carlson, John Larsen, L. A.
Carlson, Gus Larsen, Fred
Christensen, Christ Mortensen, J. R.
Christensen, Fred Monroe, Wallace
Cotreau, A. Macdonald, W.
Carlson, Martin Martinsen, K.
Christensen, A. M. B. Maltak, M.
Christensen, August Mikkelsen, W. -1620
Coolen, H. D. Nelson, Oscar
Crosby, J. Nielsen, Harold Q.
Denten, E. L. Nielsen, P. L.
Daly, W. O. Nielsen, Oscar J.
Dodd, C. W. Olsen, C.
Doughty, G. P. Orstad, Christ
Erikson, H. -837 Olson, C. -584
Ellefsen, Otto Olsen, O. P. -1111
Elsted, John Okhuysen, J. H.
Edikson, Johan Petterson, Harry
Eugene, John Parrotta, Peter
Granzell, A. Pakko, Emil
Granqvist, C. O. Perry, Robert
Green, Dan Palmquist, John
Gjelseth, I. Porter, Albert
Gudmundsen, Chris Rasmussen, E. S.
Hermansen, Gustaf Rasmussen, Olaf
Hale, Kingsley Rasmussen, L.
Hass, W. Rasmussen, Vigo
Hjorth, John Rasmussen, G. F.
Hoode, P. Rogers, W.
Holm, H. Rasmussen, Arthur
Hultberg, E. Reinink, H.
Jacobson, Tongils Rommerdal, K.
Jensen, G. T. Rosewald, I.
Jegstrop, H. Storfald, Hjalmer
Jensen, L. Stone, N.
Johansen, Geo. W. Samuelsen, L. -1346
Johnson, Jacob Smith, T.
Jorgensen, Agge Scott, J. S.
Jensen, John Frank Sorensen, E.
Johanson, Alfred Strauss, P.
Johnson, Hilmer Sund, K. A.
Jensen, E. S. Thomsen, Joseph
Johansen, Ludwig Thompson, W. N.
Koeh, W. Wallace, A.
Kristensen, Magnus Wold, J. J.
Weigeland, Sigfred

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.

SEATTLE, WASH.

Headquarters For

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND

EMBALMERS

Private Ambulance Service

Crematory and Columbarium in

Connection

Broadway at Olive St. East 13

Conducted by CAPTAIN H. S. SMITH

Four years Assistant Inspector of Steam-

boats, Puget Sound District. Formerly

Instructor in New York Nautical College.

Rooms 4119-4120 ARCADE BUILDING

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

SEATTLE, WASH.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,

SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Bill-

lard and Pool Tables, Reading Room

with latest Swedish, Finn and Nor-

wegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton Lomas, Richard

Hansen, Carl Marl-Lawrence, Harry

nus Thorsen, Fredrik N.

Ingebretsen, Alfred

NOTICE.

The following named members of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get their salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Fireman J. Kotcharin, second cook J. Martin, and messboy R. Tennant.

INFORMATION WANTED.

August Ehlert, No. 42, formerly janitor of the Sailors' Union at San Francisco, is inquired for by his sister-in-law. Anyone knowing his whereabouts please notify Mrs. A. Ascher, 1817 Chapin St., Alameda, Cal. 12-9-14

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y. 12-23-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A. Landstiter, Paul
Anderson, Otto Lindeman, K.
Anderson, Gust Leine, Viktor
Anderson, W. La Boye, M.
Bjorkboon, F. C. Lyle, Alex.
Beuter, H. Lovens, Jack
Backman, B. W. Marx, Thorwald
Cnevnaysky, Mike Meckermann, Ernst
Carlsen, Herald Meniricke, Fritz
Christensen, C. A. Masiers, C.
-1223 Meider, Johan
Carlsen, C. E. Meyerderk, Heinrich
registered L. Michaelson, John
Dimens, O. L. Moller, Anders
Dolan, Willie Moller, L.
Douda, C. W. Martensen, H. C.
Davey, Charles Melts, John
Eymann, A. Nilsen, Axel
Elaesen, Sam Norberg, John
Edstrom, John Niemeta, John
Ericson, O. H. Neilsen, Chr.
Flish, Henry Olsen, John Andreas
Fuljun, F. Olsen, Olive J.
Gyntev, John Olsen, Ansgar
Gelgey, Jos. Olsen, Arthur
Helenius, Oscar Osborn, Charlie
Henricks, Waldemar Olsen, John A.
Helmer, Fred Perssons, Oscar
Heinig, Hans Palmer, Jas. H.
Hansen, H. F. C. C. Fensgaard, Emil
Hansen, O. Rod, Halfdan
Hansen, John Raulman, Robert
Hedlund, Albert Rasmussen, Thor
Hellman, Albin Sorensen, Peter
Hastars, C. Saer, E. A.
Hecher, W. Staa, Claude
Jordan, O. Stardahl, J.
Jasnase, E. Swanson, Emil
Jakansa, C. R. Sandstitter, Paul
Jahnke, Otto Swansen, John
Johansen, Anton Snyder, Jack
Johnson, Carl Tully, A.
Johnson, Gust Urvos, Geozzep
Kristensen, Otto Kronstrand, H. A.
Krause, Ernst Kikun, Alexander
Kjlen, Magnus Walter, John
Knudsen, Richard E. Welsen, John
Kevmagovet, Anatch Wilson, R.
Kavvanen, Waino Westergren, C. W.
Kelly, Falyic Widersen, Ernst
Keane, M. Wheeler
Luchman

Aberdeen, Wash., Letter List.

Andersen, -1118 Peterson, Axel
Arnell, John Petterson, Karl
Batchall, Alex Peterson, J.
Bleezings Peterson, Nels
Bowen, J. J. Rundblad, Oscar
Bergman, L. J. Roberts, I.
Debus, F. Rod, Sakarias
de Lange, Ingolf Salstad, O. N.
Doyle, W. Schults, Axel
Ernandes, Frisco Slattery, Wm.
-333 Sim, Gunder
Eriksson, Krist Schmidt, Heinrich
Evensen, Isak
Forde, S. C. Simensen, Bernhard
Flotten, James Schmat, Matti
Gronros, Oswald Thomsen, Th.
Hansen, Ove Max Toves, H. C.
Hylander, Gustaf Thorne, John
Ingebrechtsen, J. A. Thompson, S. K.
Jacobson, Arthur Udy, Harold
Johansen, Hans Walder, Olsen N.
Johansen, A. H. Packages.
Kustel, V. J. Glazer, Y.
Kuster, Fred Gorgensen, Olaf
Melder, Albert Hansen, John
Munsen, Fred MacGuire, O. F.
Nordgren, Chas. Solberg, Peter
Nilsen, Alf. W. Olsen, Oswald -1059 Stanners, W. S.
Olsen, Chas.

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

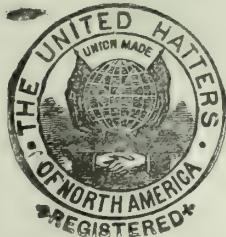
Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and
"White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Home News.

Luther Casting, electrician of the State penitentiary of Arkansas, resigned on November 30 in preference to becoming the executioner of ten men condemned to die in the electric chair.

Fire in the night of December 12 completely destroyed the Moores wharf at Skagway, Alaska, together with all the warehouse buildings, except the ore bunkers and chutes. The loss is estimated at \$210,000, of which \$60,000 was on the wharf and the remainder on the warehouses and contents.

Available hydro-electric horsepower in the United States, only 6,000,000 of which is developed, was estimated at 200,000,000 by H. J. Pierce of Seattle, who appeared before the Senate Public Lands Committee to oppose enactment in its present form of the water-power site leasing bill passed by the House last session and urged by President Wilson and Secretary Lane.

Appropriations aggregating \$321,700,514, for the conduct of the postal service, are carried by the current postoffice bill. No provision for extension of the postal service to Alaska and Porto Rico telegraph and telephone lines, recommended by Postmaster-General Burleson, was included, and other department proposals were rejected by the committee. The Department, however, was authorized to experiment on contracts for rural free delivery routes.

One out of every ten persons in Chicago receive aid from public charity, according to a report of the retiring president of the Board of County Commissioners. The report states that during the current year partial or complete support was given at public expense to 250,000 residents of Cook County. The total population of the county is approximately 2,500,000. Of the 250,000 public charges, about 50,000 were cared for in public institutions. Food, clothing and fuel were given to 200,000 more.

Following are some of the record crops in California: The Imperial Valley cotton crop this year amounts to about 60,000 bales, which at the usual valuation of \$50 per bale, would mean a crop worth \$3,000,000. Butte County's rice crop this year is estimated at \$1,200,000. Sixteen thousand acres have been set out to rice in this county, and many thousand acres have been planted in Colusa, Glenn, Sutter and Yuba Counties. The lima bean crop is reported to be 50 per cent. higher than in 1913, or 1,550,000 bags of 80 pounds each. The crop is expected to bring Southern California growers approximately \$5,700,000.

Secretary Garrison of the War Department, Assistant Secretary Philips of the State Department and Assistant Secretary Roosevelt of the Navy Department again conferred on plans for the Government celebration of the opening of the Panama Canal, and the San Francisco Exposition. Acting as a board, these officials are slowly working out the details of the gathering of the fleets at Hampton Roads, the voyage of the international fleet from the Virginia capes to Colon, the ceremonies on the isthmus, including the triumphant passage of the fleet through the waterway, headed by the famous old "Oregon," and the voyage from Balboa to San Francisco.

Domestic and Naval.

The coast plant of the German East Africa line, which operated between Beira and Chinde, and consisted of tugs and lighters of approximate tonnage of 4,600, has been interned at Beira.

Navigation of the Great Lakes officially closed at midnight November 30. Vessels which had not cleared at that hour could not be insured at the rates which prevailed during the shipping season.

The British Admiralty has accorded permission to Swedish transatlantic liners to make the passage north of Scotland, thus removing the worst trouble for Swedish shipping as the result of mined waters.

The British steamer "Rembrandt," which took fire, laden with grain and horses, 200 miles east of Cape Henry, and put back to Norfolk, is one of the Lamport and Holt liners, 4,667 tons register, built in 1899, and valued at £40,000.

Work of repairing the steamer "Santa Catalina" at Portland has progressed so satisfactorily that instructions have been sent the Cramp shipyards to forward all material by rail instead of by water as originally intended.

The British steamer "Javary," which arrived at Seattle from Hankow November 24 with a cargo of China wood oil and soya bean oil, will be transferred to American registry. She will ply between Puget Sound and Hankow.

Advices received by way of Fremantle (W. A.), state that several of the captured German vessels have been leased from the authorities by the Straits Steamship Co., and are now regularly trading between Singapore, Borneo, Sarawak, and Bangkok.

The new German tank steamer "Leda," 6,766 tons gross, which was towed into Bermuda shortly after the beginning of the war as a prize, has been condemned and ordered sold. The "Leda" was owned by the Deutsche-Amerikanische Petroleum Gesellschaft.

The Chinese government is reported to be seeking to purchase a number of Austrian-Lloyd steamships, interned at Shanghai on account of the war, for the purpose of placing them in service between China and the United States under the Chinese flag.

The British steamer "Charcas," from New York October 1st, has been sunk at sea off Port Corral, Chile, by the German transport "Prinz Eitel Friedrich." The crew of the "Charcas" has been landed at Papudo, forty-five miles north of Valparaiso.

The "City of Augusta," which had a fire in the forward hold at Boston, immediately after she arrived there from Savannah, the fire damaging about 600 bales of cotton, belongs to the Ocean Steamship Company of Savannah, and is 2,870 tons gross, built in 1880, and insured on a value of \$154,650.

A Manila steamship company has leased the cable ship "Rizal" from the Philippine government and will assign it to run between Japan and Manila. This will replace some of the Japanese steamers which have been taken off since the war began. The "Riza" will have accommodations for about 50 first-class and 250 second-class passengers and cargo space for about 3,500 tons.



Phone Douglas 198

UNION LABEL USED

NOVELTY TAILORING CO.

Third Floor Phelan Building

760 MARKET STREET

WORKSHOP

Room 325

CUTTING DEPT.

Room 327

SALES DEPT.

Room 329

Represented by F. SELANDER, Assistant Secretary

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Ahl, Theodore
Albertson, Chris
Alexandersen, P.
Andersen, August
Andersen, Bale
Andersen, Christian
Andersen, Nela
Andersen, A. -1060
Anderson, Axel
Anderson, F.

Bakmyhr, Gustav
Bang, Maurice
Bauer, Andrew
Bendixsen, Nick
Benter, Henry
Bentsen, Julius
Bjorklund, Erik
Bjornsen, Conrad
Blackwood, R. H.

Campbell, Donald
Campbell, George
Cariera, Pete
Carlson, Julius
Carlson, P. S.
Carlstrom, John
Carron, Ed.
Cellan, John
Cesnen, Max

Dahler, Henrik N.
Danielson, E.
Davis, John
De Bare, Henri
Debus, Fredrick

Eby, Ivar, D.
Eggers, John
Ehlert, A.
Eklund, S. W.
Ellassen, John A.
Ellis, E.
Elofson, John
English, John
Enokson, Marcus
Erikson, C. J. -513
Erikson, K. J.

Falvik, Carl L.
Falkholm, Charles J.
Galleberg, Martin
Gardon, Geo.
Gerhardt, Paul
Gillholm, Albin
Gruntley, C. W.
Greenbeck, John

Hakanson, John
Haldin, F.
Halberg, Oluf
Hall, Alf
Hallen, Victor
Hallsten, Axel
Hammargren, Oscar
Hansen, C. T. -2247
Hansen, Fred -1735
Hansen, Henry
Hansen, H. J.
Hansen, H. L.
Hansen, Marius
Hansen, N. S.
Hansen, Olaf
Hansen, Thos. -2383
Hanson, H. M.
Hanson, N. Kaberg
Hanson, Pet
Hanus, Alex
Harmening, Fred
Harrison, Frank

Haskins, C.
Hawkins, Fred
Heckman, Fred
Heesche, H.
Heldt, Charles F.
Hogesen, Bina
Helinius, Oscar
Helsten, Carl
Hewitt, Peter
Higgins, H.
Hiltwood, A. S.
Hoggaard, Hans
Hogan, A.
Hogstedt, Charles
Hokonsen, A. W.
Holand, E.
Holst, R.
Huberz, Emil
Hultberg, Ernest
Huse, E.
Hyde, Carl

Irwin, Robert
Isakson, Karl

Jakobsen, Anders
Jakobsen, Joakem
Jameson, J. E.
Jamisch, Ed W.
Jansen, Henry
Janson, E. A.
Janssen, H. E.
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, Just
Jensen, M.
Jerdoo, Soren
Johannessen, Johan
Johansen, C. -804

Kallio, Frans
Kalin, Ed.
Karlsen, Hans
Karsten, Martin
Karsten, Hugo B.
Keer, William
Kindlund, Otto
Kleishman, Frank
Klette, Ernst
Lala, August
Lambert, Edward
Lap, John -1406
Lapouble, J. P.
Lanschie, Edward
Larsen, Alfred
Larsen, Anton
Larsen, Axel -1768
Larsen, F. S.
Larsen, Martin
Larsen, Tom

Larson, C.
Lebrum, L. E.
Lelwaag, H. J.
Lindelop, Charles
Lindgren, I.
Lindroos, E.
Lindroos, Oscar
Lindroth, Erik
Lohne, E.
Ludwig, Eddie
Lundgren, Richard

Maatson, Olaf
Maatto, John
MacAuley, Hugh
Macrae, Alexander
Magnusson, Magnus
Manser, Fred
Markley, Paul
Marlens, Paul
Martin, H.
Mayes, J. B.
McMalo, Victor
Melder, A.
Mehrtens, Herman

Naujack, Fritz
Nelson, C. R.
Nelson, C.
Nelson, P. -654
Nelson, E. C.
Nelson, Robert
Nelson, W.
Nerberg, Kristian
Nesvick, Gunnar
Neuman, F.
Nicolaisen, Otto

Oettchen, F.
Olsen, Gus -562
Olsen, John A.
Olsen, Jorgen
Olsen, Marius
Olsen, Olaf -1283
Olsen, Otto -1173
Olsen, Peter
Olsen, Ragnvald

Parson, Herman
Paulsen, Alex.
Paulsen, James
Paulsen, N.
Paulson, George
Pedersen, Alfred
Pedersen, C. E.
Pedersen, Didrik
Pedersen, Halfdan
Pedersen, Henrik
Pedersen, J. A.

-1515
Pedersen, Viggo
Peters, J.
Petersen, Chas.
Petersen, C. W.

Raam, Henry
Raalsen, Fred
Rakov, Stephen
Randroff, John
Rasmussen, Andrew
Rathlow, Oswald
Reed, J. W.

Renstrom, Axel
Salger, Julius
Sand, Bernhard
Sanderson, Geo.
Sanne, Rudolf
Saunders, James
Sauza, Custodio
Savio, Mario

Scheffler, Samuel
Schmidt, L. -2492
Schneider, H.
Schneider, Fred
Schruester, E.
Schultz, Fred
Scott, Emil

Scott, James S.
Selander, C. G.
Selbert, H.
Seiffert, Johannes
Selzer, Julius
Sergo, A.
Sherry, J. H.

Shrene, Elwood
Sleversson, Charles
Silver, S. A.
Simansen, Carl
Sjahlom, Karl A.
Skullerup, A.

Tammar, Erlend
Tamisar, P.
Tammar, Krispin
Tasnase, E.
Thomson, John E.
Thomson, William
Thomas, Edward

Vangelder, William
Viberg, John
Wall, William
Walstrom, Arthur
Wank, Roman
Welure, J.

Westlake, S. G.
White, Fred
Wilhelm, E. -1321
Willard, Fred
Zankert, Karl
Zimmerling, Fred
Zimmerman, Fritz
Zoerb, Walter

Mennicke, Fritz
Merlult, Gaston
Merman, A.
Michaelsen, John
Miller, J.
Molander, Herman
Moller, Fritz
Morris, Francis
Mortensen, L. -2191
Muller, A. R.
Muller, Fred
Murray, C. P.

Nielsen, Niels
Niemyer, Oscar
Nietschke, Carl
Nilsen, J. C. -1210
Nilsen, Evald
Nilsen, Harry
Nilsen, Johan
Nordstrom, Johan
Nurkin, Herman
Nyman, Oscar

Olsen, Siegfried
Olsson, A. V.
Olsson, G. B.
Olsson, C. O.
Olsson, James
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Petersen, John A.
Peterson, L. -1389
Peterson, Peter
Peterson, Otto
Peterson, Chas.

-1901
Pettersen, Hjalmar
Pettersen, Karl
Pettersen, Olaf F.
Pettersen, Conrad
Pettersson, R. T.
Porath, Ben
Preen, Alfred
Publicatus, August
Punis, Anthony

Rimmer, Chas.
Roery, Frans.
Rokenas, George
Rudberg, Chas.
Rulse, —
Rundquist, O.
Rutte, Peter

Skogman, W.
Smalberg, Otto
Smith, D.
Smith, Hans
Smith, John
Snell, Adolf
Sommers, I.
Sonnenberg, J. C.

Sorger, Edwald
Sprogar Theodore
Staaf, Lauris
Stanton, J.
Steadman, G. S.
Steln, Emil
Stintman, John

Strand, Charly
Stromberg, W.
Suander, Frank
Sunderlin, Ax.
Sundhuse, Joe
Sundt, Oscar
Sutherland, Peter

Swane, Albert H.
Swan, A.
Swanson, O.
Swanson, Ben
Swanson, Gus.

Thompson, Thomas
Thorsen, Theodore
Thorstrup, Ludvig
Tilles, Edw.
Tollefsen, Hans
Traynor, John

Voorhies, Firman
Wille, Max
Williams, John
Willmorn, W.
Winter, Harry
Winther, A. -1399
Wirta, John

Woldhouse, John
Wolter, Johannes
Zornig, Harry
Zwaken, Rudolph
Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasiele, Michal
Belling, Oscar
Bendixsen, Nick
Berling, J. B.
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erikson, E.
Finnelly, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hag-
bert
Hennigway, Geo.
Hoffman, J.
Johansen, Emil
Johansen, E. -2217
Jorgensen, Oluf
Klette, E. F.

Laas, J.
Mehrtens, H. K.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Peterson, Olav
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Relusen, A. L.
Rignell, Joe
Ruter, Peter
Schroder, Aug.
Sorensen, Pete
Summers, J. J.
Tanum, H. -793
Thorsen, Jens
Wakely, R. E.
Walters, Albert B.
Whiteside, Fred
Worthman, W. L.
Zirnbauber, Karl

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Mon-
sen, No. 1964, are inquired for at
the Standard Oil Company's office,
at San Francisco.

Anyone knowing the whereabouts
of John Burke No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
niipeg, Manitoba, Canada.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Karl or Charley Emil Olsen, a na-
tive of Christiansand, S. Norway,
about 26 years old, light complected
and stout built, last heard from near-
ly two years ago when in Sydney,
N. S. W., is inquired for by his an-
xious mother, Enke Karen Olsen,
Markens gd. 26 Christiansand, S.
Norway.—8-7-1914.

Norman Hadley, a seaman, sup-
posed to be sailing on the Pacific
Coast, is inquired for by J. B. Mc-
Curdy & Co., attorneys, relative to
an inheritance. Anybody knowing
his whereabouts, please notify Chief
of Police, San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-opera-
tion: Augustin R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco.—5-13-14.

Axel Peterson, F. Lundberg, J.
Gustafson, M. Garcia, crew of the
steamer Riverside, at the time she
towed in the "Oceana Vance," kindly
call at the office of the Charles Nel-
son Co. for money due them.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets\$58,656,635.13
Capital actually paid up in Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund.... 177,868.71
Number of Depositors..... 66,367
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

:: BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

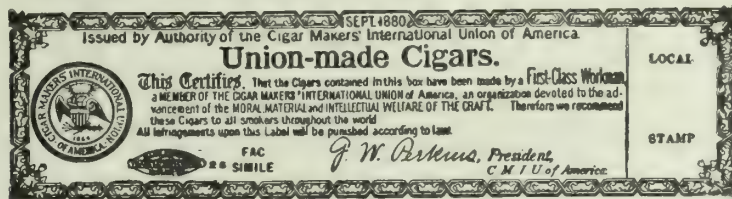
139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust
Anderson, Erik
Albertson, Hans
Christian
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ail
Elmi, A.
Ekeland, Will H.
Erickson, Earl
Erikson, Ollie E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happner, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacson, Carmelo
Jansson, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Marepie, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalmann, Joe
Schlachte, Alfred
Terelson, Ernest
Wilson, Herman
Wallin, E.
Witte, Myer J. T.

Seattle, Wash.

Abolln, Adam
Borgen, K. Sigurd
Dahl, Ben.
Flister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stixrud, Jack
Stromness, Oscar

News from Abroad.

The "Messaggero," of Rome, says that Trieste has been reduced to a condition of the utmost misery, as the sea, which is almost the only resource of the town, is no longer safe, owing to the number of floating mines.

The time-honored custom of allowing the sailors of the British Navy prize money in time of war has been abolished by an act of Parliament passed without opposition since the outbreak of hostilities, which merely puts into effect a decision of the Admiralty arrived at some time ago.

Voluntary internment on December 15 of the German converted cruiser Cormorant and her 22 officers and 355 men at Guam, an American Pacific insular possession, brought what promised to be troublesome questions involving the observance of American neutrality to a prompt adjustment.

Four survivors of the Norwegian steamer "Vaaren," which struck a mine in the North Sea on December 16 and sank in three minutes, were brought into Grimsby by a trawler, which found them clinging to an upturned lifeboat. Thirteen other members of the crew of the "Vaaren" and her English pilot either were killed or drowned.

The Panama National Assembly has passed a law which virtually places in the hands of the President power to expel all foreigners from Panama. The law declares that the President may expel within twenty-four hours any foreigner who has become obnoxious, without giving him a trial. It also prohibits foreigners taking part in politics and from writing articles against the political party in power.

A fine argument in favor of temperance is afforded to reformers by the physical condition of the French army. When the war started the government banned the sale of absinthe and of most spirits. Reports now received from the front show that confirmed absinthe drinkers, deprived of their favorite liquor, have attained a splendid degree of fitness. Coffee and tea are the best appreciated drinks of France's temperance army.

According to official statistics, the Russian wheat harvest has this year yielded 4,218,190,000 pounds, that is, 695,000,000 metric hundredweights. Compared with 1913, this shows a decrease of 693,128,000 pounds. The minister of the interior is confident, however, that after having satisfied the needs of the population (sowing and provisions), there will still remain 1,827,350,000 pounds, or approximately 300,000,000 hundredweight, which Russia can export.

For the first time in more than a century, England has been struck by a foreign foe. A squadron of swift German cruisers crept through the fog to the eastern coast and in the night of December 15-16 turned their guns against the Britons. When day broke they began the bombardment of three important towns—Hartlepool, at the mouth of the Tees; Whitby, thirty-five miles southward, and Scarborough, noted as a pleasure resort, 15 miles beyond. Hartlepool suffered most. There two battle cruisers and an armored cruiser were engaged and at this place the greatest loss of life occurred. The German ships were attacked by coast guard vessels but returned to their base undamaged.

With the Wits.

She was very much in love with him, and one evening, while they were alone, she asked:

"Frank, tell me truly; you have kissed other girls, haven't you?"

"Yes," replied the young man, "but no one you know."

"Why do you feed every tramp who comes along? They never do any work for you?"

"No," said his wife, "but it is quite a satisfaction to me to see a man eat a meal without finding fault with the cooking."

"You look disgruntled," said the shoe man.

"Yes," snapped the hatter. "Had a little rush just now, and a couple of prospective customers walked out without being waited on."

"They seldom get away from me," declared the shoe man. "I take off their shoes as soon as they come in." —Judge.

"Why, look here," said the merchant who was in need of a boy, "aren't you the same boy who was in here a week ago?"

"Yes, sir," said the applicant.

"I thought so. And didn't I tell you then that I wanted an older boy?"

"Yes, sir, that's why I'm back. I'm older now."

One of the witnesses was a little chap of eight, who had to give evidence on behalf of his father. The child appeared in a hat that almost hid his face, in trousers so big that the knees were at his ankles, and in a coat that swept the floor. His appearance was so grotesque that the court was convulsed with laughter.

The judge, as soon as he could control his amusement, asked the little fellow why he appeared in such a garb.

He fished in his pocket for a moment, and then produced the summons, and with a grave look of concern pointed out the words: "To appear in his father's suit."

Joint Accounts

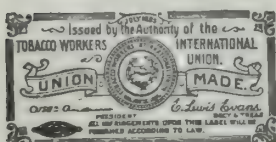
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

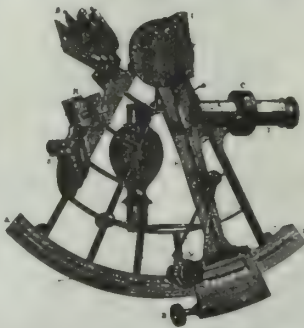
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James F. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

The January Sales of White

WILL far surpass all our former achievements. Manufacturers sold to us without profit during their dull season; we pass the savings along to you to make our dull season a busy one.

All merchandise will be of first quality.

All goods will be in the very latest styles, specially bought for this occasion.

Be sure to read our advertisements in Saturday's and Sunday's papers, January 2nd and 3rd.

Sale begins Monday, January 4th, 1915.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

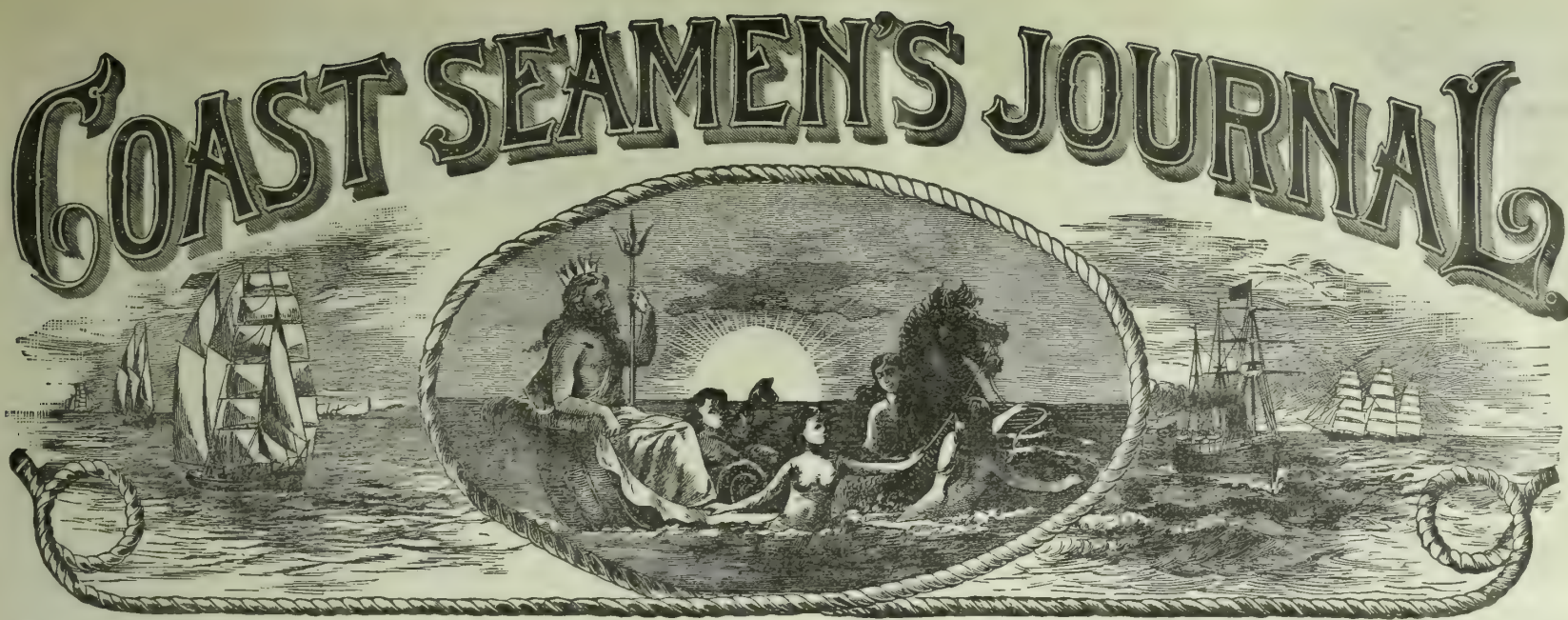
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 16.

SAN FRANCISCO, WEDNESDAY, DECEMBER 30, 1914.

Whole No. 2310.

CRITICISM OF TRADE UNIONS.

Both Employers and I. W. W.'s Find Much Fault With A. F. of L. Unions.

In the first report made to Congress by the Commission on Industrial Relations, to which comprehensive space was given in the last issue, the Journal's readers will find one of the most important messages that have ever been issued in America to both labor and capital.

The Commission has already devoted a year to able, alert, fair, exhaustive investigation in the specific field to which it was assigned by act of Congress, namely, to conduct an inquiry into the general condition of labor in the principal industries of the United States and into existing relations between employers and employees. The primary duty imposed upon the Commission by Congress was to ascertain "the underlying causes of dissatisfaction in the industrial situation."

The Commission was well poised at the beginning by the Congressional stipulation that in its membership to be appointed by the President there should be an equal division of employers of labor and representatives of organized labor.

In the scope of its investigations the Commission has covered the country. Hundreds of witnesses, drawn from almost every section and representing nearly every trade and industry, have appeared before it in connection with its industrial problems and the hearings have been held in important cities and industrial centers widely scattered from the Atlantic to the Pacific.

Not the least interesting matter submitted to Congress by the Commission is the criticism of trade unions by the employers and by that noisy but impossible crowd of reformers known as I. W. W.'s.

The criticisms of employers and the replies thereto have been summarized as follows:

Employers' Criticisms of Trade Unions.

"Criticism 1. Lack of responsibility on the part of unions; not only is there no penalty for the breaking of agreements, but the employer has no redress even for material damage done by the union, except through legal action against individual members.

"The reply of the union representatives is: That experience has shown the best guarantees of the observance of contracts to be moral responsibility and regard for the reputation of the union. That the instances of contracts broken by unions are few in number, and inconsiderable in comparison with the number of contracts broken in the business world, where money damages are commonly imposed. That putting up a forfeitable bond would lower the entire plane upon which the observance of contracts now stands, and would simply mean a financial calculation on the part of the union to see whether a breach of contract would leave a balance in favor of its members after the bond was forfeited. That the assumption of financial responsibility by the unions would simply be taken advantage of by the employers to harass the unions.

"Criticism 2. The 'closed shop' policy of the unions not only means a monopoly of labor as far as the employer is concerned, but also prevents competent mechanics, who are unable or unwilling to accept the terms imposed by the union, from obtaining employment at their trade.

"The reply from labor is that there is no 'closed shop,' but that the maintenance of the 'union shop' imposes no burden on the employer, who is free to employ any workman he pleases provided that the workman will become a member of the union and bear his share of the responsibility in return for the benefits which the union offers to all who work where union conditions have been established. That the conditions imposed upon applicants for membership are merely those which every competent mechanic can meet and that they are reasonable from every standpoint and necessary for the protection of the trade.

"Criticism 3. The unions stand for restricting the output to the level of mediocrity and insist nevertheless on the payment of the standard wage for an output which is below the standard.

"The reply is that the unions have never attempted to establish a restriction on output save as a protection for the health of their workers, and to prevent the overspeeding of all by the use of pacemakers. That the union is applying merely the rule of ordinary business where the amount of a given commodity sold is regulated entirely by the price that is paid.

"Criticism 4. The unions establish a uniform rate for all members which results in rewarding the incompetent with higher wages than they earn and destroys the ambition of the skilled worker.

"The labor representatives reply that the standardization of the rate to a dead level is the work of the employer and not of the unions. That the union merely establishes a minimum rate and leaves the employers free to pay the individual workmen as much more as they please. Some of the employers have admitted that this is true in theory, but insist that as soon as a skilled individual is paid higher than the minimum rate, the other members immediately demand the same rate of pay.

"Criticism 5. The unions establish unreasonable and arbitrary restrictions on apprentices, which not only prevent a sufficient supply of skilled workmen but also prohibit the American boy from learning the trade in which he is interested.

"The union's reply is that where restrictions of apprentices exist they are not arbitrary, but are on the contrary fixed after careful consideration, with the idea of preventing an over-supply of labor in the trades and the consequent 'cut throat' competition for employment. That the employers usually do not make use of the full number of apprentices to which they are entitled under the union rules, and furthermore that the employers do not sincerely wish to train apprentices, but on the contrary wish merely to make use of a cheap labor supply.

"Criticism 6. The power of the unions is based, not on reason or on advantages offered employers, but on a policy of coercion.

"This statement is denied by the union representatives, who assert that the charge falls flat as soon as the history and organic structure of trades unions are intelligently studied.

"Criticism 7. The unions use violent methods and do not hesitate to violate the law or to

destroy property or life, if necessary, to gain their ends.

"The unions reply that violence is never sanctioned by any legitimate labor organization and is never resorted to by individuals except under severe provocation, and in self-defense. They recognize their duties to defend their lives, homes, and families, but even under attack exercise much greater self-control than the civilized nations of the world. On the other hand they insist that most of the violence which occurs in connection with industrial disputes is deliberately provoked by the agents of the employers in order to discredit the unions or to secure employment or reward for themselves.

"The testimony of a number of witnesses shows, however, a widespread opinion that violence is the natural accompaniment of disputes where large numbers of men are brought together. Witnesses have stated that there is a lack of frankness on the part of both employers and employees regarding violence, and that both sides use violent methods whenever it serves their ends.

"Criticism 8. The business agents and other officials of the unions have too much power and abuse it by becoming blackmailers and grafters.

"The reply of the union representatives is that the officials in trade unions possess only the power necessary to transact the business of the union, and in fact have very much less power than the officials of corporations. That this power is seldom abused, and that when it is clear that the charge against a union official is true and not simply a trumped up charge to weaken the union, there is always rapid and decisive action by the union to punish such an official. That any abuse of power by officials for blackmail or graft is necessarily detrimental to the interests of the union and consequently can never be regarded with favor by trade unionists themselves.

"Criticism 9. The action and policies of trade unions are frequently not the result either of reason or of a purely economic interest, but on the contrary are determined largely by union politics.

"This charge is generally met by an admission on the part of the union officials that unions are subject to the same defects as other democratic institutions, but it is pointed out that the unions have always adopted at the earliest possible moment all the measures which have proved of value in the political field to insure actual democracy. They point out that the initiative, referendum and recall were adopted by the unions before they found general support in the field of political government in this country.

"Criticism 10. The unions create antagonism between the employer and his individual employee, and undermine the discipline of the shop.

"This is denied by the unions. It is insisted that the employer regards any instructions of the individual employee with regard to his rights as an attempt to create antagonism and to destroy discipline. That the employer who makes this point is not interested in the orderly and harmonious conduct of his shop, but in

having the individual employees subjugated so they will be entirely subservient to his wishes.

"Criticism 11. The unions, as soon as they acquire strength of numbers and a compact organization, make unreasonable demands upon employers and imperil the very life of the industry.

"The union representatives insist that, while their organizations are subject to the frailties of human nature, a careful examination of the facts will show that unreasonable demands seldom arise from strong organizations, but on the contrary are made by weak unions which have little to lose by reason of erratic action.

"Criticism 12. Some unions are alleged to be disloyal to the State, in that they prohibit their members from joining the militia, and discriminate against men who have served in the regular army.

"The unions in reply demand the production of specific cases where such action has been taken, but admit that a strong suspicion and aversion to the militia has grown up in the minds of many individual unionists, not toward the militia as a State institution, but as a tool which is used by the employers for their own advantage and for the destruction of the union.

"Criticism 13. The unions are not sincere in their demands for collective bargaining, but as soon as they have obtained power in any trade or locality, proceed to make their demands in the form of ultimatums to the employers.

"The union representatives state that while in many cases terms are defined by the union because of the lack of adequate organizations of employers with whom to take up such terms of employment, nevertheless the unions are at all times ready to discuss their demands, either with individual employers or any association directly interested. That wherever the employers accept such conditions it is due to their own apathy in failing to form a proper organization with which the unions can deal.

"Criticism 14. The union rules are designed for selfish purposes, and make for waste and social inefficiency. As instances witnesses have cited the rules in the printing industry which limit the amount and character of work which feeders for pressmen are allowed to perform, and which specify that all plate must be reset by members of the union, even when it is furnished in usable form.

"The unions reply that each of these rules, if carefully considered, will be found to be reasonable and to be necessary for the protection of the rights of the employees. That the rules which are most frequently cited as being of an unreasonable character are those which were originally suggested by the employers for their own interest.

"Criticism 15. The acceptance of union conditions yields the control of many elements of a business to union officials who are not connected with the industry and who have no direct interest in its progress and life.

"The union representatives state that on the contrary the control of these elements of a business in which the union interests itself is in the hands of the employer and of the organization as a whole which has the most direct interest in the welfare and prosperity of the industry.

"Criticism 16. The unions while asserting their right to control certain elements of the employers' business are unable to prevent jurisdictional disputes among themselves, and as a result cause enormous loss to the industry and to the public.

"The reply of the labor representatives is that jurisdictional disputes arise inevitably from the rapidly changing character of American industry; that they are more genuinely deplored by the unions than by any one else and that every effort is being made either to prevent their occurrence or to settle them as soon as possible.

"Criticism 17. The unions use the 'sympathetic strike,' ruthlessly, illegally, and to the certain injury of innocent parties who have no interest in the dispute.

"The unions reply that the sympathetic strike is used only after mature consideration for the protection of their fellow employees. That the sympathetic strike is entirely legal and the so-called innocent parties are subject to injury not by the will of the union, but because of the peculiar economic position which they happen to occupy.

"Criticism 18. The unions by using the so-called 'secondary boycott' are guilty of an illegal act of conspiracy to injure innocent parties who are neither responsible for nor have any interest in the dispute at issue.

"The unions reply that it is certainly legal for an individual or indeed for a corporation to withhold its patronage for any reason whatsoever and that it must therefore be equally legal for an association of workers acting as an entity to do the same thing."

I. W. W. Criticisms.

The following criticisms of existing trade unions have been made by Industrial Workers of the World.

"Criticism 1. Organization on craft lines defeats solidarity and at times makes labor organizations the tools of the employers.

"The representatives of trade unions reply that the best justification of the craft form of organization is to be found in the fact that the unions formed on this basis prospered, while in many cases ambitious attempts to organize with-

out regard to crafts have resulted in complete failure. It is further stated that the question of the method of organization is a matter of practicability and the choice of the individual members.

"Criticism 2. Acceptance, especially by conservative leaders, of the idea that the interests of employers and of labor are the same makes the existing trade union an ally in the exploitation of the rank and file of the union workmen as well as of unorganized labor.

"The trade union representatives state that there is no acceptance of the idea of the identity of interest of employers and workmen other than the firm belief that whatever advances the cause of the workers and improves their material condition must be valuable to the employer, by giving more efficient and more competent employees.

"Criticism 3. The lack of democracy in trade unions and the domination by individual leaders hinder development of the rank and file and make it easy for the employer to prevent aggressive action.

"It is said by the labor representatives that on the contrary the trade unions are the most democratic organizations in the world, and that their leaders possess no greater power than is necessary for the conduct of the business of the union.

"Criticism 4. The existing trade unions are with a few notable exceptions attempts to secure through monopoly all the improvements for the skilled workers, without reference to, or, it is alleged, often at the expense of the unskilled. The unskilled workers are, therefore, regarded as an encumbrance and no effective attempt is made to organize them.

"The trade union representatives repudiate these charges and state that the efforts to organize the unskilled are more complete and far reaching than any attempts which have been made by their critics. They insist, moreover, that the one great obstacle to the organization of the unskilled workers into trade unions is the campaign of opposition which is continually pursued by these very critics.

"Criticism 5. The trade union, by neglecting the political field, fails to use its most effective weapon.

"The trade union representatives reply that the history of the attempts to use labor organizations for political purposes shows a succession of failures, which have resulted in the disintegration of such organizations. That the trade unions urge their members to utilize the ballot for their own industrial interests.

"Criticism 6. The trade unions, by accepting the philosophy that labor is a commodity, attempt only to get the best price for its sale and are constantly defeated because the employer, by raising the price of the commodities which he sells, is able not only to recoup himself, but to pass the increase to the consumers, the greater number of whom are themselves laborers.

"The trade union representatives repudiate the acceptance of any philosophy which regards labor as a commodity and point not only to the fact that in one of the recent acts of Congress they have secured the insertion of a clause denying that labor is a commodity, but also point to the long list of legislative measures secured by the efforts of the trade unions which are intended to promote the well being of men, women and children.

"Criticism 7. The restrictions on membership which have been set up by many craft unions in the form of high initiation fees and disbarment on account of race and color, are undemocratic and prevent the formation of real solidarity of labor.

"The trade union representatives answer that the initiation fees, as a rule, are extremely reasonable; that where high fees are charged, there is some well grounded necessity therefor; that there are comparatively few restrictions as to race or color, and that by the very necessities of our social institutions, these must be determined in many instances according to the particular circumstances of trades and localities; that excessive fees and racial and other discriminations are the acts of individual unions, and that the overwhelming sentiment among the rank and file of the trade unions is unalterably opposed to the charging of excessive fees and discriminations undemocratic in character."

Originally there were no fish in Crater Lake, one of nature's wonders on the summit of the Cascade Range in southern Oregon. Rainbow trout were planted, and now they swarm the waters, ranging up to ten pounds in weight. The lake itself has an area of twenty and one-fourth square miles (water surface), which is situated in the caldera of an extinct volcano. It is surrounded by unbroken cliffs which range from 500 to nearly 2000 feet in height.

For fair products of all kinds consult the JOURNAL's ad columns!

LAST CONVICT SHIP.

Ships built entirely of teak were common in the olden days. The East India Company owned many, and one of them, the "Success," is still afloat, being now on exhibition in American waters. She was built at Moulmein, Burma, in 1790, with a length of 135 ft. and 29 ft. beam. Her sides are 2 ft. 6 in. thick at the bilge and her keelson is a solid teak baulk of tremendous thickness. After trading for several years in the service of "John Company," she went to Australia from England with emigrants and in 1849 was sold in Melbourne to the Government of Victoria for use as a convict hulk. When the hulk system of penal confinement was abandoned about 1860, the "Success" became a reformatory ship. Through a clerical error the "Success" escaped the fate of the other convict hulks, which were all broken up and was put on show in 1890. Two years later she was scuttled in the harbor of Sydney, N. S. W., by a gang of residents who did not approve of the memories of Australian dark days being revived and she lay at the bottom of the harbor for three years before she was raised and sent to England under her own sails. After being exhibited around the British Isles, she came to America, arriving at Boston from Cardiff July 18, 1912, after a passage of 96 days. That a ship 122 years old, which had lain under water for three years, should have been granted a certificate of seaworthiness 17 years later, is the best possible proof which could be found of the extraordinary properties of teakwood. In this country, little teak is used in shipbuilding outside of vessels for the U. S. Navy, but teak is in great request by the shipbuilders of Europe for decking on merchant ships of the better class and for other fittings. The demand for teak for shipbuilding purposes is increasing throughout the world and prices have risen accordingly. In 1905 the total exports of teak from India amounted in value to some \$2,270,000 and teak was then worth \$40.55 per ton of 50 cubic feet. In 1912-13 the price for first-quality teakwood reached \$64.89 (200 rupees) per ton and the exports of that year were worth \$3,017,230 (9,300,000 rupees).—Shipping Illustrated, New York.

The Kali Syndicate, which controls fifty-three potash mines in Germany, furnishing the potash to the world, has stopped shipping owing to the war risks. Over one million tons of potash are shipped annually to the United States. The Kali Syndicate determines the quantity that shall be produced by each mine, and also fixes the price and the quantity of potash that shall be shipped out of Germany. Potash is of vital importance in the manufacture of fertilizers. Limited amounts of potash are being gotten from the kelp seaweed on the Pacific Coast and also from mines discovered in Arizona. The mines in Arizona are being developed under the direction of the United States government and may some day be of value. Potash, it is said, has also been found in the lava which has flowed from Mount Vesuvius.

An aeroplane is being built for flying over forests in West Africa and prospecting for rubber trees.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Immigration Figures.

The Federal Department of Labor's immigration bulletin for the month of October shows that 45,241 aliens came to our shores during that month. This is a slight advance over September's report, which shows 44,624 were admitted. In August the number was 51,231; July, 72,015; June, 85,094; May, 126,848.

During October, Italy, Sicily, and Sardinia contributed the greatest proportion of immigrants, a total of 4,081 coming from these countries. In the grand total of admissions, unskilled laborers maintain their large percentage. Listed are 1,448 farm laborers, 4,432 laborers, and 4,889 servants. But 575 were farmers, and 50 were gardeners.

The largest number of arrivals among the skilled trades were: Clerks and accountants, 825; carpenters and joiners, 506; tailors, 359; miners, 305; dressmakers, 252; painters and glaziers, 110.

Industrial States and the far West received the greatest number of those admitted. New York is in the lead with 9,461. Massachusetts is next with 2,777, followed by California with 1,813, Pennsylvania with 1,780, Illinois with 1,617, and Washington with 1,410.

Lost Lives in U. S. Mines.

Despite the efforts of the United States Bureau of Mines, Director Holmes, in his annual report, declares that the loss of life is far greater than it should be with the natural hazards of the industry, and makes a plea for more extended investigations on the part of the Government.

"The humanitarian motives for undertaking such investigations are obvious," says the director. "A sufficient economic reason is that during the past year more than 3,500 men were killed and more than 100,000 injured in the mining and metallurgical industries of the country. One-half of these fatalities and three-fourths of the injuries may be regarded as easily preventable. The money loss from the accidents may be estimated at not less than \$12,000,000 a year, and this loss must be ultimately paid by the consumers of mineral products throughout the country."

The necessity for a more extensive use of safety appliances in the mines is shown by the statement that in the last five years, through lack of such appliances, more than 3,500 men have been killed in the mines and nearly 20,000 seriously injured.

In Kansas, Oklahoma, Indiana, and Iowa many of the men employed in the mines to set off the explosives have lost their lives, and it is urged that the shots should be fired electrically from outside the mines. "In many districts," says the report, "the methods of shot-firing employed are still so extremely hazardous that only the most reckless men are willing to act as shot firers."

Director Holmes also calls attention to the discovery of a process by the chemists of the bureau whereby radium, which is much sought for its supposed curative qualities, can be produced at one-third of its present cost. With radium now sell-

ing at \$120,000 a gram, its reduction in price to \$40,000 will, it is said, result in many hospitals throughout the country being able to purchase a supply. The process devised by the bureau's chemists has already been tested with success in the plant of the National Radium Institute, which is under the supervision of the technical staff of the Bureau of Mines.

Young Children Exposed.

Exposure to accident and a definite tendency to tuberculosis, are the penalties young children pay for working in the cotton mills, according to Lewis W. Hine, photographer of the National Child Labor Committee, who has just returned from several weeks of investigation in the South. "I was shocked to find conditions still so bad in North Carolina. The legal age limit there for factories is thirteen years, but from my study of twenty mills in North Carolina alone, I believe that there are hundreds of violations, and that the 1910 census figures which reported 4,000 children under fourteen in the cotton mills of that one State and 100,000 children under fourteen in non-agricultural work throughout the country, are a conservative estimate of the number of young children at work to-day. There are still twenty other States besides North Carolina in which the employment of children under fourteen in mills or canneries is legal, so that the physical danger and lack of education resulting from premature work continue unchecked."

The National Child Labor Committee will present these findings to a conference to be held at Washington, on January 5 and 6, in the interest of the Palmer-Owen bill. This measure proposes a fourteen-year limit for all children employed upon factory, mill, or cannery products shipped in interstate commerce; it limits the hours of children fourteen to sixteen in the same occupations to eight hours per day and forbids their employment at night; and it prohibits the employment at any time of children under sixteen in mines and quarries.

Blame on Absent Owners.

A "poor manager of men," plus two absent mine owners, was the cause for the copper strike in northern Michigan, declares Secretary of Labor Wilson in his annual report. Discussing this strike, the report says:

"If the managers of the property involved in this strike had dealt with the dispute at its inception, as its principal owners (Messrs. Shaw and Agassiz) might have done had they been on the ground and personally in charge, there is reason to believe that no strike would have occurred. But the local superintendent, doubtless an excellent property manager, appears by the reports to have been a poor manager of men.

"When the employees solicited a conference with him in order to present grievances, their request was entirely ignored. It appears to have been this treatment that

(Continued on Page 9.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenens Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katendburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The New South Wales Minister for Labor has promised to submit to Parliament an Eight-hour bill as soon as the present crisis is at an end.

At a meeting of drivers, firemen, and cleaners of the Mexborough branch of the Great Central Railway (England) a resolution was passed asking the Government to place them on a forty-eight hours' week, with a view to abolishing unemployment, and also to cease all overtime employment.

A very successful Domestic Workers' Union has been established in Copenhagen by women who are or have been in domestic service. The main object of the union is to increase wages, establish a regular scale of working hours, and raise the status of domestic service as a vocation. As soon as enough members were enrolled and the funds of the union permitted, a house was fitted up as a kind of boarding school for the training of domestic workers. So pleased is the Government with the success of the union training school that it has voted to contribute a regular sum toward its maintenance.

The October number of the Reichs-Arbeitsblatt (the journal of the German Labor Department) states that "the revival in the labor market which began in August after the initial sharp decline in the level of employment consequent upon the outbreak of hostilities not only continued in September, but became apparent in nearly all branches of industry. It was possible to discontinue to a considerable extent the short time which had been introduced in many instances in August. The improvement was especially noticeable in mining, and particularly in coal mining, as also in the engineering, electrical and clothing trades. Certain trades worked more briskly than in times of peace." Returns relating to unemployment in September were furnished to the German Labor Department by 34 trade unions, with an aggregate membership of 1,162,614. Omitting branches which failed to make returns, the membership covered was 1,010,283, of whom 161,164, or 16.0 per cent. were stated to be unemployed at the end of September.

According to Statistiske Efterretninger (Journal of the Danish Statistical Office) of November 6, 1914, the Danish Government Statistical Department and the General Federation of Danish Trade Unions have made a second special investigation since the beginning of the war into unemployment on a specified day, and it is proposed to continue holding inquiries at intervals of two months so long as it is convenient to do so under the present conditions. The second investigation, which was also confined to organized workpeople, took place on October 24. Returns relating to about 130,000 persons (or nine-tenths of the total number of trade unionists in Denmark) were received, showing that 12,200, or 9.4 per cent., were out of employment at the date of inquiry—or, deducting those who have been mobilized (over 10,000 among the 130,000 to whom the returns related), about 10 per cent. This is a somewhat more favorable result than that shown by the inquiry of August 22 when 11.6 per cent. were reported as out of work.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

French Dry Cleaning Process

which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alevandersen, Paul	Lindeman, Gus
Ahlman, Christian	Lang, Chas.
A. Mr. -1504	Lindner, J. -1750
Anderson, David C.	Lundberg, T.
Anderson, Ole	Lindman, J.
Anderson, Gust -810	Lassen, Alf
Anderson, P. -1695	Laine, Frank
Bensen, Severin	Leidecker, E.
Bringsrud, Marald	Lehmpke, Richard
Boy, A.	Mesak, E.
Breien, Hans	Mennicke, Fritz
Bjorklund, Nels	Miller, Wm.
Brusbard, E.	Michaelsen, A. -1105
Christensen, A. -1095	Morris, M. H.
Cotter, J.	Matson, J. -1320
Ceelan, John	Mourice, Francois
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nellson, Axel
Cook, K. -1021	Nielsen, Ole
Christensen, H. -1336	Nurminen, J. E.
Carlsson, C.	Nelson, Hans
Danielson, E.	Olsen, Ole Wilhelm
Dunn, Wm.	Olsen, O. Marthin
Ellingson, Ivar	Olsen, Harald
Ellison, Sam	Paader, Hugo
Ekstedt, Harry	Petersen, Aage
Felsch, H.	Pillman, Frank
Fasholz, Dan	Pedersen, Olaf
Gunter, Dick	Rutel, Ernest
Gustafson, Alf	Rendelsmann, Alfred
Gronlund, O. -414	Rivera, John
Heesche, Henry	Rommel, A.
Hansen, John	Sandberg, John
Holmberg, Frank	Schager, E.
Hansen, H. T. -1446	Staff, Louis
Hakonsen, P. O.	Schultz, Axel
Headstrom, J. F.	Swanson, Hugo G
Hansen, Sigvarth	Strehle, Fritz
Johnsen, Gunner	Toren, Gustaf A.
Jeter, V. B. -983	Tell, Olaf
Johansen, Emil	Tamanen, Erland
Johansson, N. A.	Tvedt, Olaf
-280	Verdunk, Peter
Johnson, John A.	Welsen, Julius
Johnsen, George	Wahlberg, Rudolf
Kalnam, Andvay	Walman, Willie
Karstin, Hugo	Zimmer, Walter
Jacobsen, Alfred	Ziegler, Fred
Johnson, Edw. A.	Johnson, Chas. A.
Johnson, Chas. A.	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Pacific Coast Marine.

Private telegrams received in Vancouver from Tokyo announce that the Japanese Government has decided not to send warships to the San Francisco Exposition. Japan's participation in the war is officially given as the reason.

Opposition to the port of Portland's tugboat service at the mouth of the Columbia river has been inaugurated by the Puget Sound Tugboat Company, which has placed the tug "Goliath" in service there. Two more tugs are to be sent to the Columbia by the new competitor for towing business, according to advices from Seattle.

Steaming almost as speedily as if not handicapped by a hole in the bow and a badly twisted stem frame, the steamer "Admiral Evans," Captain Edward Hickman, arrived at Seattle on December 23 from Southwestern and Southeastern Alaska with thirty passengers. The injuries were received when she struck Bird reef, at the entrance to Port Graham, on the night of December 13.

Captain Thomas W. Garrick, for five years in command of the Hill liner "Minnesota," has been appointed to the command of the Great Northern Steamship Company's steamship "Northern Pacific," which will run on express schedule between San Francisco and Astoria. Captain Garrick will leave for Philadelphia to bring his new command to the Pacific via the Panama Canal. The "Minnesota" is now laid up at Port Orchard, across the bay from Seattle.

The steamer "Coos Bay" of the Pacific Coast Steamship Company ran aground at Ventura on December 19 and will probably be a total loss. While the vessel was getting away from the wharf the line to the buoy parted, and a big sea swung the nose of the craft under the pier. She began to pound heavily and soon was half filled with water. Captain Bowen and his crew reached the shore in safety. The "Coos Bay" is an old-timer in the coastwise service. The vessel was built at Marshfield, Or., in 1884, and is of 403 net tons, 180 feet long, 27 feet beam and 14 feet deep.

The power schooner "Advance," Captain Hogan, fixed for the Mexican coast service by W. Loaiza & Co., sailed from San Francisco for Mazatlan and other southern ports on December 20. The vessel took out a large cargo of cotton and general merchandise. She is one of several craft which the Loaiza interests plan to operate between this port and Mexico and in the Mexican coastwise trade. It is likely that the name of the "Advance" will be changed to "Teresa" and that she will be given Uruguayan register. The "Advance," which formerly operated in the coastwise lumber traffic, was recently purchased by the Loaiza interests and equipped with two fifty-horsepower gasoline engines.

In addition to their west coast service, W. R. Grace & Co. have increased their line and extended the field so that there will be a more frequent service between Portland, San Francisco and Sound ports and Balboa and the west coast of South America. Due to the withdrawal of the Kosmos line from the service and the interruption in the schedules of other foreign companies, the heavy trade between the North Pacific and South America has created a demand for American tonnage, and Grace & Co. have come to the aid of shippers. The company's west coast fleet has been increased by the charter of the steamers "William Chatham," "Eureka" and "St. Helens." In addition to a good offering of cargo for west coast ports, it is said that there is a vast quantity of freight at various points on the west coast which has been awaiting movement for some time.

The harbor improvement now being made in Seattle is destined to be one of the big factors in the growth of that city. It is estimated that the work on this great project is now more than 80 per cent. completed, and will represent an outlay of some \$12,000,000, \$6,000,000 of which goes to the deepening, dredging, and general improvement of the waterway and the other \$6,000,000 to new docks. For the waterway improvements the Federal Government has appropriated \$3,000,000. This work will soon be completed, and Puget Sound will then be connected through canals and locks with Lake Union, and thence with Lake Washington, thus giving Seattle a water frontage of 140 miles. There are seven great trunk railway lines in Seattle, all of which have terminals around the bay in close proximity to the great docks and piers along the harbor, from which 50 steamship lines ply to all parts of the world.

Alexander Anderson, second engineer of the Danish motor-ship "Malakka," ashore off a ledge at the Natividad Islands, arrived at San Pedro on December 23 on the freighter "Arizona." The latter vessel came to the rescue when the "Malakka" struck the ledge several hundred miles south of San Diego. He said the "Malakka" hit the ledge shortly before the steamer "Isthmian" grounded on San Benito Island, only twenty-five miles away. Neither vessel was aware of the presence of the other. The "Malakka's" double bottoms were pierced

under the fuel tanks, so that all but about eighty tons of the fuel oil aboard was lost. The ship rests in a sheltered cove, with deep water all around. There was a heavy fog at the time of the accident. Anderson thought that the coincidence of both the "Malakka" and the "Isthmian" being off their course in the same neighborhood might have been due to the compasses being affected.

The well-known British four-masted bark "Drummuir," which has been to the Golden Gate many times, was sunk by the German cruiser "Leipzig" just before the Kaiser's vessel paid the price of war in the South Atlantic. News of the capture and destruction of the "Drummuir" was brought into Cape San Antonio, Argentine, by the German steamer "Sydletzt," which also brought Captain J. C. Eagles and his crew of twenty men. No details of the affair were given in the cable received by Hind, Rolph & Co., charterers of the vessel, which was owned by the Drummuir Company of British Columbia. The "Drummuir" was en route from Swansea for San Francisco when she was overhauled by the "Leipzig." The vessel was laden with a cargo of 2780 tons of anthracite coal, which was probably taken by the "Leipzig" before the windjammer was holed by shots from the German guns. The "Drummuir" was an iron vessel of 1798 tons net and was built in 1882 at Liverpool. She was 270 feet long, 39 feet beam, with a depth of 24 feet.

The naval collier "Neptune" again will be placed in commission about January 1 and at once will be engaged in the transportation of fuel, after having been laid up for the installation of new turbine reduction gear. The performances of the "Neptune" will be of interest in comparison with those of the "Jupiter," which has an electric installation for permitting the turbines to be operated at a greater speed than the propeller shafts. The machinery of the "Jupiter," which recently arrived on the east coast from this port, was so satisfactory that it was decided to install a similar type of machinery in the battleship "California," to be built at the New York Navy Yard. Another naval vessel to which engineering interest attaches is the fuel ship "Maumee," under construction at the Mare Island Yard, for which Diesel type heavy oil engines are being built at the New York Yard. It had been expected that tests of the engines would begin within a month or two, but the latest indications are that the tests cannot be held before March or April.

During the first three months of commercial operation of the Panama Canal, from August 15 to November 15, the cargo transported through the Canal has amounted to 1,079,521 tons. During the fiscal year ending June 30, 1914, the Panama Railroad carried 643,178 tons of through freight between the two seaboards, and in the preceding fiscal year 594,040 tons. From this it is seen that between six and seven times as much cargo is passing over the isthmus now as passed over this route when goods were transhipped by rail. The traffic through the Canal in the first quarter year of its operation has been equal to about 88 per cent. of the through traffic over the isthmus during the preceding two years. Over 95 per cent. of the traffic may be grouped under these four routes: the United States coastwise trade, the traffic between the Pacific Coast of the United States and Europe, the trade of the west coast of South America with the Atlantic seaboard of the United States and with Europe; and traffic from the Atlantic coast of the United States with the Far East.

The "Contra Costa," the largest train ferry in the world, went into the Southern Pacific Company's service on the Carquinez Straits, operating between Port Costa and Benicia, on December 17. The first train to cross on the steamer was that bearing Julius Kruttschnitt and Director of Traffic L. J. Spence. Hamilton Glass was the conductor of the train. It was his passenger train that was the first to be carried across the Straits on the steamer "Solano" in 1879. The big ferry steamer was built at the Southern Pacific Oakland shipyards. Its hull is steel; length over guards, 433 feet; width over guards, 116 feet. Four tracks, with twelve-foot centers, will accommodate two locomotives and either thirty-six freight cars or twenty-four passenger cars. The steamer "Solano," which, prior to the completion of the Contra Costa, was the largest train ferry in the world, will be docked for general repairs to be ready for Exposition service, when both vessels will ply on the ferry run. Additional slips have been built to accommodate the two steamers.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSEBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSEBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSEBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 30, 1914.

STOCKTON LABOR WAR ENDED.

The industrial war which has been fought at Stockton, California, for nearly six months has come to an end.

When the Merchants, Manufacturers and Employers' Association was organized in the early part of the year for the stated purpose of establishing the Open-Shop, and when subsequent declarations and actions made it plain that their real object was not the Open-Shop but the non-union shop and the extermination of existing labor unions, then, of course there was no other alternative. The organized workers had to fight. They did fight and they fought well. As a result it finally became possible to get together and arrange terms of peace. This, it should be noted, was not possible until the two professional labor crushers, who were wholly responsible for that unnecessary conflict, had been entirely eliminated from consideration.

Under the terms of the agreement formally entered into by the organized workers and the organized employers, wages and hours are to remain as they were previous to the lockout. It was also agreed that the demands sent to the Stockton Labor and Building Trades Councils to the effect that no one with a union card would be employed and that the union label and shop cards would not be recognized, should be withdrawn officially by the Merchants, Manufacturers and Employers' Association.

On the part of the unions it is agreed that they are to cease picketing and boycotting members of the association.

The main feature of the settlement reached is the paragraph which provides for a standing committee consisting of three members from the employers' association and three from the unions, to which shall be referred all disputes arising in the future between employers and employees, and providing that no drastic action shall be taken by either side party to the dispute until the committee has considered the case and rendered a decision. This "voluntary" arbitration arrangement is calculated to prevent a recurrence of trouble between

the unions and employers, and was insisted upon because of the disastrous effects of the fight just closed upon the business interests of Stockton. It is needless to state, of course, that all lines of business suffered greatly as a consequence of the struggle, building operations having been almost completely abandoned and building contracts for future work falling away to almost nothing.

The agreement gives to the workers the very things they had fought for, i. e., the right to organize and the right to collective bargaining. All other points are, after all, mere incidental issues when taking into consideration the fact that the struggle started with the employers' expressed wish "to eliminate the signing or making of agreements with labor organizations."

Another, no less distinct victory for all organized labor, lies in the fact that the employers' association in the beginning, had intended to spread the fight for the non-union shop throughout the State. This plan failed utterly because the unions put up such a vigorous and effective fight in Stockton that the would-be labor crushers found themselves unable to induce employers of other localities to engage in a contest with organized labor.

Now that the fight is ended and the employers of Stockton have had their curiosity gratified with regard to organized labor's ability to defend itself against attack, it is to be hoped that industrial peace will reign for some time to come.

Organized labor of California has been through a number of similar defensive struggles and in every instance the unions involved have been stronger numerically and otherwise, than they were when the fight began. History is replete with such lessons and the happily concluded affair at Stockton is just one more lesson, or proof, if such are needed occasionally, that organized labor is here to stay.

HISTORY REPEATS ITSELF.

A little over a hundred years ago England claimed and exercised the right of stopping American vessels and seizing all sailors, even naturalized citizens, who were supposed to be British subjects. In one instance the insolence of this claim was carried so far that the British man-of-war "Leopard" stopped the United States frigate "Chesapeake," off the entrance of Chesapeake Bay, fired into her, killing or wounding twenty-one of the crew and took off four men, three of whom were Americans.

The foregoing and similar acts on the part of England finally compelled the United States to seek redress in open warfare. For about three years that war was waged and when a formal settlement was finally made on December 24, 1814, England ceased to enforce her ridiculous claim "of the right to search," and the impressment of seamen on American ships.

It is strange indeed that history should, at least in part, repeat itself one hundred years later. England and her allies have evidently resurrected and actually begun to enforce a claim tacitly relinquished one hundred years ago. At any rate, no other inference can be made from a perusal of the following significant press item:

NEW YORK, December 25.—Secretary of State Bryan has made formal protest to France and Great Britain, and asked the release of

August C. H. Piepenbrink, who is now a prisoner of war in the British concentration camp at Jamaica. Piepenbrink was a steward on the American steamship "Windber," from which he was taken by a boarding party from the French cruiser "Conde," in the Atlantic ocean, 250 miles south of Jamaica, November 13.

Although German by birth, Piepenbrink had lived in this country twenty years and had recently declared his intention of becoming an American citizen. The request for his release through the American Ambassadors at London and Paris amounts, it is said, to a protest on the part of the State Department against the act, which, in some of its phases, recalls the war of 1812, when this country fought England because of her practice of taking English-born sailors from American ships.

The "Windber," which is owned by the Pacific American Fisheries Company of Bellingham, Wash., was on the last leg of her voyage to Hoboken with a cargo of canned salmon when held up by a French cruiser.

Of course, Colliers', Harpers' Weekly and other American journals whose expressions upon matters concerning the European conflict are shaped by Anglo-Jap thought and influence have maintained a dignified silence upon this incident. The fact remains, however, that notwithstanding British control of the news, the American people have now learned through the Associated Press of at least one specific case strikingly resembling the events which forced this country to war—one hundred years ago.

It should be noted that the steamer "Windber" was engaged in the American coastwise trade, being on voyage from an American port on the Pacific to an American port on the Atlantic. Her business was to transport foodstuffs from one section of this country to another. Nevertheless she was searched by a boarding party from a French cruiser and a member of her crew was forcibly removed and taken to a British concentration camp at Jamaica.

Obviously, this incident cannot be ignored by any self-respecting nation. To do so would be tantamount to a confession of moral and physical impotence. If a foreign warship can with impunity take one single seaman from an American merchant vessel, engaged in the American coastwise trade, then there can be no valid reason why every American vessel should not be searched and relieved of as many seamen and passengers as may be deemed proper by the searchers.

Unfortunately, available records do not show how many other American ships have been "held up" in this manner and relieved of certain members of their crews. But some day the records will show how long it took the present administration at Washington to secure for American ships in the year 1914 at least the same protection and the same freedom from search as were accorded to them after the war of 1812.

With all their power, wealth and influence, the shipping interests have not been able to prevent endorsement of the Seamen's bill by representative public gatherings. Among other societies, the National Consumers' League, representing 95 State and local leagues in 19 States and the District of Columbia, at its fifteenth annual meeting in Washington, D. C., December 10 and 11, 1914, renewed its endorsement of the La Follette bill for safety at sea.

The shorter workday is the most important question before the labor movement, and will continue to be such, because it is the simplest and most direct way of adjusting the problem of distribution.

THE "PROFESSOR" AGAIN.

While there are many others, Charles W. Eliot, former president of Harvard University, is probably the best known among the type of college professors who worship at the shrine of the Almighty Dollar. Eliot's famous eulogy of the scab and his more recent defense of Rockefeller are but typical examples of many other pro-plutocratic and anti-labor speeches and utterances. No deed or effort of organized labor, however worthy, ever escapes the scorching criticism of this learned man.

It should be said to the credit of Professor Eliot that he is quite consistent in his opposition to organized labor's demands. This is again demonstrated by his attitude on pending legislation providing for greater immigration restriction. The Professor, in a letter to the National Liberal Immigration League, insinuates very broadly that there is no need for restrictive measures—in fact, he would open the gates and admit all who care to come. Says Mr. Eliot:

The common, almost universal, fact in our country is a scarcity of labor. The same complaint is heard from farms, factories and shops all over the country. Immense areas in the United States are not settled at all, or are very sparsely inhabited. From New England to California the crops are not thoroughly gathered and marketed, because there are not hands enough to do the work. In all the great industries the desirable development is hindered, not by lack of capital, but by lack of workmen. Not only is an adequate supply of skilled labor lacking, but unskilled labor is also scarce.

And this notorious untruth is made in the face of prolonged, nation-wide want and suffering on account of unemployment. Surely, Mr. Rockefeller has selected an eminently qualified person to plead his cause. But who will plead and apologize for Professor Eliot?

The population of the German Empire at the end of the first half of 1914 is put at 67,812,000. This compares with 66,981,000 in the previous year and shows an increase practically the same size as was recorded from 1912 to 1913. Comparisons with the growth of the population in France give striking figures. In 1872, following the Franco-German war, France had a population of about 36,000,000, only 5,000,000 less than Germany. In 1911 she had less than 40,000,000, and the number has declined since then. Thus her increase in forty-two years has been less than 3,000,000, against an increase for Germany of 26,000,000.

The Stockton lockout is ended, but there are pending in the courts several hold-over issues that will probably not be disposed of for some time to come. The chief gunmen and several lesser hirelings of the M., M. & E. Ass'n will have to answer charges of transporting or having in their possession quantities of dynamite. It goes without saying that all of these gentlemen (?) are out on bail!

"If you are looking for a job, don't come to California." This warning has been issued by the California Commission of Immigration and Housing after an exhaustive investigation of conditions of the unemployed in California. It found there are now in the State thousands more men than jobs; hence this warning to outsiders seeking jobs "to stay away."

A store closed early is a store run easily.

FURUSETH'S REJOINDER.

(An attack upon the La Follette Seamen's bill, written by an unnamed "officer of the inland marine," was published in a recent issue of "The Survey." Andrew Furuseth secured permission to reply to the "officer's" championship of the interests. His able and conclusive answer appears in the current issue of "The Survey," and is reprinted herewith:)

The fact that the "officer of the inland marine" writing on the La Follette bill in "The Survey" of December 12, did not give his name is a matter of no consequence whatsoever. An article is to be judged by the facts that are marshaled, and not by the signature attached thereto. But the officer here in question is not contributing anything new to the controversy about the seamen's bill, about safety of life at sea, or about the means to improve it or even to maintain such as we now have.

The writer says: "If the La Follette bill had been a law, it would not have saved the 'Volturno's' passengers or those on 'The Empress of Ireland' or on the 'Monroe.' In the first case there was an abundance of the ablest of men and boats, but the hazard of the condition was at times such as to prevent rescue work, as the more boats that were launched in the height of the gale the more lives would have been lost. As it was, if the 'Volturno' had not launched any boats, more people would have been saved."

This statement is nothing but the oft-repeated and as oft-discredited special pleading of those interested in the preservation of existing unsafe conditions. The "Volturno" did not have men needed to handle her boats. She had a small deck crew, and about one-half of them were killed in the explosion. Those that remained were engaged in work that was indispensable to the safety of all on board and they could not be detached from what they were doing to lower away boats. As a result, the boats were lowered by inexperienced men, they were capsized and the one boat that got away from the ship's side was lost for want of someone to steer her and handle her drag. The "Volturno" is a conclusive proof of the urgency of the La Follette's seamen's bill.

The "Monroe" was so undermanned that she left port without putting the hatches on properly, and when she was struck and the water streamed in on her lower deck she filled through the open hatchways. Yet with all this, she could have lowered the boats on the lee side if she had been provided with even a fair deck crew.

"The Empress of Ireland" was up to the standard set by the British Board of Trade. She had all the compartments required, she had boats for all. The trouble was that her compartments were not closed from above—another case of open hatches—and she did not have the necessary number of real skilled men to do the work that was needed in getting the boats on the lee side into the water. "The Empress" was lost in the river less than three miles off shore; wireless was working until she sank; help came in less than two hours and yet about 1000 persons were drowned, a very large number with life jackets on.

This ought to dispose of the argument about proximity to shore and the pleadings to exempt all lake vessels. On the other hand, the officer of the inland marine has evidently failed to study the La Follette bill when he says that it "makes the same requirements for a boat going down the bay of New York that it does for a boat crossing the Atlantic." Vessels trading on rivers and harbors are exempted by the bill. New York bay, and any sheltered bay or sound where vessels may anchor in safety are defined by court of admiralty and maritime law writers as harbors.

The officer says: "The most radical part is requiring 100 per cent. of lifeboat capacity for all on board on lakes, bays, and sounds with at least two seamen in each boat who have had three years' experience on deck at sea, instead of the men regularly employed." If the writer be a seaman he certainly has not read the bill

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 28, 1914. Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull, with plenty of men ashore. A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months. Balloting for officers for the ensuing term was concluded.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 21, 1914.
Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Dec. 21, 1914.
No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 21, 1914.
Shipping dull; prospects uncertain.
H. L. PETERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 21, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 21, 1914.
Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 21, 1914.
Shipping and prospects poor.
GEORGE NEULING, Agent pro tem.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 21, 1914.
Shipping slack. Prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 21, 1914.
Shipping and prospects very dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 14, 1914.
Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 23, 1914. Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping dull. The full Shipwreck Benefit was ordered paid to three members wrecked on the steamer "Coos Bay." The Quarterly Finance Committee was elected. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with at headquarters and the branches.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 17, 1914.
Situation unchanged; plenty of men ashore.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Dec. 17, 1914.
Shipping dull; prospects poor.
HARRY POTHOF, Agent.
P. O. Box No. 54.

Portland Agency, Dec. 21, 1914.
No meeting. Shipping poor; plenty of men ashore.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Sigfrid Gerard Hoisether, No. 1802, a native of Norway, age 30, drowned from the steam-schooner "Svea" at San Francisco, Cal., Dec. 24, 1914.

William Robertson, No. 18, a native of Finland, age 59, died at San Francisco, Cal., Dec. 22, 1914.

PROGRESS OF 1914.

Big gains in the war against industrial evils is recorded in the Review of Labor Legislation of 1914, just issued from its New York headquarters by the American Association for Labor Legislation. The labor laws enacted by Congress, by thirteen State Legislatures which convened this year, and by Alaska and other Territories are briefly summarized.

"Noteworthy as marking renewed determination to grapple scientifically with one of the most pressing problems of industrial maladjustment," said John B. Andrews, secretary of the Association, "is the law adopted this year in New York, establishing a State-wide system of public employment bureaus. Shortly after the signing of this act, New York City adopted an ordinance resulting on November 19th in the opening of the best equipped public employment exchange in the country. New workmen's compensation laws were enacted in New York, Maryland, Kentucky and Louisiana, while other States, notably Massachusetts, liberalized the provisions of existing compensation codes. By enacting carefully drawn measures for the prevention of compressed air illness and of lead poisoning, New Jersey took an advanced stand in the campaign for occupational hygiene. In no fewer than seven States this year, initiated measures affecting labor were submitted to popular vote. Among those which were successful are a new Arkansas child labor law adopted on September 14, and a Washington bill prohibiting the taking of fees by private employment agencies from applicants for work, adopted at the general election on November 3. The 1913 Colorado 'assumption of risk' law and the Nebraska workmen's compensation act of the same date, upon which referenda had been demanded, were sustained by popular vote, while the Missouri full-crew law of 1913, which was similarly challenged, was repealed. Universal eight-hour day bills, initiated in the three Pacific Coast States, were lost. Of more than ordinary interest is the section of the new Federal anti-trust law which prevents the use of the Sherman act against trade unions on the ground that 'the labor of a human being is not a commodity or article of commerce.' Congress also strictly regulated the issuance of injunctions by Federal courts in labor disputes, and established an eight-hour day for female workers in the District of Columbia." Two important measures still before Congress provide for a Federal system of public employment offices and for adequate industrial accident and occupational disease compensation for Federal employes.

Accidents and Diseases.

Three Legislatures enacted laws requiring industrial accidents or occupational diseases to be reported, while New Jersey adopted scientific measures for the prevention of lead poisoning in lead plants and potteries and of the dreaded "bends" or compressed air illness in tunnel and caisson work. Four States gave further attention to protecting their industrial workers from fire, and Maryland passed two comprehensive laws regulating canneries and tenement workshops. Three States and the Territory of Alaska legislated upon the subject of safety in mines,

Kentucky going furthest and enacting a new mine code. Several new railroad safety laws are concerned with full crews, headlights and enclosed vestibules on trolley cars.

Factory Inspection.

Seven States dealt with machinery for more efficient enforcement of their labor laws. No changes from the old style labor department to an industrial commission are recorded this year, but special commissions or boards to administer workmen's compensation laws were created in Kentucky, Maryland and New York. In several States salaries of labor department staffs were increased.

Child Labor.

Eleven States, or about three-quarters of those in which legislation was passed this year, took action on child labor. Arkansas, Georgia, Kentucky, Mississippi and Virginia passed entirely new codes, and other States amended their laws, tending to raise age limits and educational requirements, to shorten hours and to forbid hazardous employments and night work. Backward steps were taken in Maryland, where the minimum age for newsboys was reduced from twelve years to ten, and in Mississippi, where the maximum working hours for boys of fourteen and girls of sixteen were increased from eight to ten a day.

Workmen's Compensation.

By the action of New York, Kentucky, Louisiana and Maryland, exactly twenty-four States, or one-half of those in the Union, now have workmen's compensation laws. Massachusetts after two years' experience, raised the benefits under its law from 50 per cent. to 66 2-3 per cent. of wages, and New Jersey also liberalized its rates, though to a less extent.

Hours.

Alaska established an eight-hour day on public work, and a number of vacation and hour laws for public employes were enacted in Massachusetts and New York. Five States and Alaska legislated on hours in private employment, railroad workers and miners being the groups most widely affected. The weekly rest day law in New York was amended to exempt a number of milk handling establishments and also, in the discretion of the Commissioner of Labor, continuous industries in which no employe works more than eight hours a day.

Trade Disputes.

The use of the injunction in labor disputes was regulated in Massachusetts and by Congress, the latter body also declaring the Sherman Anti-Trust law inapplicable to labor organizations as "the labor of a human being is not a commodity or article of commerce." Congress, further, in appropriating \$300,000 for the enforcement of anti-trust laws, for the second time specified that none of the money was to be used for prosecuting labor organizations whose acts were not in themselves illegal. Louisiana and Massachusetts protected workmen in their right to organize.

Unemployment.

Spurred on by the experiences of the winter of 1913-1914, three States, Louisiana, Maryland and New York, made provision for public bureaus to put employment givers and employment seekers in touch with one another. The most important of these laws is that of New York,

which created a bureau of employment within the State department of labor, with branches throughout the State in the discretion of the commissioner. The people of Washington, incensed at long-standing abuses, practically abolished private employment agencies in their State by prohibiting the taking of fees from applicants for work.

Women's Work.

Though minimum wage legislation this year was represented only by some amendments to the Massachusetts law, five States and the Federal Government took action on hours and working conditions affecting women. Mississippi established for women a ten-hour day and a sixty-hour week, and Virginia extended its ten-hour law to cover certain establishments not previously affected, while New York made its nine-hour day and fifty-four-hour week general for women employed in all mercantile establishments and limited their working week to six days. Congress established for all female employes in the District of Columbia an eight-hour day and a forty-eight-hour week, prohibited their employment before 7 a. m. or after 6 p. m., and provided a special staff of three inspectors, two of whom are to be women, to enforce the act.

Various actions have been started regarding the silver salvaged from the wreck of the "Empress of Ireland," which sank off Father Point, May 29 last, after collision with the Norwegian collier "Storstad." Two hundred and fifty-one bars of silver were salvaged from the sunken wreck by American divers working for the Canadian Salvage Association, who were employed by the underwriters to whom the silver was surrendered. The operations proved long and dangerous, one diver losing his life early in the proceedings. Ultimately the silver was recovered by cutting a hole in the side of the ship over the treasure-room. Although the silver recovered is only valued at \$140,000, the Canadian Salvage Association's bill amounted to \$100,000, or nearly three-quarters the value of the silver recovered. The silver, which weighs about two tons, was deposited in a Quebec bank, where a seizure was put on it by the Salvage Association to back up their claim. This seizure is contested by the insurance companies, who contend that the claim is much too high in view of the value of the silver recovered. The companies interested are the Sea Insurance Co., the Aetna Insurance Co., the Western Insurance Co., the Canadian Express Co., and Lloyd's.

A lifeboat driven by a propeller which is worked by the crew, the invention of Mr. Winzer, was tried recently in the Surrey Commercial Docks by Board of Trade officials. Four handles are provided, connected together in such a way that a crew of eight people can work the propeller, and crews of men and women were tried with good results. The lifeboat was loaded up to its full capacity—thirty-nine people, or the equivalent weight—and a speed of between two and three miles an hour was reached. The boat also has a reverse motion. In bad weather it is claimed that the boat would be much more manageable than if propelled by oars.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

precipitated the strike and kindred treatment that prevented subsequent negotiations for terminating it fairly.

"No rights of the company could have been injured, nor any prejudices to its business incurred, by a courteous reception of complaints from the employees followed by removing grievances, if real, or explaining them away if mistaken."

The report treats the Colorado strike at length, and the Secretary again declares, as he did in his report last year, that this trouble could have been settled had the proposals of the Department of Labor for arbitration been promptly accepted. It is stated that the miners accepted the offer but the operators refused, their only "concession" being a promise that they would hereafter obey the laws of the State of Colorado relative to mining and mine labor. This the miners refused on the ground that an offer to obey a law intended to protect wage earners is not a concession in a labor dispute.

A long list of adjustments of industrial disputes are included in the report, and the various other activities of the department are referred to. These include immigration, child labor, labor statistics, juvenile courts, alien contract laborers and distribution of wage-earners.

Secretary Wilson renews his recommendation, made last year, for congressional legislation against "armed guards or armed mobs, whether by employers or strikers, from one State to another under commercial contracts." The "white slave" legislation is referred to as a precedent for the enactment of the desired law.

Notice is taken by Secretary Wilson of the charge that his department is "run in the interests of union labor." On this subject the report, after making mention of the department's organic law, says:

"Nor is there any implication that the wage-earners, in whose behalf this department was created, consist of such only as are associated together in labor unions. It was created in the interest of the welfare of all the wage-earners of the United States, whether organized or unorganized. Inasmuch, however, as it is ordinarily only through organization that the many in any class or of any interest can become articulate with reference to their common needs and aspirations, the Department of Labor is usually under a necessity of turning to the labor organizations that exist and such as may come into existence for definite and trustworthy advice on the sentiments of the wage-earning classes regarding their common welfare. Freely as conferences with unorganized wage-earners are welcome, official intercourse with individuals as such has practical limits which organization alone can remove."

Value of Unions.

In a leading editorial on the trade union movement, the Daily News of Yonkers, N. Y., says:

"Every advance made by labor in this country was due to the work of labor unions. Better conditions, shorter hours, better wages, all came because a united body of American workmen asked for them. In union there is strength, and in

unions, working together for a common object, there is great force and effectiveness.

"Too many see in labor unions only bodies of men organized to demand things, and regard the average labor union man as ever ready to strike. That is the last thing the intelligent labor-unionist desires, for a strike is a declaration of war and, no matter which side wins, the suffering is largely confined to the workers.

"The labor unions of to-day are better officered, better managed, and really more intelligently directed than most employers dream of, and the hope of the workmen of to-day and of the future is in the good work done by the labor unions. Differences there will be, but these are growing fewer, and all roads are leading to the place where strikes will be eliminated and arbitration boards will settle all differences between labor and employers of labor."

Favors Old Age Pensions.

In his annual report, Secretary Redfield, of the Department of Commerce, declares the United States cannot longer hold off from giving protection in their old age to its faithful employees.

"In spite of the occasional loss of aged employees, due usually to death or resignation," says the Secretary, "superannuation still increases, thus accentuating the disadvantages of an impaired service, the discouragement of a retarded rate of promotion for young and deserving employees and the feeling of unrest and perhaps dread of dismissal by those who are aware of the fact that the best service they are able to render does not reach the average standard of the younger employees of the same class and grade.

"While superannuation probably exists, it has been found difficult under present conditions to obtain admissions of the actual conditions from the higher officials under whom aged employees serve.

"Naturally, so far as may conscientiously be done, officials are reluctant to make any statement which might lead to the separation from the service of those who have given the best years of their lives to the government and who, if deprived of their income, would face poverty and want.

"In both governmental and commercial centers retirement on some system of pensions for superannuated employees is becoming more generally recognized as both a practical and profitable movement. That such a policy can be carried out by the Government so as to be ultimately a means of economy seems to have been demonstrated.

"A system of retirement has been adopted by the leading governments of Europe, and its growth among business corporations indicates the value of the results accruing from the policy. It is found to affect not only immediate relief, but its benefits are seen in its influences on the younger and more active class of employees.

"It removes much of the incentive to seek other employment where the prospects are brighter; it induces many to render more nearly the maximum of service; and improves the esprit de corps when it is known that the faithful employees may expect to be cared for after they have become incapacitated in the service."

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION.

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

FURUSETH'S REJOINDER.

(Continued from Page 7.)

because the bill says "two able seamen or men of higher rating for each lifeboat." This would of necessity include all the deck departments, all the rating of able seamen or higher, which means petty officers and officers of the deck department.

The officer says: "Firemen, stewards, and other useful hands about a ship cannot qualify under the seamen's (La Follette) bill to man lifeboats, no matter how qualified they may be in fact." A lifeboat's crew, the writer should know, is from seven to eleven men, so there will be an abundant use not only for the firemen and stewards that are qualified but also for the firemen and stewards that are not qualified. But the bill provides for at least two qualified men for each boat. These two men are to prepare the boat to be lowered, they are to do the actual lowering, and with help of others not so qualified they are to handle the steering oar and drag so that the boat may be kept from capsizing in the trough of the sea. This leaves the stewards to guide the passengers to the boats, and the firemen and engineers to their proper work with the machinery, until the vessel is actually to be abandoned.

The inland officer's statement that the experienced seamen required—two for each lifeboat—must be added to present crews seems to imply that there are at present no experienced seamen on the vessels he has in mind. Is it his desire to charge that the "men of higher rating"—the officers—are not experienced and that those vessels have otherwise no experienced men?

His statement that the added seamen would be merely "idle hands" waiting for an accident is either set down with deliberate purpose to deceive the reader or it is the grossest kind of ignorance. In the few vessels that would have to increase the number of men on deck, the deck crew is now working up to sixteen and eighteen hours daily, and the eight or ten additional men would permit sufficient rest to make them all effective at all times. As a matter of fact, very few vessels would be compelled to increase their crews. If the writer is a seaman and acquainted with the sea and vessels as they are to-day, he should know that certainly not more than twenty vessels now under the American flag would be compelled to increase their crew. They would be compelled to have better men not more men.

The officer mentions the rules suggested by the International Conference on Safety of Life at Sea, held last winter in London. The only recommendations of real value that came from that conference are the recommendations as to standards of lifeboats and those recommendations are embodied in the Alexander substitute (House) for the La Follette's seamen's bill (Senate). The House bill will go into conference along with the Senate bill and whether these provisions shall be adopted or not in the final passage will be determined by the conferees who may or may not desire to lay down definite rules as to what shall constitute a seaworthy lifeboat.

The inland officer touches upon the question of stability, expressing very shortly the fear that the vessels may become unstable by having too many lifeboats on the upper deck. To quiet this fear—and those of the association he quotes—he might go on a trip on one of the Fall River boats and find that they have no difficulty in putting fourteen boats on each side of the vessel, twenty-eight boats in all. He might find, moreover, that by making the boats a little larger they could reduce the number by two and still have boats for all persons on board.

Of course, there are vessels built much like skyscrapers, with seven decks, which would probably have to put some tons of pig-iron in the holds of their vessel to counteract the additional weight of the upper deck. This thought brings us to the thing that pains the inland officer most—his fear that capital may not invest if it is not permitted to gamble in human safety. The shipping interests have opposed even the Alexander bill which would let a vessel out on the lakes with boats for 20 per cent. of the people aboard, rafts for 30 per cent. and

nothing at all for the other 50 per cent.; or on the ocean with boats for 35 per cent. of the people aboard, rafts for 35 per cent. and no means of safety at all for the 30 per cent. of persons remaining.

The officer of the inland marine quotes a letter from some marine association about discipline being endangered or destroyed by the La Follette Seamen's bill. Discipline is understanding, prompt obedience to, and knowing how, to execute orders. Those are the qualifications needed in seamen but they are just the qualifications that are passing away; and the purpose of the La Follette bill is to compel vessels to carry men that measure up to the proper standard. The association's discussion of discipline seems about as appropriate as the accompanying comment on rafts by the officer of the inland marine. The La Follette bill takes up discipline in one instance—to strengthen it—and takes up rafts not at all.

The other parts of the Seamen's bill the writer designates as "housekeeping measures." The freedom of the men, their food, sleeping quarters, manner of payment, amount of payment, and the prohibition against paying the money to the crimps instead of to the men themselves, are matters of as much moment with reference to safety as the boats themselves, nay, more so. Men who have the strength, spirit, intelligence, and skill to be depended upon in moments of danger are not men that are willing to accept existing conditions. They leave the sea and the lakes to the unskilled—the casual laborer out of a job—so far as the lakes are concerned and to the Oriental so far as the ocean is concerned.

All these things have been thrashed over and over and over again in the last few years. There is not a thought in this communication with which the members of the Senate Committee of Commerce and the House Committee of Marine and Fisheries are not only acquainted, but which they have heard so often and passed upon so often that it is almost a discourtesy to submit the case to them again.

Safety depends first, upon the vessel being well-built and properly equipped; second, upon a crew sufficient in number and in skill to take care of the vessel while she is afloat, to man and handle lifeboats when the vessel must be abandoned; and in the endless variations of dangers and difficulties arising at sea, the human element is the most important of all. A first-class crew can save the vessel and, if the vessel must be abandoned, can save passengers with second or third rate equipment. An inefficient crew can do nothing even with the best kind of equipment.

The inland officer further suggests a commission of the shipping interests. That is the last of the propositions that has been offered as an obstacle to the pending legislation. It came from the lake interests to the Senate Committee on Commerce in October, not in opposition to the La Follette bill, but to obstruct even the Alexander bill which supposedly was more to their liking. Congress has listened to and accepted the advice of the shipping interests, so called, for one hundred years. The result is that we have neither vessels nor seamen.

The article speaks glowingly about progress in shipbuilding, especially on inland waters. Being a lake officer, the writer surely must know that the modern lake vessel is the unsafest vessel that goes to sea to-day. She is really an enlarged canal boat that is practically no deck, all hatches, with power so scant that once in the trough of the sea she is unable to get out in severe storms. She carries no sails fore or aft to assist the inefficient power and she is so weak that under stress she opens up and drops her hatch covers into the hold.

This is the history of gale after gale for years since the lakes began to build the vessels which we are asked to set above the lives of men and women. In the month of November, 1913, 300 lives were lost within twenty-four hours on the freighters of the Great Lakes. Last August, a passenger vessel took fire near the outer crib off Chicago; some of her boats burned, none was lowered, and she reached and rammed the dock just at the last minute to save the 300 persons aboard.

Demand the union label upon all purchases!

Genuine Panama hats are made in Ecuador to a larger extent than in any other country, and the process of manufacture is still not generally known. The chief centers of the hat industry in the order of their importance are Monticristi and Jipijapa, in the province of Manavi; Santa Rosa, and to a limited extent in Guayaquil and Cuenca. Thousands of natives of both sexes are employed at weaving these hats. The work is carried on from a little after midnight to seven o'clock in the morning, while the atmosphere is humid, for the straw becomes brittle during the day and can not then be handled. After much preliminary preparation the straw is very finely divided into the required widths by the nail of the little finger or thumb. A bunch of straw is bound in the middle and placed on the center of a wooden mold, the straws arranged radially and equally distant from each other in pairs. The plaiting begins at the apex of the crown, and continues round and round until the hat is finished, care being taken that no straws are added while the crown is being made. Other straws, however, are added while the brim and border are being formed. On the degree of nicety with which the straws are lengthened depends the beauty and durability of the hat. Should a strand be broken it can be replaced and so plaited as not to be noticed. The finishing touches are put on by trimming the brim, edging the border, and neatly fastening all projecting ends of the straws so as to be invisible. The hat is washed in clean, cold water, coated with a thin solution of gum, and polished with dry sulphur.

One of the products of petroleum that has been exported by the United States to a value between \$9,000,000 and \$10,000,000 during the last three years is paraffin wax. In spite of these large exports, natural mineral wax (ozokerite) is imported, for the reason that its melting point is very high, and although the paraffin wax from petroleum can be produced with this high melting point, the process is difficult and costly. Ozokerite occurs in considerable quantity in Utah in the region of Soldiers Summit, and has been produced there, but the cost of extracting it from low-grade material, together with the cost of transportation to the market, which is chiefly in the Eastern States, has made it possible for the foreign material, which comes from Galicia, to compete with it successfully. The domestic ozokerite should now replace the foreign material.—Bulletin 599, U. S. Geological Survey.

The mineral production of Virginia increased in value from \$14,995,842 in 1912, to \$17,178,580 in 1913, according to the United States Geological Survey. Virginia ranks relatively high among the states in the variety of mineral substances produced on a commercial scale, but somewhat low on the list in the value of the production. Virginia is the leading State in the production of iron pyrite used in the manufacture of sulphuric acid, and in the production of manganese ore, and is the only State in which rutile is produced. It also ranks first in the production of soapstone, most of which is manufactured before being marketed into heat and chemical resisting articles; such as, hearthstones, mantels, griddles, sinks, etc.

ONE MAN'S VIEWS.

There is great poverty in the world, and there is widespread unemployment. Now, the coexistence of these two conditions must make it plain to you, Bill, that there is something radically wrong with the world. The earth is literally teeming with abundance. No one denies that. Thanks to science and inventive genius we can now produce many times more commodities per capita of population than ever before in the world's history. For instance, fifty years ago it required three hours of human labor to raise a bushel of wheat. To-day it only requires ten minutes. Then why should there be poverty in the world with so many unemployed to set to work producing wealth? Kindly take a few minutes off from reading the war news and ponder that question. If you will do that you cannot possibly escape the conclusion that the existence of poverty and unemployment at the same time furnishes about the most absurd situation which the imagination could well invent. A stranger from Mars viewing this beautiful earth of ours, and noting the millions of unemployed, poverty-stricken wretches that make up the ragged edge of human society, wouldn't understand the situation at all. "Are these men criminals that they are thus punished?" he would probably ask. And he would come mighty near stumbling on the truth. For poverty must needs be a crime where property rights constitute nine points of the law and all of civilization.

At the outbreak of the European war it was freely predicted that the cause of true democracy would be set back a full twenty years or more. It is now said that the apostles of the civilization to come who were drafted into the army are finding more willing listeners in the trenches at the battle front than they ever had before. The horrible realities of war have converted the enlisted workingmen into eager students of the various economic creeds listed under the generic term of Socialism. 'Twas ever thus. Suffering and sorrow are great educators. The average man is mentally too indolent to dig beneath the surface for the causes of the economic ills which afflict us. It is only when he gets down in the bread line or near to it that he begins to see the true inwardness of capitalism. However, better late than never. Those workers now receiving their first economic lessons in the trenches on the battlefields of Europe will by and by return to their homes sadder but wiser men. And an enlightened working class is the one thing which capitalism fears.

The Seamen's bill seems now to have reached that stage where it may appropriately be classed as souvenir legislation. That is, on days when Congress is not otherwise occupied it may, provided the solons are in a good humor, order the bill out for an overhauling. The overhauling, you see, is periodically necessary to make sure that no radical "labor man" has been sleuthing around and, maybe, smuggled in some joker displeasing to the shipowners. If everything is found to be shipshape and London Conference style, the bill is neatly tied up again with a red silk ribbon and

carefully replaced in its cozy pigeon-hole. Yes, Congress sure knows its business, which is a heap more than can be said for a lot of other people literally too numerous to mention. Say, Bill, when will you wake up and scoop out some of that ivory where the gray matter ought to be?

One person out of every ten in Chicago a recipient of public charity—a pauper! That is exclusive, mind you, of the number who applied for aid to private charitable organizations. From eastern labor papers I gather that the proportion holds good, with slight variations, in all the large cities. And to think that only a few short years ago we were horrified to read in the papers that in Great Britain every thirty-fourth person was a pauper! Wonder what those good souls would say, were they here now, who once upon a time predicted that this nation would prove the destiny of man!

This is the open season for hatching all kinds of schemes for fooling the workers. The labor-skinners are getting uneasy over the unemployment problem. It is getting to be a little too much of a good thing to suit 'em. In fact, they're in a frame of mind to concede almost anything to the workers. That is, anything but the one thing which would end unemployment forever; they won't get off our backs. And they'll stay there till we kick 'em off. Don't forget that when making up the program for that "labor forward" movement. Labor will move forward a great deal faster when it refuses to any longer carry the labor-exploiter on its back.

All the people cannot be fooled all the time, 'tis true; but enough of them can be fooled at any time to put the politicians in a position to say to the wise ones: "Yes, we know that you know that we're fakers; but what are you going to do about it?" Aye; there's the rub, mates—what are you going to do about it? On your answer to that question hinges the whole future of our civilization.

Democracy cannot live where the profit system of industry flourishes. Democracy implies a community of interests. But there can be no community of interests between the profit-taker and the profit-yielder; between the fleecer and the fleeced. Which explains why the name is about all we have or ever had of democracy.

During the present year nearly 3,700 men were killed and more than 100,000 injured in the mines of America. It is estimated that with proper safety appliances more than half of this number might have been saved. But the only safety appliances which count with capitalism are those which insure the safety of dividends.

"That government is best," said Jefferson, "of which every man feels himself a part." Judged by that criterion ours is a long way from being a good government. The working class and the parasites on the working class cannot both feel themselves parts of the same government.

F. H. BURYSON.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 58 Commercial St.

Branches:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 49 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Typographical Union of Los Angeles, Cal., has renewed for another year the old wage scale, which will apply to newspapers and job printing offices.

The Brotherhood of Boilermakers and Helpers has renewed an agreement with the Kentucky and Indiana Terminal Company, which carries an increase of one cent an hour and a betterment of working conditions.

Members of the Typographical Union at Detroit, Mich., have been locked out by the Frederick K. Stearns Company after a continuous record of twenty years' friendly relations with these organized workers.

The Steam Engineers' and the Stationary Firemen's Unions at Rochester, N. Y., have adjusted differences that have existed between them and a large department store for over a year. A contract has been signed and union engineers and firemen will hereafter be employed.

The call for the fourteenth annual convention of the Washington State Federation of Labor, to be held in Olympia, Wash., January 18 to 26, has been issued. The gathering promises to be an important one, as the many problems that now confront trade unionists in the northwest will be acted upon.

Long hours and hardships in locomotive cabs were told of by engineers testifying at the Federal arbitration of wage demands of engineers and firemen employed by western railroads. Three switch engineers told of working thirteen or fourteen hours, and a "helper" engineer told of averaging eleven hours.

After a dispute with the management of the Orpheum Theater building at Portland, Ore., that has been on since last May, all differences have been settled with the unions involved. The agreement applies "not only to all people engaged in the building industry, but also to all those engaged in the operation of the theater and also applies to sublessees."

Trade unionists in Nebraska are preparing to resist the proposal to combine the State labor bureau with other State bureaus, which is being quietly urged in certain sections of that State. The organized workers declare this bureau belongs to the working people of Nebraska, the unorganized as well as the organized, and it is needed that their interests may be protected by this "friend at court."

The Industrial Accident Commission of California has made an offer to the California Metal Producers' Association that it will extend unlimited State insurance to mine owners if they will guarantee the State an annual premium income of \$100,000. The commission agrees, if the offer is accepted, to establish a special compensation insurance rate for mines in this State, based upon actual experience.

Employment agencies in Seattle, Spokane and Tacoma, Wash., have joined in a combined attack on the initiative measure approved by the people of this State at the last election by a majority of 17,510, and which abolishes the collection of a fee by these agencies from workingmen. A long list of reasons are cited why the people's mandate is unconstitutional, but especial stress is laid on the fourteenth amendment to the United States Constitution: "Confiscation of property without due process of law."

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Kruse, Charlie
Anderson, Fritz Kaell, John
Anderson, J. -330 Kaald, John
Allen, John Kroger, Johan
Anderson, Frank Lapauble, J.
Anderson, Alfred Lamb, Herbert
Brown, Peter Lof, Oscar
Batchell, Alex Larson, Harry
Bartlett, H. N. Larsen, Conrad
Bluhnen, Sigurd Lynn, Charlie
Crosley, J. Lambert, E.
Carlson, John Larsen, L. A.
Carlson, Gus Larsen, Fred
Christensen, Christ Mortensen, J. R.
Christensen, Fred Monroe, Wallace
Cotureau, A. Macdonald, W.
Carlson, Martin Martinsen, K.
Christensen, A. M. B. Maltak, M.
Christensen, August Mikkelsen, W. -1620
Coolen, H. D. Nelson, Oscar
Crosby, J. Nielsen, Harold Q.
Denten, E. L. Nielsen, P. L.
Daly, W. O. Nielsen, Oscar J.
Dodd, C. W. Olsen, C.
Doughty, G. P. Orstad, Christ
Erikson, H. -837 Olson, C. -584
Ellesen, Otto Olsen, O. P. -1141
Elsted, John Okhuysen, J. H.
Edikson, Johan Petterson, Harry
Eggen, John Pakkio, Emil
Granzell, A. Perry, Robert
Granqvist, C. O. Palmquist, John
Green, Dan Porter, Albert
Johansen, Gust Rasmussen, E. S.
Gjelseth, I. Rasmussen, Olaf
Gudmundsen, Chris Ramstad, L.
Hansen, Gustaf Rasmussen, Vito
Hale, Kingsley Rasmussen, G. F.
Hass, W. Rasmussen, W.
Hjorth, John Rogers, W.
Hoode, P. Rasmussen, Arthur
Holm, H. Reinink, H.
Hultberg, E. Rommerdal, K.
Johansen, Tengils Rosewald, I.
Jensen, G. T. Storfald, Hjalmer
Jegstrop, H. Stone, N.
Jensen, L. Samuelsen, L. -1246
Johansen, Geo. W. Smith, T.
Johansen, Jacob Scott, J. S.
Jorgensen, Agge Sorensen, E.
Jensen, John Frank Strauss, P.
Johansen, Alfred Sund, K. A.
Johansen, Elmer Thompson, Joseph
Jensen, E. S. Thompson, W. N.
Johansen, Ludwig Wallace, J.
Koch, W. Wold, J. J.
Kristensen, Magnus Weigeland, Sigfred

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil Line, Wiator
Dobbin, H. Murphy, Daniel
Loering, E. W. Nyhagen, Julius
Hansen, Johannes Ogilvie, Wm. A.
Iversen, Iver Olsen, Martin E.
Johansson, Charles Paterson, John
Johannsen, Christian Pearson, Fred
Karlhauser, Otto Sweeting, Jack
Linea, W. Wehrmann, Wm.

ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

HUMBOLDT SAVINGS BANK, 783 Market st., near Fourth.—For the half year ending December 31, 1914, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Saturday, January 2, 1915. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1915.
H. C. KLEVESAHN, Cashier.

DIVIDEND NOTICE.

THE GERMAN SAVINGS AND LOAN SOCIETY, 526 California st., San Francisco.—For the half year ending December 31, 1914, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Saturday, January 2, 1915. Dividends not called for are added to the deposit account and earn dividends from January 1, 1915.
GEORGE TOWNY, Manager.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,

SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton Lomas, Richard
Hansen, Carl Marl-Lawrence, Harry
Ingebrethsen, Alfred Thorsen, Fredrik N.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Messboy R. Tennant.

INFORMATION WANTED.

August Ehlert, No. 42, formerly janitor of the Sailors' Union at San Francisco, is inquired for by his sister-in-law. Anyone knowing his whereabouts please notify Mrs. A. Ascher, 1817 Chapin St., Alameda, Cal. 12-9-14

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store
Importers and Dealers in
FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A. Landstitter, Paul
Anderson, Otto Lindeman, K.
Anderson, Gust Leine, Viktor
Anderson, W. La Boye, M.
Bjorkbon, F. C. Lyle, Alex.
Beuter, H. Lovends, Jack
Backman, B. W. Marx, Thorwald
Cnevnavsky, Mike Meckermann, Ernst
Carlsen, Herald Meniricke, Fritz
Christensen, C. A. masters, C.
-1223 Melder, Johan
Carlsen, C. E. Meyerdiere, Heinrich
registered L. Michaelson, John
Dolay, Willie Moller, Anders
Douda, C. W. Moller, L.
Davey, Charles Mattensen, H. C.
Eymann, A. Melts, John
Elaesen, Sam Nilsen, Axel
Edstrom, John Norberg, John
Ericson, O. H. Niemela, John
Felsch, Henry Neilsen, Chr.
Fujun, F. Olsen, John An-
Gyntev, John dreas
Geigev, Jos. Olsen, Olive J.
Helenius, Osvac Olsen, Ansgar
Henricks, Waldemar Olsen, Arthur
Helmer, Fred Osborn, Charlie
Heinig, Hans Olsen, John A.
Hansen, H. F. C. Perssons, Oscar
Hansen, O. Palmer, Jas. H.
Hansen, John Pensgaard, Emil
Hedlund, Albert Rod, Haltdan
Hellman, Albin Rhode, Fritz
Hasters, C. Rasmussen, Thor
Hecher, W. Sorensen, Peter
Jordan, O. Saer, E. A.
Jasnase, E. Staad, Claude
Jakansa, C. R. Stardahl, J.
Johnsen, Carl Swanson, Emil
Jahnke, Otto Sandstitter, Paul
Johansen, Anton Swansen, John
Johnson, Carl Snyder, Jack
Johnson, Gust Tully, A.
Kristensen, Otto Urvso, Geozep
Kronstrand, H. A. Tanford, B. A.
Krause, Ernst Thome, Martin
Kikun, Alexander Westengren, C. W.
Kjien, Magnus Walter, John
Knudsen, Richard E. Welsen, John
Kevmagovet, Anatch Wilson, R.
Kavvanen, Waino Westergren, C. W.
Kelly, Falvic Widersen, Ernst
Keane, M. Wheeler
Luchman

Aberdeen, Wash., Letter List.

Andersen, -1118 Peterson, Axel
Arnell, John Pettersen, Karl
Batchall, Alex. Petersen, J.
Bleesings Peterson, Nels
Bowen, J. J. Rundblad, Oscar
Bergman, L. J. Roberts, L.
Debus, F. Salstad, O. N.
de Lange, Ingolf Schultz, Axel
Loyle, W. Slattey, Wm.
Ernandes, Frisco Sim, Gunder
Eriksson, -333 Schmidt, Heinrich
Evensen, Krist Simensen, Isak
Forde, S. C. Scheftner, Bernhard
Flotten, James Sormato, Matti
Gronros, Oswald Thomsen, Th.
Hansen, Ove Max Toves, H. C.
Hylander, Gustaf Thorne, John
Ingebreetsen, J. A. Thompson, S. K.
Jacobson, Arthur Udy, Harold
Johansen, Hans Walder, Olsen N.
Johansen, A. H. Packages.
Kustel, V. J. Glazer, Y.
Kaiser, Fred Gorgensen, Olaf
Melder, Albert Hansen, John
Munsen, Fred MacGuire, O. F.
Nordgren, Chas. Solberg, Peter
Nilsen, Alf. W. Stanners, W. S.
Olsen, Oswald -1059 Olasen, Chas.

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.
320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON
321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Bassett News & Drug Co.

Headquarters
SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE**"Think of Me" and "White Squadron"****CIGARS**

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

Palace Restaurant

Joe and Steve, Proprietors

Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - - - WASHINGTON

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Home News.

Judge Catlin of the State Circuit Court of Minnesota on November 23, at St. Paul, held unconstitutional the minimum wage law of the State.

The official count in Colorado shows that the State went dry on November 3 by a vote of 129,589 to 118,017. Majority for prohibition was 11,572.

Alfred Thayer Mahan, Rear Admiral, U. S. N., retired, who died at Washington on December 1, was born at West Point, N. Y., in 1840, and served forty years in the Navy. He was best known as a writer and lecturer. His works on sea power are accepted as authoritative, and are credited with having had great influence upon modern naval development.

In nine legislative districts of Massachusetts the question was put on the ballots at the November election: "Shall the representative from this district be instructed to support the Initiative and Referendum so as to give the voters the power to accept or reject at the polls measures that have been proposed by petition?" Every district voted "yes" and each elected the Republican legislative candidate.

To forestall underbidding for his job, Edwin B. Currier, official executioner of Massachusetts, has agreed to officiate at executions hereafter at a cut rate. Heretofore he has been paid \$250 for each execution and the same price prevailed in New York. On learning that the New York price has been reduced to \$150, Mr. Currier notified Acting Warden Nathan D. Allen of the Charlestown penitentiary that he would consent to similar reduction in his pay.

An urgent deficiency bill was passed by the House of Representatives carrying \$4,730,905, including \$554,371 to cover unexpected expenses incurred by the Army as a result of the occupation of Vera Cruz. During the debate Republican Leader Mann attacked the Administration's Mexican policy. "This bill," he said, "carries half a million dollars to pay the expenses of our troops at Vera Cruz, sent there to obtain a salute of twenty-one guns, which has not yet been given."

Justice Newburger, of the New York Supreme Court, has upheld the constitutionality of the State law which forbids the employment of aliens on public work. In his decision, the Justice said: "Where a statute admits of two constructions, one of which will make the act in violation of the Constitution and by the other of which the act can be sustained, as proper legislative power, that construction should be given which assumes that the Legislature was mindful of its constitutional limitations, and passed a constitutional act."

In its annual report to Congress, the Interstate Commerce Commission recommends the use of steel cars in passenger trains, and prohibition of the use of wooden cars between or ahead of steel cars. Definite penalties for violations of the hours of service act is also favored. At the present time the A. F. of L. and the railroad brotherhoods are urging the passage of a law that will fix a minimum fine of \$100 for violations of this act. Courts, in many instances, have nullified the purpose of this legislation by the small fines inflicted on railroads found guilty of working their employes more than sixteen hours in twenty-four.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

June 30, 1914:

Assets \$58,656,635.13
Capital actually paid up in
Cash 1,000,000.00
Reserve & Contingent Funds 1,857,717.65
Employees' Pension Fund..... 177,868.71
Number of Depositors..... 66,367

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending June 30, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Shower Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

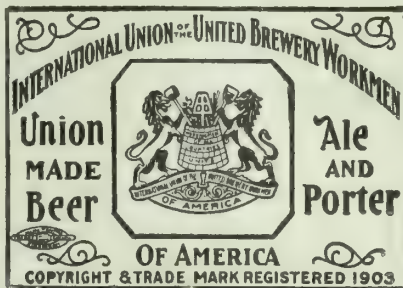
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

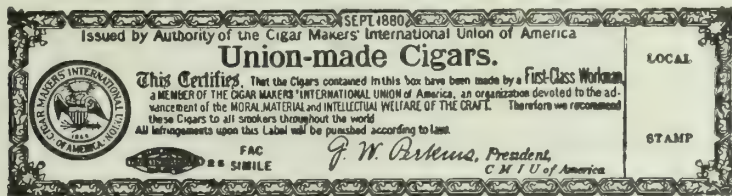
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room

Sailors' Baggage Stored & Cared For

60 STEUART STREET

San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

2 for 25c

UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust
Anderson, Erik
Albertsen, Hans
Christian
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ali
Elmi, A.
Ekeland, Will H.
Eriksen, Earl
Eriksen, Oille E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happner, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacoma, Carmelo
Janssen, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Mareple, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalmann, Joe
Schlachte, Alfred
Teraelson, Ernest
Wilson, Herman
Wallin, E.
Witte, Myer J. T.

Seattle, Wash.

Abolln, Adam
Borgen, K. Sigurd-
Dahl, Ben.
Flister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stixrud, Jack
Stromness, Oscar

News from Abroad.

An arbitration treaty between Great Britain and Portugal to endure for five years, has been signed in London.

A Lloyds dispatch from Oporto says that the Dutch steamer "Bogor," from Amsterdam for Buenos Aires, is ashore north of Leixoes, on the Portuguese coast, and is a total wreck. It is believed that twenty-five lives were lost. The "Bogor," which belonged to the Rotterdamsche Lloyd line, was of 3621 tons and was built at Hamburg.

Canada probably will have to borrow \$100,000,000 a year while the war lasts, in the opinion of W. T. White, Dominion Minister of Finance. Mr. White so asserted in an address before the Canadian Club, in which he urged the business men of the Dominion to do all within their power to increase the production of Canadian products to offset the adverse balance of trade.

Twenty American nations have expressed disapproval of the operations of European belligerents in American waters, and appointed a commission of nine members December 8 to formulate practical methods for a more vigorous assertion of the rights of neutrals. The commission consists of the Secretary of State of the United States, the ambassadors from Argentina, Brazil and Chile, and the ministers from Uruguay, Peru, Ecuador, Honduras and Cuba.

The official press bureau announced that the sinking of the battleship "Bulwark" was not due to a hostile act. Investigation has disclosed no evidence of treachery on the part of any persons aboard the vessel of any action by an enemy. The disaster was the result of an explosion due to the accidental ignition of the ammunition on board. The battleship "Bulwark" was destroyed by an explosion on November 26, while lying off Sheerness. About 800 lives were lost.

Egypt has been declared a British protectorate. Egypt, while nominally forming part of the Turkish empire, has been virtually a dependency of England. The administration is carried on by native Ministers, subject to the ruling of the Khedive. Since 1883 England has been represented in the Government. On the abolition of the joint Anglo-French rule in that year the Khedive, on the recommendation of England, appointed an English financial adviser, without whose concurrence no financial decision can be taken. The financial adviser has a right to a seat in the council of Ministers, but is not an executive officer.

The entrance of the Standard Oil Company into the Peruvian oil fields through the acquisition of three large operating concerns in the South American republic, was announced in recent press dispatches from the East, and brought to a successful termination negotiations which have been pending since 1910, when the Cowdray interests failed to secure the coveted control of the country's petroleum resources. The deal is the largest undertaken by the Rockefeller interests since the dissolution of the original Standard Company by the United States Supreme Court; and it is generally believed to be another move in the fight for supremacy between the great American concern and its most formidable rival, the Royal Dutch-Shell combine.

With the Wits.

Overheard on the street-car:
"Mercy! Annie, you ought to have worn another petticoat."
"Now, don't be so fussy; I'm not deformed."

Miss Gusher (at the summer resort)—Isn't it just like heaven?

Miss Grout—Yes; the proportion of men here and in heaven, I imagine, will be just the same.

Little Willie—Pa, what is a redundancy of expression?

Pa—Using more words than are necessary to express one's meaning, such as "wealthy plumber," "poor poet," etc.—Sacred Heart Review.

"I think, William, I'll ask those new people next door to take dinner with us tonight."

"What for?"

"Well, the butcher, by mistake, left their meat order here, and it seems only fair."—Life.

Turning a corner at full speed, a small boy collided with the minister. "Where are you running to, my little man?" asked the minister, when he had regained his breath.

"Home!" panted the boy. "Ma's going to spank me."

"What!" gasped the astonished minister. "Are you eager to have your mother spank you, that you run home so fast?"

"No," shouted the boy over his shoulder as he resumed his homeward flight, "but if I don't get there before pa, he'll do it!"

Little Alice was writing invitations for her birthday party and had been instructed by her mother to write the sentence "Please bring no presents" at the bottom of each invitation.

The little guests arrived at the appointed time, but each came with a gift for the hostess.

Alice upon being taken to task for having forgotten the sentence said:

"No, mamma; I put in every single letter of that note. I only changed the 'no' the least little bit."

The note read, "Please bring on presents."

Secure and Profitable

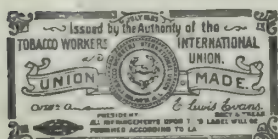
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? .. Savings and Commercial Depts.,...

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

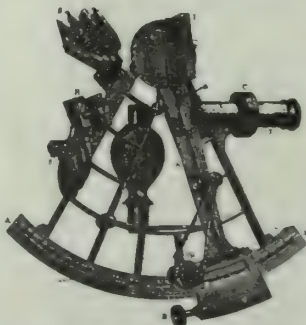
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James P. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:

ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

The January Sales of White

WILL far surpass all our former achievements. Manufacturers sold to us without profit during their dull season; we pass the savings along to you to make our dull season a busy one.

All merchandise will be of first quality.

All goods will be in the very latest styles, specially bought for this occasion.

Be sure to read our advertisements in Saturday's and Sunday's papers, January 2nd and 3rd.

Sale begins Monday, January 4th, 1915.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

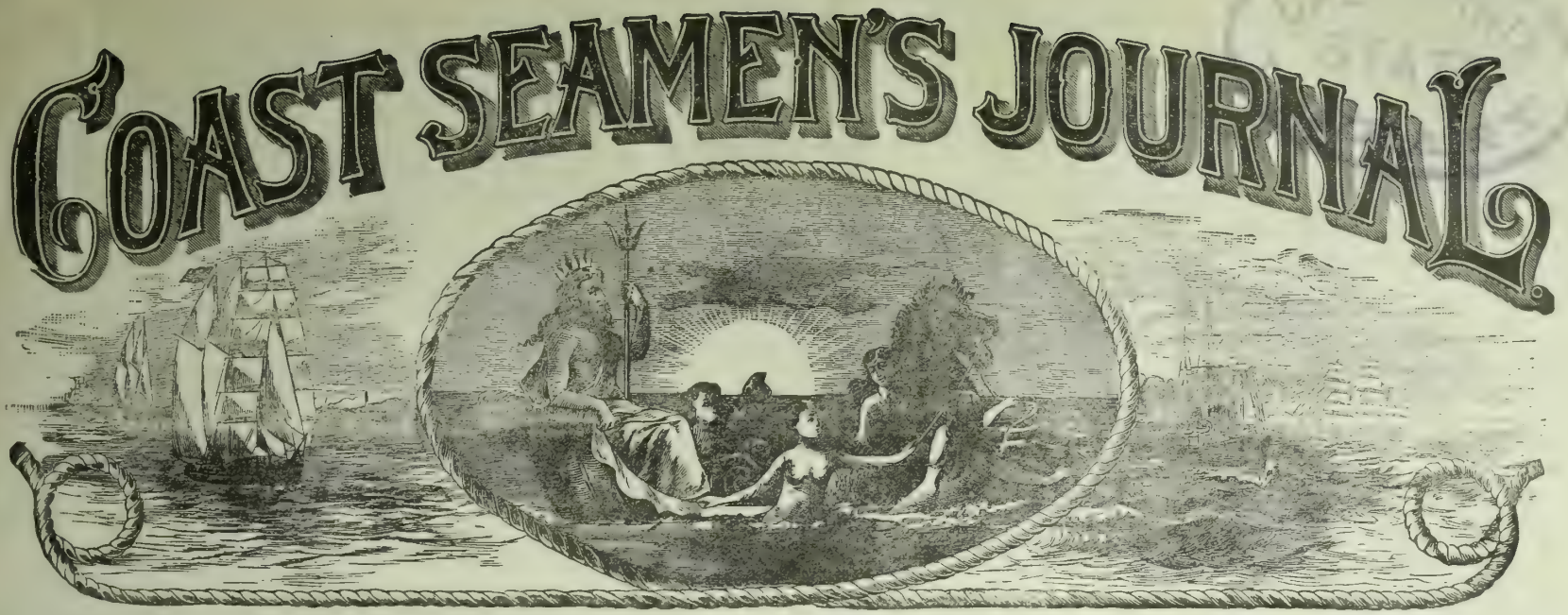
Justice to All. Please Give Us a Trial and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 17.

SAN FRANCISCO, WEDNESDAY, JANUARY 6, 1915.

Whole No. 2311.

RESPONSIBILITY FOR UNEMPLOYMENT.

National Conference Debates the Out-of-Work Problem.

The second national conference of the American Association on Unemployment was held at the Hotel Walton in Philadelphia during the last three days of the past year. Mayor Blankenburg of Philadelphia welcomed the delegates who had come from all parts of the United States. The conference proceeded immediately to the discussion of responsibilities and opportunities for the prevention of unemployment.

The Journal herewith presents a synopsis of the more important reports submitted to the conference, as well as a summary of the principal addresses:

An enormous amount of shifting from job to job among women workers, with consequent irregularity of employment and loss of wages, was reported by Irene Osgood Andrews, who pointed out that the need for three meals a day, clothes and shelter does not fall off as wages do when work is slack. "One department store," declared Mrs. Andrews, "stated that it employed 12,000 persons during a year to keep up a force that was never larger than 5,743. In ten confectionery establishments, 3,138 persons were employed to maintain an average force of 953. The net result of this irregularity is a still further reduction in earnings that are low at best. Out of over a thousand women workers in the better candy factories of New York City, two-thirds lost more than 10 per cent. of their rate, while nearly a fifth lost more than a quarter of their supposed earnings on account of unemployment." Minimum wage boards wherever established should aid in securing greater regularity of work as well as in fixing the minimum level of pay, Mrs. Andrews thought.

Seasonality in industry was discussed by Juliet Stuart Poyntz, a collaborator with the English economist, Sidney Webb, on "Seasonal Trades." She recently completed a study of this problem through the cooperation of the Boston Chamber of Commerce and the Association on Unemployment, and her investigations revealed widespread irregularity of employment among workers in the building, boot and shoe, printing, cigar making, and other trades. The percentage of building trades union members unemployed in Boston has not fallen below 10 per cent. in any winter since 1907, according to this investigator, and has usually reached or passed 20 per cent. For unskilled labor the conditions are much worse. "Employers," said the speaker, "can do much to increase the regularity of employment. Several are making this a special object and have organized employment departments with a specially trained employment manager at their head. One is even contemplating unemployment insurance for his workers."

Frank O'Hara of the Catholic University of America, who directed the investigation in 1914 of the Oregon committee of the Association on Unemployment, spoke on public works. "It is the duty of those charged with the expenditure of public money for labor," declared Dr. O'Hara, "to study the conditions of the labor market. Even where the cost of executing public work is slightly higher in industry's dull season, it will be found that in the long run it is true economy to furnish the workers of the nation with a steady opportunity to earn a living rather

than to furnish them with intermittent doles of charity."

"Picture the opportunity for work now open to boys under sixteen in New York City," said Miss Elsa Ueland, of Gary, Indiana, special investigator. "There are two great classes of work; the outside errand jobs, where the boys are on the outer fringe of industry, constantly delivering packages without seeing enough of the inside of the shop to know what is really being done; and the inside manufacturing and clerical jobs, where the boy is kept at a single detail, wrapping packages, counting parts, screwing nuts on to bolts, pasting labels, stamping envelopes, and the like. All of these jobs are blind alleys, and make up 80 per cent. of the opportunities open to children under sixteen." For these reasons Miss Ueland thought that juvenile departments of public labor exchanges should concentrate the opportunities for work upon the older children. In this way they can aid in protecting the children least matured, and help to raise the age at which they begin work. At least one-fourth of the working paper children of a large city are always unemployed, she declared.

Dr. John B. Andrews, secretary of the Association, reported on the year's work and outlined a program for the prevention of unemployment, embracing regularization of industry, establishment of public employment exchanges, systematic distribution of public works, prevention or absorption of surplus labor, unemployment insurance, and constructive care of the unemployable. Charles B. Barnes and Walter L. Sears, directors of the New York State and New York City public employment bureaus respectively, spoke on opportunities for constructive work through their bureaus.

"The times are out of joint, through no fault of theirs," declared T. S. MacMahon of Seattle, Washington, in speaking of the number of willing and able workers now out of employment on the Pacific Coast. "They argue that the workers have produced plenty for all and are willing to continue to produce, but are not given the opportunity. They refuse to beg. They demand work, and failing to obtain it at a fair wage they quietly walk into the restaurants, order a meal, and walk out with the suggestion that society pay the bill. The aggressive attitude of the radical leaders among the workers has made it clear to the people of Washington that nothing short of a reorganization of industry will be accepted as a solution of the out-of-work problem." The Washington law enacted by referendum on November 3rd forbidding employment offices to charge fees for jobs was cited as the first step in a constructive policy.

"What awakened employers are thinking about," was the theme of Robert G. Valentine, Industrial Counselor of Boston. "That we have so long accepted the present chaotic conditions of industry as inevitable instead of intolerable and absurd is largely because we have considered them a problem of the individual plant only, and not as part of a world-wide continuing situation," declared Mr. Valentine.

"We have mastered the art of regular production where we can get regularity of orders,

but we have only peeked into the problems of selling through which we come in contact with all the great irregular forces such as styles and seasons. A few progressive employers are alive to this problem and have even discovered great economics in regularized production and sales, but most employers are still indifferent.

"The Massachusetts Bureau of Statistics reported at the close of September that over 18,000 members of trade unions were idle. This was 11 per cent. of all the members reported. This takes no account of the unorganized, unskilled workmen. In each particular factory the men who were laid off ceased to become a direct charge upon the employer, but clearly these thousands of men and their wives and children must still be somehow fed and clothed and housed by a working population reduced in numbers.

"To overcome the social wastes resulting from this chaotic condition," the speaker continued, "involves a choice between two lines of action: Society must either advance rapidly toward a socialistic control of industry or limit the injurious consequences of unrestrained individual action by a thorough-going organization of social insurance.

"Society at large must see to it that flexibility in industry and the freedom of the individual which society desires to continue shall be paid for by all the beneficiaries and not by the individual person or the individual group, whether of workers, or employers, or consumers. It means the separation of the unemployable from the unemployed. It means organization of public labor exchanges, regularization of production, cooperation between industries where the ebb and flow come at different times, as well as between private activities and properly timed public works. It means the provision of unemployment insurance contributed to by the State, the employer and the worker.

"This means organization. A tough problem of administration is presented. It is intricate and vast. But, once touched by its challenge, the imaginations of our people will ride over these obstacles, for under no circumstances should the worker be obliged to subsidize the employer, the consumer, or the State, out of his own body and soul.

"Macgregor in his 'Evolution of Industry' points out that our standards of industry are medieval as compared with our standards of law and our standards of civics. He tells how, in the middle of the eighteenth century, a no-account Englishman got lost in the streets of Constantinople, and Lord Palmerton threatened to send the whole English fleet to dig him up. However useless the man himself was as a citizen, he nevertheless stood for the sacred right of an English subject to be safe anywhere in the world. And out of the punch of this incident, as showing the rights that the individual would really have in a properly socialized society, Macgregor draws the wonderful statement: Not till the case of John Brown, unemployed, arouses the same social anger as does the case of this no-account Englishman lost in the dives of Constantinople, or the case of Captain Drevfus wrongly condemned, not till then will the

standards of industry be on a level with the standards of civics and of law."

Mr. Morris L. Cooke, Philadelphia Director of Public Works, declared that the city should increase the amount of public employment during times of industrial depression. Mr. Cooke added that if the damage done by a city through unemployment could be accurately assessed, the total would be so startling that red tape, politics and inertia would be broken through in the effort to conquer involuntary idleness.

Among the other speakers were, for the workers, John F. Tobin, president of the International Shoe Workers' Union; for the States, John Price Jackson, Pennsylvania Commissioner of Labor and Industries; and for the discussion of national responsibility, Meyer London, Congressman-elect from New York.

A TIMELY WARNING.

Forty-nine years ago Abraham Lincoln issued the following warning to the people of the United States. His statements then are as timely to-day as when they were made. They follow:

"I see in the near future a crisis approaching that unnerves me and causes me to tremble for the safety of my country. As a result of war, corporations have been enthroned, and an era of corruption in high places will follow, and the money power of the country will endeavor to prolong its reign by working upon the prejudices of the people until all the wealth is aggregated in a few hands, and the republic is destroyed. I feel at this moment more anxiety for the safety of our country than ever before, even in the midst of war. God grant that my forebodings may be groundless.

"Monarchy itself is sometimes hinted at as a refuge from the power of the people. In my present position, I could scarcely be justified were I to omit to raise a warning voice against the approach of the returning despotism. It is not needed nor fitting here that a general argument should be made in favor of popular institutions, but there is one point with its connections not so hackneyed as most others to which I ask brief attention. It is assumed that labor is available only in connection with capital, that nobody labors unless somebody else owning capital, somehow by the use of it, induces him to labor. Labor is prior to and independent of capital. Capital is only the fruit of labor, and could not have existed if labor had not first existed. Labor is the superior of capital and deserves higher consideration. I bid the laboring people beware of surrendering the power which they possess, and which, if surrendered, will surely be used to shut the door of advancement for such as they, and fix new disabilities and burdens upon them until all of liberty shall be lost.

"In the early days of our race, the Almighty said to the first of mankind: 'In the sweat of thy brow shalt thou eat bread.' And since then, if we except the light and air of heaven, no good thing has been or can be enjoyed without first having cost labor. And inasmuch as most good things have been produced by labor, it follows that all such things by right belong to those whose labor has produced them. But it has so happened in all ages of the world that some have labored and others have, without labor, enjoyed a large portion of the fruits. This is wrong and should not continue. To secure to each laborer the whole product of his labor, or nearly as much, is a worthy object of any government.

"It seems strange that any man should dare to ask a just God's assistance in

wringing bread from the sweat of other men's faces.

"This country, with its institutions, belongs to the people who inhabit it."

DISASTERS OF PEACE.

From the Titanic to the Empress of Ireland.

(Compiled by the New York Times.)

	Lives Lost.
1912, Apr. 14—Titanic, White Star line, sunk in Atlantic Ocean after hitting iceberg	1,595
Apr. 30—Texas, foundered in Gulf of Smyrna	70
Sep. 28—Kickermaru, lost off coast of Japan	1,000
1913, Jan. 4—Julia Luckenbach, sunk in collision with British freighter Indrakuala in Chesapeake Bay	15
Jan. 7—Rosecrans, sunk on Pacific Coast	33
Mar. 1—Calvados, lost in blizzard in Sea of Marmora	200
Mar. 5—German torpedo boat destroyer S-178, sunk in collision with cruiser Yorck, near Helgoland	66
Mar. —Peruvia, lost with crew off coast of Norway	28
Mar. 7—Alum Chine, explosion near Baltimore	40
Apr. 6—German bark Mimi, capsized at Bay City, Ore.	18
May 24—Nevada, sunk after striking mine in Gulf of Smyrna....	120
June 28—Mohawk, Standard Oil tank steamship, explosion off Tompkinsville	5
Aug. 18—State of California, hit rock and sunk in Cambier Bay.	40
Oct. 9—Volturno, caught fire in mid-Atlantic	136
Nov. 12—Italian bark Elvo, sunk in River Mira	11
Dec. 5—Swedish steamer Malmberget, foundered off Norway coast.	45
Dec. 15—German bark Narvik, found bottom up in North Sea....	31
1914, Jan. 5—Oklahama, oil tank steamer, wrecked fifteen miles off Sandy Hook	25
Jan. 30—Monroe, Old Dominion line, sank twelve minutes after collision with the Nantucket off Virginia Capes.....	41
Feb. 1—German bark Hera, struck on rocks near Falmouth, England	19
Feb. 13—Steamship My Own, wrecked near Shoreham, England....	8
Feb. 17—Italian bark Castagna, wrecked on Cape Cod bar.....	5
Feb. 24—Danish steamer Ekilptika, sunk in Bay of Biscay....	9
Mar. 15—Swedish bark Trifolium, driven ashore on Land's End	5
Mar. 19—Torpedo boat runs down a passenger steamer near Venice, Italy	50
Mar. 24—Ferryboat sunk in collision with a tug near Koepenick, Germany	15
Apr. 1—Sealing steamer Southern Cross, lost after severe storm off Cape Race.....	173
Apr. 27—Russian tank steamer Kometa, destroyed by an explosion off coast of Algeria.....	15
Apr. 30—Schooner William Jamieson, sunk in Lake Ontario during storm	7
May 3—Columbian, British steamship, caught fire 200 miles south of Cape Race.....	11
May 11—Old Dominion steamer Jefferson, destroyed by explosion in engine room.....	9
May 13—Steam collier Turret Hill, sunk in North Sea.....	12
May 13—Tea, pilot cutter, sunk by a steamer in Bristol Channel.	5
May 29—Empress of Ireland, sank after collision with the Storstad	964

Many jokes have been perpetrated about the Swiss navy, but the Swiss republic has a small armed vessel something like a gunboat, stationed on the Lake of Geneva and usually to be found opposite Lausanne. It is not a formidable-looking craft, but apparently it has a mission, for it keeps watch on French Savoy, and incidentally on smugglers from Evians-les-Bains, the charming French watering-place opposite.

Demand the union label upon all purchases!

MAN'S RIGHT TO WORK.

By EDWIN MARKHAM.

Out on the roads they have gathered, a hundred thousand men,
To ask for a hold on life as sure as the wolf's hold in his den.
Their need lies close to the quick of life as the earth lies close to the stone;
It is as meat to the slender rib, as marrow to the bone.

They ask but the leave to labor, to toil in the endless night,
For a little salt to savor their bread, for houses water-tight.
They ask but the right to labor and to live by the strength of their hands—
They who have bodies like knotted oaks, and patience like sea-sands.

And the right of a man to labor and his right to labor in joy—
Not all your laws can strangle that right, nor the gates of Hell destroy.
For it came with the making of man and was kneaded into his bones,
And it will stand at the last of things on the dust of crumbled thrones.

FRATERNITY IN WARFARE.

Mr. Herbert Corey, acting as special war correspondent of the New York Evening Globe, describes some of the social amenities that exist between the British and German trenches when they are close enough for communications. He tells us that a daily dinner armistice is agreed upon between the men, and that the trenches are then emptied of their occupants, who exchange greetings and badinage. The evenings are often spent in mutual entertainment by means of music, the Germans providing the melody and the British the applause. The Germans are said to sing "Tipperary" much better than their enemies and they sing it by request. Sometimes the German band parades in full view between the trenches and is always willing to oblige with any particular melody, the British songsters displaying a similar compliance. Frequently the men exchange rations, the Germans being very tired of sausage, and the British being equally weary of tinned beef. A four-pound sausage for three tins of beef is the usual rate of exchange. The big guns and the rifles usually cease work with dusk, it being too dark to aim, and then the concerts begin. There has been no record of any rude interruptions to these concerts, although sometimes a shell from a distant battery may break in abruptly. Upon one occasion in the Argonne Forest the Germans ceased fire for an hour at the request of the French, whose dying lieutenant was tortured by the noise. The courtesy was duly acknowledged, and the Germans were notified when the death of the lieutenant had removed the little obstacle. Such incidents have a certain grim humor, but they seem to intensify the tragedy of a war that, at least to this extent, is waged without hate.

Since July, 1913, out of every 100 carloads of cereal used by Polish millers only one or two are of local growth. In one city of Kalisz, on the Russo-German frontier, about 100 carloads of German cereals are milled daily. Large flour mills provided with the newest technical improvements were established there recently by Germans.

For fair products of all kinds consult the JOURNAL'S ad columns!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Treaty "Joker" Removed.

By a vote of 49 to 29 the United States Senate has removed the "joker" from the treaty submitted by the London Safety at Sea Conference, and sustains the position of the American Federation of Labor that the adoption of the treaty, as presented to the Senate, would tie the hands of this country and make impossible the passage of remedial maritime legislation without the consent of other nations.

The Senate has changed this by approving an amendment which provides that this government reserves the right to impose upon all vessels in the waters of the United States such high standards of safety and such provisions for the health, protection and comfort of passengers, seamen and immigrants as the United States shall enact for vessels of the United States.

Opponents of the treaty insisted that it was being urged by the shipping interests for the purpose of erecting a barrier against maritime legislation of the character described in the amendment. It was shown that the adoption of the treaty, without the amendment, would make the passage of the La Follette Seamen's bill either impossible or worthless if adopted.

The treaty as amended removes these objections. It is now claimed that the other nations will not accept the treaty as amended by the United States, and the purpose of the London Safety at Sea Conference, which was held last January, has been defeated. According to the terms of the treaty it must be ratified before December 31, 1914, by the nations participating in the conference. Friends of the Seamen's bill answer that the La Follette bill covers every purpose the Safety at Sea Conference alleged, and this without asking the consent of other nations.

Even though the treaty is amended it illustrates the resources of seamen's opponents and the necessity for trade unionists and sympathizers to continually urge their United States Senators that they support the La Follette bill, now pending in the Senate, which carries out platform declarations.

Testing Oregon Wage Law.

The Oregon minimum wage law for women is before the United States Supreme Court, which will pass upon the constitutionality of this legislation. The decision is awaited with much interest, as it will indicate the attitude of America's highest tribunal toward legislation of this character. Opponents of the law object to its compulsory feature. The law creates an industrial welfare commission, with power to fix minimum rates of wages for women, maximum hours of work, and condition of service, as to sanitation and the like. The machinery includes an investigation of conditions in the industry affected, to be carried on by a sort of subsidiary commission composed of representatives of employers, employees, and the public. This subsidiary body reports the facts and findings to the commission, which then decides the wage rate to be established.

About a year ago, under this act, the commission established a minimum rate of

\$8.64 per week for women in factories in the city of Portland. For women in mercantile establishments a rate almost a dollar a week higher was established, the difference being explained by the fact that saleswomen are under the necessity of maintaining an appearance that imposes larger costs for clothing.

The brief in support of the law was prepared by a woman—Miss Josephine Goldmark—who pays less attention to the legal phases of the question and emphasizes its sociological features. The effect of working and living on inadequate wages is treated at length, and is supported by medical authorities. It is also held that there is now no standard of wages for women, while the opponents of this kind of laws argue that wages are fixed by the law of supply and demand, by elements of individual efficiency, by economic forces that are no more to be overset by statute than is the attraction of gravitation. Miss Goldmark produces a vast array of testimony to show that this is not at all the fact. She finds that the wage, in fact, commonly bears no relationship to the worker's efficiency or the profits of the business.

Railroads Evade Damages.

Evidence submitted before the arbitration board that will decide the wage claims of Western railroad engineers and firemen showed the tactics employed by the companies to evade large damage claims as a result of accidents.

Witnesses testified that in these cases a board consisting of company officials and two so-called outsiders investigated the accident and published the guilt or innocence of the employe in a newspaper before such employe was given an opportunity to make a statement. The "outsiders" are chosen by company officials.

Representatives of the brotherhoods explained unofficially that the reason for the railroads acting in this manner was their belief that if a board of inquiry could show that an employe or one not connected with the company was responsible for an accident the company would have a better chance of evading heavy damages.

Petty officials of railroad companies make more money selling jobs than they do from their regular salaries. One witness testified that section bosses in the Chicago district exact tribute from section hands to whom they give jobs, and after keeping these workers for a month will discharge them and employ new laborers in order to levy tribute on them.

Henry Rose, of Escanaba, Mich., a fireman on the Chicago & Northwestern railroad, told his story of frequent layoffs, loss of seniority, long and tedious trips requiring a vast amount of shoveling, and low pay. He said he had not been able to get work for a month or six weeks, and relatives saved his family from starvation.

Engine hostlers, who prepare the locomotive for the engineer, told of a twelve-hour work day for 162-3 cents an hour.

The "surprise test" given engineers was again referred to by witnesses. O. F. Modenbach, a Rock Island fireman, said

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The strike of Swedish officers is now settled. The insurance of deck officers has been increased to 10,000 kr., and negotiations have been taken up at Stockholm with respect to the other demands.

Journalists attached to the Official Press Bureau in London have been threatening a strike. They considered that one of their colleagues had been treated unjustly by the censor, and also took objection to a snobbish regulation that they should enter the building by the back door. Their ultimatum was that they would not issue any of the official information till a settlement was arrived at.

The following advertisement appeared recently in the London papers: "Doctor's wife, middle aged, will undertake to perform the work of any tramway conductor, coachman, shop assistant or other married worker with children, provided that worker will undertake to enlist and fight for his country in her hour of need. All wages earned will be paid over to the wife and family."

A deputation representing the Queensland Teachers' Union waited on the Minister for Education recently with a plea for consideration for the lower-paid teachers especially the pupil teachers. The minister profoundly regretted that owing to war exigencies no automatic increases were likely this year. "If however later circumstances warranted it the claims of all officers would be dealt with."

Large numbers of skilled and unskilled laborers are reported out of work in Canada at the present time. Manufacturing conditions during October somewhat improved, and some establishments which had been closed down resumed operations, but many factory employees still remained out of work. The busiest establishments were cotton and woolen mills and flour mills. Coal mining was fairly active, and some metal mines in British Columbia which had closed down were reopened. Some thousands of extra laborers were being employed on railroad construction, which helped to relieve unemployment and distress. Many women in Vancouver have been working at reduced wages. The strikes of molders at Smith's Falls (Ontario) and of sheet metal workers at Toronto are still unsettled.

Returns received from certain selected ports in the United Kingdom (at which about 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during October 43,085 seamen were shipped on foreign-going vessels. Compared with October, 1913, there was a net decrease of 10,063, or 18.9 per cent. Of the above total of 43,085 seamen, 5117, or 11.9 per cent., were foreigners. Nearly every port showed a decrease in the number of men engaged, the greatest decline being at Liverpool and Southampton. A shortage of men was reported for ordinary mercantile ships at many ports, including London, Southampton, Liverpool, Bristol, Hull, Newcastle, and the Bristol Channel ports, and in some cases was very marked. During the ten months ended October, 1914, the total number of seamen shipped was 462,802, a decrease of 23,749, or 4.9 per cent. on the total for the corresponding period of 1913. London showed an increase, but most other ports decreases, the largest being at Southampton and Glasgow.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

WILL BE A MOTHER TO YOU

Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our French Dry Cleaning Process which is entirely different from the mere "sponging and pressing" method.

We Call and Deliver

The French Dye Works

612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Alevandersen, Paul	Lindeman, Gus
Ahlman, Christian	Lang, Chas.
A., Mr. -1504	Lindner, J. -1750
Anderson, David C.	Lundberg, T.
Anderson, Ole	Lindeman, J.
Anderson, Gust -810	Lassen, Alf
Anderson, P. -1695	Laine, Frank
Bensen, Severin	Leidecker, E.
Bringsrud, Marald	Lehmpeke, Richard
Boy, A.	Mesak, E.
Breen, Hans	Mennicke, Fritz
Bjorklund, Nels	Miller, Wm.
Brusbard, E.	Michaelsen, A. -1105
Christensen, A. -1095	Morris, M. H.
Cotter, J.	Matson, J. -1320
Ceelan, John	Mourice, Francois
Clausen, J.	Nelson, Ernest C.
Chilton, Harry	Nelson, Axel
Cook, K. -1021	Nielsen, Ole
Christensen, H. -1336	Nurminen, J. E.
Carlsson, C.	Nelson, Hans
Danielson, E.	Olsen, Ole Wilhelm
Lunn, Wm.	Olsen, O. Marthin
Ellingson, Ivar	Olsen, Harald
Ellisen, Sam	Pauder, Hugo
Ekstedt, Harry	Petersen, Aage
Felsch, H.	Pillman, Frank
Fasholz, Dan	Pedersen, Olaf
Gunther, Dick	Rutel, Ernest
Gustafson, Alf	Rendelsmann, Alfred
Gronlund, O. -414	Rivera, John
Hoesche, Henry	Rommel, A.
Hansen, John	Sandberg, John
Holmberg, Frank	Schager, E.
Hansen, H. T. -1446	Staff, Louis
Hakonsen, P. O.	Schultz, Axel
Headstrom, J. F.	Swanson, Hugo G
Hansen, Sigvarth	Strehle, Fritz
Johnsen, Gunner	Toren, Gustaf A.
Jeter, V. B. -983	Tell, Olaf
Johansen, Emil	Tamanen, Erland
Johansson, N. A. -280	Tvedt, Olaf
Johnson, John A.	Verdunk, Peter
Johnsen, George	Welsen, Julius
Kalnam, Andvay	Wahlberg, Rudolf
Karstin, Hugo	Wilson, Willie
Jacobsen, Alfred	Zimmer, Walter
Johnson, Edw. A.	Ziegler, Fred
Johnson, Chas. A.	Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steam-schooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Pacific Coast Marine.

The tug "Robert S. Shaw" built at the Wilson yards, Astoria, for the Hammond Lumber Company, is equipped with machinery of the steamer "Lottie" and is to be used for towing logs.

The United States Local Inspectors at Seattle have suspended the license of Captain August Anderson, master of the steamer "Sioux," for two months for running his vessel ashore on the Dungeness spit.

Eschen & Minor, local shipowners, have decided to place the British sailing ships "Potalloch," "British Yeoman" and "Dunsyre" under the Stars and Stripes. These vessels are all well known on this Coast, having been used in the off-shore lumber trade for several years.

The steamer "Ixion," when she sails from Puget Sound on her regular schedule February 17 next, will inaugurate the exclusive Pacific Coast-Oriental service of the Blue Funnel line, which will connect the Liverpool-Suez Canal and Liverpool-Panama Canal "Blue Funnel" services into a complete round-the-world chain.

Advices received in Portland from London are to the effect that January 1 will see the inauguration of a twenty-day Panama Canal service from the Thames to Portland and other North Pacific ports by the Royal Mail Company. Two of the vessels employed will be the "Glengyle" and the "Glenniffer," just out of the yards, and others will be the "Carnarvonshire" and "Cardiganshire," which were recently used as transports by the British government. These four steamers can deliver 45,000 tons of foodstuffs every two months at British ports.

The Norwegian War Assurance Shipping Bureau has received a despatch from Antofagasta that the sailing vessel "Helicon," of Risoer, has been stopped on the high seas by a German cruiser, which compelled her to give up her cargo of coal. The "Helicon" was badly damaged in the operation, as the captain, in his report, says that her port side is crushed, and she will have to dock for repairs. The Ministry for Foreign Affairs has received no information regarding the affair. The "Helicon" was on a voyage from Australia to Caleta Oliva with a cargo of coals.

The lighthouse tender "Columbine," which is now in Alaska, and the tender "Kukui," which is at Honolulu, have been ordered to shift stations. The vessels are to meet at some point on this Coast, probably San Francisco, about the middle of next month, to exchange masters, as well as some of the other officers, before proceeding to their respective stations. The "Kukui" is a craft of the type of the "Manzanita," is equipped with heavy derricks, and, like the "Manzanita," has a bow that was especially constructed for ice breaking. She is, therefore, much better equipped for the work in northern waters than is the "Columbine."

The Panama Canal was used by sailing vessels for the first time during the last week in November, when the British schooner "Zeta" and the American yacht "Athene" were put through together, in tow of a tug. The "Athene" is 104 feet long, owned by C. E. Miller of New London, Conn. The "Zeta," which is 132 feet long, is owned by Robert Wilcox of Colon, and has been employed in the past two years in trade between Colon and United States gulf ports. The "Zeta" was loaded with 600 tons, or 433,600 feet board measure, of yellow pine lumber, shipped from Gulfport to Balboa. The vessels entered the canal November 28, and arrived at Balboa in the afternoon of November 30.

Twenty-eight thousand officers and men of the United States Navy, the combined personnel of the Atlantic and Pacific fleets, will receive sustenance from Mare Island Navy Yard during the opening week of the Panama-Pacific International Exposition, according to announcement made at Vallejo recently. The information that the warships of the Atlantic fleet, which will make the journey to San Francisco waters via the Panama Canal, will be manned by a force of 23,600, came from Washington in response to a query from the general storekeeper at Mare Island. It is not known just how long the fleet will remain in the vicinity of San Francisco, but requisitions for three months' supplies will be put in in the near future.

The first issue by the Hydrographic Office of the pilot chart of Central American waters is attracting considerable interest and favorable comment. The chart will be issued monthly and will be in demand by all vessels trading to Central American waters or passing through the canal. The scale of the chart is much larger than that of the older pilot charts and the hydrographic features are correspondingly more ample. Meteorological features will, as usual, be furnished by the United States Weather Bureau. The charts will show the probable direction and force of the wind in each 5 degrees square, the set of the currents, variation of the compass, the latest hydrographic information, radio stations, information relative to the canal, etc. Copies may be had at the branch hydrographic office, San Francisco.

The German four-masted bark "Ernst" sailed into Sydney recently, her skipper unaware that war was on, and was immediately seized by the British authorities, according to advices received by the marine department of the Chamber of Commerce. The appearance off the Sydney heads of the German windjammer resulted in preparations being made to give her a fitting reception, and great care was taken to prevent those on board from learning the true condition of affairs before she was safely in the harbor. The crew of the tugboat which took the vessel in tow did not display any premature patriotism and the pilot was as reticent as the proverbial clam. It was only after the sailing craft was anchored in Sydney harbor awaiting medical inspection and was boarded by a naval officer and guard that Captain Reinholdt, the skipper, was informed that war had been declared and that his vessel was under seizure.

The cost of passage of each ton of cargo through the Panama Canal is practically 75 cents according to calculations from returns of the first three months of commercial operation of the waterway, during which period the cargo transported east and west amounted to 1,079,521 tons. The toll charge of \$1.20 is levied on each net ton, canal measurement, on loaded vessels, this register being constant. The quantity of cargo that may be stowed on a ship is variable, and as on the average the dead weight cargo capacity of the ships passing through the canal has been largely in excess of the net register, the burden of the toll has been correspondingly reduced on the ship's operation. Steamship owners say that the toll has been readily absorbed and that no complaints have been raised on that score. The reduction in the rates effected by the water route has been manifestly advantageous as compared with the previous rates.

Announcement has been made by the firm of Swayne & Hoyt that they have accepted the Pacific Coast agency for the Oriental-Pacific line of steamers, a recently formed corporation which will maintain a regular monthly steamship service between San Francisco and the various Oriental ports. During the past months trade between the Pacific Coast and the Orient has been steadily increasing and full cargoes have been the rule with all vessels dispatched either way. In fact, in many cases vessels have been forced to sea with capacity cargoes, leaving a portion of their freight on the docks for following vessels to pick up. The first vessel of the new line to be dispatched for San Francisco will be the "Tacoma," a freighter of 11,000 tons capacity. She will load at Calcutta on January 20; Hongkong, February 6; Manila, February 12; Kobe, February 21, and Yokohama, February 23. The vessels of the new line will use the Great Circle route, eliminating Honolulu from their ports of call.

The forty-sixth annual report of the Insurance Commissioner of the State of California shows that the total number of companies transacting marine insurance business in the State during 1913 was 40. The returns made by the companies transacting this character of business show an increase in amount written in 1913 over that written in 1912 of \$127,828,427, and a decrease in the amount of premiums received of \$202,925.93; with an increase in the losses paid of \$1,232,086.81. The report shows that 14.9 per cent. of the marine business was written by California companies with a loss ratio of 50.5 per cent.; 18.2 per cent. by companies of other States with a loss ratio of 70.0 per cent.; and 66.9 per cent. by companies of foreign countries with a loss ratio of 100.3 per cent. During the past thirty years the marine insurance companies have received in premiums \$50,930,754.19 and paid out in losses \$30,738,977.57. Business in "surplus lines" was transacted last year by 24 brokers under the provisions of Section 596 of the Political Code.

The following supplemental agreement has been made with the San Francisco Bridge Company for the construction and completion of the dry dock at the naval station, Pearl Harbor. The revised plans provide for a flat bottom 152 feet wide and a dock 1029 feet long. The Government agrees to pay in addition to the compensation agreed to be paid on account of original contract, namely, \$1,760,000, as supplemented by agreements increasing said contract price by \$544,000, \$150,643.22, and \$711,842.50, respectively, and by certain change orders increasing the contract price by \$149,070, \$1,826.62, and \$12,303.82, and in the manner of making payments on account thereof the sum of \$1,281,350, making the total compensation as previously agreed and now supplemented \$4,442,113.43. The time set for completion of the work is June 30, 1918.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 74 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65
SPRERDEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

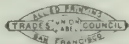
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 6, 1915.

SEAMEN'S BILL ADVANCES.

Notwithstanding all predictions to the contrary, the Seamen's bill was, during the week, reported out of the Senate Committee on Commerce and is now in the hands of a conference committee. The task of the conference committee is to arrive at some understanding upon the points in which the La Follette bill differs from the modified bill adopted by the House of Representatives. The conferees, after going through this "give and take" process, report to the House and Senate for concurrence. If both sides concur, the bill goes to the President for approval. If either House or Senate vote to non-concur, the conferees make another attempt to agree upon the disputed points and submit something that is acceptable.

The remarkable feature about this situation is that the alleged conservative Senate (often referred to as the American House of Lords, etc.) has so far insisted upon the so-called radical La Follette bill, while the House of Representatives (supposed to be the common people's branch of the government) has fathered a greatly modified and much less satisfactory measure.

The attitude of President Wilson toward effective legislation for sea safety remains a puzzle. Influential friends of the President claim that he will sign whatever measure is finally submitted to him. Yet there are those who believe that the shipowners need not worry about the President's stand. The latter point to his enthusiastic support of the London treaty and his failure to push the Seamen's bill. No matter what President Wilson's attitude may be, it remains a rather curious fact that the recent Democratic Congressional Campaign book listed the Seamen's bill among the achievements of the present Administration. Under those circumstances, it certainly requires elastic reasoning faculties to maintain that the present Seamen's bill is likely to meet with the same sad fate from the President as did its predecessor during Taft's term of office.

Resolutions, messages and individual letters sent direct to President Wilson, urging him

to get behind the Seamen's bill, will be of real help at this stage of the game. The shipping interests will surely fight to the very last; for their resources and tactics of obstruction, although badly strained, are not altogether exhausted.

JUSTICE?

Henry Siegel, the New York merchant, who altered his stock accounts (forgery), obtained credit on false statements (near-embezzlement), and wrecked a bank containing his employees' savings (almost-robbery), has been sentenced to \$1000.00 fine and two months' imprisonment; the imprisonment being suspended.

Speaking of the fine and the suspended sentence, the New York World says:

If this verdict and this sentence represent the legal conscience of the State of New York in respect to bank deposits, we see no reason why any private banker with a drop of sporting blood in his veins should hesitate about using his depositors' money as he sees fit.

For once we are compelled to agree with the World. Jurisprudence as applied to criminal financiers, is a howling travesty on justice, not only in the State of New York, but throughout the whole length and breadth of the United States. For these reasons as well as the several others before stated, the working people, and those who may at any time be the victims of the machinations of unscrupulous financial buccaneers now stand for the principle of the recall, including judges.

The New York World along with the rest of the conservative press, however, is opposed to the principle of the recall and has for years steadfastly fought the recall of judges as an attempt to substitute mob opinion for the due process of law. Incidentally, it should be noted that the opponents of the Recall also resolutely combat, as an infamous Socialist pretense, the perfectly true and frequently substantiated assertion that there is in this country one law for the rich and another law for the poor.

The farce of the Indianapolis trials, where wholesale indictments, wholesale trials, and blanket sentences of severe terms, were imposed upon the men of labor (who had been drawn into the web of the gumshoe experts' frame-up) is too fresh in the memory of those who desire to see equal justice administered to all. Even the most reactionary cannot pretend to be blind to existing facts—no matter what brand of plausible reasoning he may use.

When manufacturer Woods was accused of subornation of dynamite outrages in order to discredit strikers, there was no special train at hand to railroad him and his colleagues to the penitentiary. It was just the reverse, a committee of respected (?) citizens accompanied the accused in triumph of acquittal.

Locally there is exhibited at this present time a vast difference in the treatment of the accused dynamite conspirators connected with the Merchants, Manufacturers and Employers' Association of Stockton, and that which was meted out to Ford and Suhr, or to Mooney and Hanlon in three different trials.

A few years ago a man named Mitchell (who had been driven desperate during a long spell of unemployment and poverty, with a sick wife and hungry children at home), attempted to hold up a pedestrian near the Park Panhandle. The pitiful circumstances of the man's case were proven, it was his first offense, he did not make resistance to a

street-car conductor who aided in his arrest, and this desperate criminal was sentenced to TEN YEARS. Shortly after, the wholesale looting of the California Safe Deposit and Trust Company resulted in the wrecking of that concern. Widows and orphans were robbed and left in destitute circumstances, suicides and wholesale suffering followed, and just one of the unscrupulous financial pirates, J. Dalzell Brown, was convicted and received sentence of one and a half years.

The following striking comparison drawn by the San Francisco Daily News is also edifying and to the point:

San Bernardino, Nov. 23.—Jesse Carle, sentenced to five years in Folsom for hold-up in which he got \$1.

Genesee, Nov. 23.—Henry Siegel, who altered his book accounts, obtained credit on false statements, and wrecked a bank, sentenced to fine of \$1,000 and two months' imprisonment, prison sentence suspended.

It is such glaring contra-distinctions as these which are undermining American institutions, clutching at the very throat of this Republic and slowly but surely destroying the respect, of even the most law abiding citizen, for the integrity of our judicial system.

A COMPARISON.

A New York weekly, "The Survey," makes the following pointed comment on safety at sea in times of peace and war:

Since the war began two fleets have been shattered and sunk in American waters—English in the South Pacific, German in the South Atlantic. They have brought home vividly to the people of the United States the meaning of battle. But the list of disasters [page 2 this issue] made up by the New York "Times" when the "Empress of Ireland" was rammed in the St. Lawrence River, puts in cold figures the sinking of a greater fleet, the ships which go down in times of peace.

The trouble with "peaceful" sea disasters is that they are forgotten all too soon. Somehow, historians do not display any interest in loss of life when it is due to the gross negligence or the criminal indifference of the ordinary, peace-loving merchant prince. Loss of life at sea when due to an accidental or intentional meeting of hostile warships is always faithfully recorded. Any Public Library can supply fairly reliable data upon loss of life, etc., in any of the modern or ancient battles that have taken place from time to time on the seven oceans surrounding this globe. But let some searcher for truth endeavor to compile data upon loss of life at sea in time of peace and he will soon discover that his task is no easy one. The truth is that, except for very recent efforts, no one has ever thought it of public interest to take notes of the enormous sacrifices in human lives demanded by the world's (peaceful) ocean commerce.

This arrangement has, of course, been entirely satisfactory to those shipping magnates who have been accustomed to coin dividends at the expense of safety. To this day they can see no need for a lot of notoriety upon sea disasters causing great loss of life. Shipowners have always maintained that accidents are bound to happen at sea as well as on shore. They have also persistently argued that no one is more qualified to draft safety rules than they are themselves. The question of self-interest apparently never enters into their calculations. Therefore, it is indeed fortunate for the traveling public that some persons and publications, not quite as much concerned about dividends, have seen the urgent need for facts and figures upon sea disasters of peace.

Given this publicity and the proper preventive remedies will be adopted as a matter of

course. Opposition by interested parties has delayed other meritorious legislation, but in the end the measures dedicated to humanity and public weal have always prevailed. The abolition of serfdom and slavery, protective legislation for women and children and every single measure aimed to benefit mankind in general have at first had to contend with the bitter and oftentimes unreasonable opposition of "interested" parties.

Is it any wonder then, that the Seamen's bill has brought forth such spirited antagonism from those who are convinced that it is against their pecuniary interests?

ABOUT THE AGITATOR.

Woe to the agitator!

Whenever a man steps a little way out of the usual rut of thinking and begins to ask questions, he is promptly branded an agitator.

In former years agitators were often punished with death. Some countries still imprison and exile their agitators.

In this country a man is labeled an agitator if he says: "I work long hours. I get small pay. My work is very necessary to society, yet when I ask for better conditions I am always refused. About the best thing for me to do is to interest a number of my fellows and get them to quit work with me. If the boss finds out that we are essential, maybe he will listen to some of our demands."

So the boss and the boss' friends and all the little satellites of the boss and the boss' friends cry that the man is an agitator. And, of course, that is exactly what he is.

But he shouldn't be ashamed of it. There is nothing terrible about being an agitator.

All of our great men were agitators. Jesus Christ was an agitator and suffered the penalty. Columbus agitated until he got what he wanted. Just think of the agitation Edison has kicked up. All of the really great writers and inventors and explorers and leaders of men are agitators. They stepped out of the beaten track and did things a little differently.

Any man nowadays who would better the conditions of the exploited is labeled an agitator.

Maybe some time in the dim future "agitator" will be spelled with a capital "A" and will be considered a title of honor.

A Shanghai press dispatch of recent date reads as follows:

Negotiations are going on between England and Japan with a view to persuading Japan to send troops to India so that England may send Indian troops to Europe. In consideration of this service, Japan is demanding the fulfillment of these three conditions: (1) The granting by England of a loan of \$1,000,000,000; (2) the recognition of the right of Japan to send emigrants to Canada, Australia, and New Zealand; (3) a free hand for all troops which Japan may send to China.

In view of the foregoing, we can not refrain from expressing deep sympathy with our fellow workers in Canada, Australia, and New Zealand. They will probably need something more substantial than sympathy in the not far distant future. When the Australian volunteers are through fighting the Germans they can go back to their homes either to embrace or fight the Japanese immigrants. If we are not very badly mistaken, the Australian workers will prefer the last-named alternative. They are not quite ready to abandon the "White Australia" policy—even though their refusal to do so should greatly grieve the Mikado and his people.

Demand the union label upon all purchases!

The JOURNAL can not work up any kind of enthusiasm over the belated protest of the United States against Great Britain's interference with neutral shipping. That protest is obviously inspired by certain commercial interests who hoped to reap a harvest out of the war and discovered to their chagrin that they had guessed wrong. The kind of protest which deals only with property rights and totally ignores the outrages committed against human rights—i. e., the unjustifiable seizure of American seamen on the high seas—is not calculated to make the eagle scream with patriotism. Neither Great Britain nor any other maritime nation which makes even a pretense of enforcing just claims has ever permitted American warships to forcibly remove belligerents from her merchant vessels. What does our Government propose to do about it? Is the life and liberty of the American merchant seaman who was forcibly taken from the American steamer "Windber," and is now detained in a British concentration camp, only a minor issue when compared with the sacred American copper, turpentine, resin and rubber?

According to Franklin Lane, Secretary of the Interior, the estimated population of the Territory of Hawaii on June 30, 1914, was 219,018, exclusive of 8,373 belonging to the Army and Navy of the United States. This is an increase of 37,016 over the census of 1910. The notable race increases are 10,041 Japanese, 2,236 Spanish, 3,046 other Caucasians, exclusive of the Army and Navy, and 12,271 Filipinos, while the Army and Navy increased 6,535 since 1910. Those of Hawaiian pure blood have notably decreased in the past four years, but this has been offset by the increase of part Hawaiians, making a net increase of 239. Secretary Lane evidently does not underestimate the size of the problem confronting the American people in Hawaii's wonderfully mixed population. He says: "It will require the deepest study and wisest judgment to adjust the interests of so many nationalities if the future increase is along the lines indicated by statistics."

Says the "London Times" in commenting upon the Turkish entry into the world war:

Their acts of war mean that, when this mighty struggle is over, Europe will be rid of two factors which for more than fifty years have been the chief menaces to the peace of the Old World. We shall get rid of Prussian militarism and we shall simultaneously get rid of the Turks in Europe.

Maybe, Old Top! But if your heart's desire in this respect has really been fulfilled you will still have a factor or two that require more than passing attention. When it comes to making a choice between Prussian militarism and Russian Czarism a considerable number of plain, ordinary folks will beg to be excused from expression of opinion. And if it comes to the day when we must choose between the "unspeakable" Turk on the one side and the "cocky" Jap on the other, some of us more or less benighted noncombatants shall frankly prefer the Mussulman.

It is paradoxical but true that were it not for the establishment of the minimum wage all wages would be down to the lowest possible point.

The attempt to justify child labor by pleading the "laziness of the parents" is insult added to subterfuge.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 4, 1915.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 28, 1914.
Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Dec. 28, 1914.
No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 28, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 28, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 28, 1914.
Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 28, 1914.
Shipping and prospects poor.
GEORGE NEULING, Agent pro tem.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 28, 1914.
No meeting. Shipping slack; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 28, 1914.
Shipping and prospects very dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 22, 1914.
Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 30, 1914.
Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 23, 1914.
Shipping slow. Situation unchanged.
LEONARD NORKGAUER, Agent.
Pier No. 1. Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Dec. 24, 1914.
No meeting. Shipping very poor; prospects poor.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Dec. 23, 1914.
Shipping slow.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Maurice Duhig, No. 290, a native of Ireland, age 58, died at San Francisco, Cal., Dec. 27, 1914.
John M. Lindgren, No. 585, a native of Sweden, age 38, died at San Francisco, Cal., December 30, 1914.

William Middleton, No. 801, a native of England, age 63, died at Seattle, Wash., Dec. 23, 1914.

"REASONS" FOR THE WAR.

The following sensational article appeared in a recent issue of the Glasgow Forward, organ of the Scottish Labor party, over the signature of Thomas Johnston:

In the year 1907 Sir Edward Grey concluded a secret agreement with the Camarilla round the Russian throne, and he presented some details of this agreement to the British public two days after Parliament had risen, so that they would not be publicly criticized.

We are now at war because this Camarilla has chosen to interfere on behalf of the Servian collection of cutthroats who have kept Eastern Europe a perpetual torment with their poisonings, bombs, and assassinations. There is evidence, too, that the late M. Hartwig, Russian Ambassador at Belgrade, was the chief conspirator in the murder of the heir to the Austrian throne. If report speaks truly, this worthy went to his God a month ago, with somebody's knife across his throat.

The British public has long been accustomed to regard the Government of Russia as a loathsome and corrupt thing of torture and cruelty; but so far as we can see, no one is at present laying bare the record of this ally of ours, and the working class of Scotland may not at the moment have remembrance of some of the outstanding achievements of this friend at whose behoof our civilization has been thrown in the melting pot.

Let us remedy the defect. Let us look at the piece of bloody gristle we are shaking under the delusion that it is a hand.

Emperor Nicholas II on ascending the throne spurned the request of his Municipal Corporations that he would "establish a closer intercourse between the Emperor and the provincial representation of the land," and he announced his intention of remaining "an autocratic ruler of his subjects."

He confiscated the property of the Armenian Church; in the year 1901 he discharged his Minister of Finance, Count Witte, because that gentleman had the temerity to urge him to grant "equal rights for all subjects, political liberties, and constitutional guarantees." In Witte's place, as chief adviser, he appointed a bird of carrion, called Von Plehwe.

Von Plehwe used State money to finance Jewish massacres ("Pogroms"), and he lent a helping hand, according to Prince Meschersky, the editor of the Tory paper, the Grahzdanin, in engineering the war with Japan as one means of taking the thoughts of the people away from revolution.

Von Plehwe organized the great system of Russian Police Government and espionage, by means of which 30,000 people were transported. He was then providentially murdered.

On January 22, 1905, there went, unarmed and peaceably, 100,000 men to present a petition to the Czar at the Winter Palace. Without excuse the troops were let loose on the peaceable deputation, and 2,000 men, women and children were slain, by order of the Little Father. That was bloody Sunday. Following it came the Mass Strike in Warsaw—wiped out in blood; then the race war in the Caucasus, the great uprising at Odessa, the mutiny of the sailors on the Russian battleships, and fresh massacres in Poland. Then, and

then only, did Nicholas agree to a State Duma or Parliament. But when the details were published, only one man in every 200 was to have a vote; no workingman was to be enfranchised. Result, more Mass Strikes, in which even judges, actors, lawyers, and chemists joined. Then in sheer terror Nicholas promised a wider and more representative Duma; but as Prince Kropotkin has shown in the preface to the second edition of his "Memoirs," the Monarchist party "organized hired bands for the slaughter of the jubilating crowds. The gendarme officers hurriedly printed with their own hands appeals, calling for the massacre of the intellectuals and the Jews, and saying that they were the hirelings of the Japanese and the English." When the Duma met in May, 1905, thousands of peasants were being imprisoned or flogged to death. Then the Duma was dissolved, and some of its members had to flee for their lives. From October 30, 1905, to October 30, 1906, the Camarilla washed its hands in blood: Killed in the massacres, shot in the riots, etc., 22,721; condemned to penal servitude, 851 (to an aggregate of 7,138 years); executed, mostly without any semblance of judgment, men, women and youths, 1,518; deported without trial, mostly to Siberia, 30,000.

Right down from 1906 the same catalogue of horrors can always be shown. In the year 1908 (apart from military executions) there were 825 people officially murdered in Russia; the constitutional liberties of Finland have been ruthlessly and brutally suppressed; Gorki and other intellectuals forced to flee into exile; the Duma, a mere show, a name; the Russian Secret Police, with its agents provocateur like Azeff; Governors like Stolypin; shameless incarcerations of men like Kchaykovsky and women like Miss Malecka—all the world knows these things.

And yet secretly with these uncivilized brutes Sir Edward Grey in 1907 concluded an agreement, an alliance. We shook without knowing it, the bloody hand of Russia. Remember that Sir Edward Grey did not announce the fact of the agreement until two days after Parliament had been prorogued, and then let us turn to a high-placed European correspondent, writing in the Gaelic American, for June 20 of this year—long, mark you, before any Austrian Archduke was murdered, and long before we were permitted to hear that the rulers of Europe had decided to send us to blow out each other's brains:

During the recent session of Russian Duma, M. Sassonoff, Minister for Foreign Affairs, announced that a Naval Convention had been concluded with England.

The facts of this terrible conspiracy are coming slowly to light. Bit by bit the clues will be pierced together, and one day the accusing finger of an outraged humanity will be pointed at the real authors of the Butchery and the slaughter!

Till then, remember that our Ally is Bloody Russia, and that Sir Edward Grey willed it so.

Colombia, with an area of 500,000 miles and a population of 5,000,000, has less than 700 miles of railroads in operation. There are thirteen different lines, the shortest eight miles long and the longest ninety-two miles.

Demand the union label upon all purchases!

TOLL OF THE NORTH ATLANTIC.

Those who go down to the sea in ships owe an immense debt of gratitude to the wireless, for while the alert aerials are searching the face of the waters with their delicate antennae, ever ready to pick up a call for help, the stormy North Atlantic can never again exact the terrible toll of human life it has done in the past. From the Bahamas to Cape Race and from the Scillys to Sandy Hook the ocean floor is paved with broken wrecks and human bones. Not even the dreaded simoom of the Indian Ocean has been more destructive to life and shipping than the black squalls and white fogs of the North Atlantic, with their lurking icebergs and drifting derelicts. Many of the greatest ocean tragedies have taken place almost in sight of land, but none stand out from marine history with more dramatic distinctness than the foundering of the "Evening Star" off Cape Hatteras in the fall of 1866. The loss of this vessel was attended by all the picturesque elements of a "best seller" or a spectacular play, but it lacked a hero. Not one act of bravery lightened the gloom of that disaster. It was truly "every man for himself and the devil take the hindmost." The "Evening Star," a paddle steamer plying between New York and New Orleans, left New York on September 27 with 278 souls on board. It was the gayest shipload of human beings that ever rode the waves. In addition to the merchants, military men and planters that made up the passenger list, there was a French opera company and a company of negro troubadours. Every evening the women donned their richest dresses and costliest jewels for dinner, which was followed by music and dancing on the main deck. The operatic stars gave selections from their repertoire, and the negro troubadours reaped a harvest of gold and silver coins by entertaining the company with the banjos and bones until a late hour. The deck presented nightly the appearance of a brilliant ball room, and wine flowed freely, flirtation was rampant, and mirth and folly reigned. Gambling for high stakes went on below all around the clock, and the officers entered into the spirit of the ship and shared the revels. Until Cape Hatteras drew near even the sky seemed to smile on the merry-makers. Before nightfall on the first of October, however, the clouds gathered, the sea frothed angrily, and the wind commenced blowing "great guns." The captain read the signs and prepared for the approaching hurricane by securing boats and spars, battening down hatches and everything movable, and placing picked men at the helm. The "Star" was then 200 miles from shore, and as the hammering seas tore away her paddle box and bulwarks, the lips of the light-hearted passengers grew white with fear, and they rushed to the captain, crying, "Are we in danger?" For answer he drove them all below and ordered the stewards to lock them in their cabins. Rolling heavily in the trough of the sea, and unable to make any headway against the fury of the tempest, the ship leaked rapidly and soon torrents of water rushed into the saloon and cabins. The smashing of crockery and the din of loose furniture being hurled to and fro with the wild pitching of the vessel helped to swell

the terrific noises of the storm and to add to the terror of the imprisoned passengers. Where a few hours before the ship rang with music and laughter, now sounds of loud weeping, shrieks of fear, fierce oaths and frenzied prayers mingled with the tumult of wind and water, and the creaking and groaning of the laboring vessel. Many of the passengers, half crazy with fright as the water came pouring in around their feet, pounded their locked doors and shouted to be let out, or tried to break them down. In the midst of all this pandemonium a giant billow reared its curling crest high over the "Star" and crashing down upon it carried away the hurricane house, two seamen and several passengers, all of whom had taken refuge there. After that the scenes in this drama of the deep moved on rapidly to the end. The wheelhouse was swept away, the rudder unshipped, and plank after plank ripped off like paper from a wall. The intruding water reached the fires and stopped the engines, everything was awash. The captain caught at a faint hope that the vessel might possibly live out the storm if lightened of the cargo, so he released the passengers and called on them to help the crew heave bales, chests and trunks overboard. Men and women, rich and poor, white and black, worked side by side with feverish energy, all class distinction forgotten in the peril of the moment. Not all the passengers though responded to the captain's call—some bundled up their jewels and money, others broke into the storeroom and tried to bolster up their craven souls with drink. Soon after midnight the captain announced that the "Evening Star" could not possibly float another hour. Then ensued a scene that beggars description. Many of the women lost all control of themselves, tore off their jewels and laces, and prostrated themselves in the agony of despair; others fell on their knees and prayed with clasped hands but lips that had lost the power of speech; still others rushed on deck and flung themselves into the raging sea. Several seemed to have gone mad, for they emptied glass after glass of liquor, sang, danced, and blasphemed wildly, as the water rose ever higher around them. A rush was made for the boats, and two were launched, but were immediately dashed against the hull and crushed like a couple of eggshells. It was now six in the morning and day was breaking, but without hope. There was no attempt at discipline on the heaving deck of the doomed steamer, men thrusting women and children overboard in the mad rush to reach the boats, striking, shoving and tramping their way to the slight chance of life that still remained to them. While the remaining boats were being launched an immense wave rolled down upon the hulk, sweeping it from stem to stern. As the wave receded the ship quivered, rolled slowly to port, then to starboard, like a dying thing, and sank like lead. The sea was crowded with a struggling mass of humanity clinging to spars, gratings and pieces of broken furniture. The four lifeboats having been cleared of the falls before the big wave gave the "Star" her coup de grace oddly enough, did not capsize when she went down, and many of the floating passengers managed to reach them. Some of the sailors kept their presence of mind enough to pull away from the

scene of the wreck as rapidly as possible with those who had managed to scramble in. The first boat was already filled when the steamer sank, containing the second mate and thirteen women. The second boat held three seamen, a steward, the third mate, and three passengers; the third carried the pilot, assistant engineer, cook, a fireman and four passengers, and in the fourth were the purser, chief engineer, six seamen and three passengers. No attempt was made to keep together, but each man steered his boat in the direction where he thought the nearest landing. None of the boats were furnished with either water or provisions. The second mate's boat reached the coast of Florida, but was upset in the surf before a landing could be effected and all the women were drowned. The second boat arrived October 7 at Fernandia with two dead passengers, the survivors having been too weak to throw the bodies into the sea. The third boat was rescued by the "Morning Star" on the 8th, but two passengers and two seamen had been committed to the deep, and the fourth boat was picked up by the Norwegian bark, only one of the shipwrecked men having died, though all had been without food or water for a week.

Saved by a derelict was the experience of the "Frederick Scalla" from Stettin to New York with a cargo of salt, and caught in a furious gale in mid-Atlantic, September, 1884. Her masts, rudder and boats were carried away, her timbers opened to let in the seas, and for nine days she was buffeted to and fro, a battered wreck that threatened every minute to go down, carrying captain and crew with her to the bottom. On the sixth day an effort was made to build a raft, but was abandoned. The crew of eleven men worked constantly at the pumps in regular shifts, but on the ninth day it was seen that the bark could not be kept afloat more than a few hours longer. The cargo of salt dissolved by the intruding water turned into brine which could be pumped out the same as the sea water, thus considerably lightening the ship, but on the last day the water had gained four feet in the hold, and the men were so exhausted they could hardly stand. The weather, which had been dark and foggy, cleared up at noon for a little while, and revealed a large brig not far away, and drifting toward them. But she showed no signs of life, there was no lookout in the crow's-nest, no sailors about her deck. Rudderless and without boats, the men on the "Scalla" waited, torn alternately by hope and fear, for the strange ship to come within hailing distance. She was evidently pursuing her way without a steersman, for sometimes she drove straight ahead, and at other times hung upon the wind, yawing to and fro as if about to change her course abruptly, and vanish in the bank of mist out of which she had risen. Tales of ghost ships and the "Flying Dutchman" flashed through the minds of the "Scalla's" men, and cold chills chased up and down their aching backs. The nearer the vessel came the more certain they were she was deserted or a phantom foretelling their own approaching doom. When she was not more than 200 yards away the "Scalla's" captain hailed her, determined if no one answered that he would jump overboard

(Continued on Page 10.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
CONNEAUT, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main Street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erle, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

this test was given his engine crew at 2 o'clock in the morning during a heavy snowstorm and with a thick haze obstructing the view. The red light flashed up at a passing switch. Filled with horror, the engineer applied the emergency brakes and both jumped for their lives.

Modenbach went head foremost into a ditch, skinned his nose, and received many bodily bruises. The engineer was thrown violently against the locomotive and tossed out upon the hard ground, breaking his collarbone. It was a "surprise test," but this did not allay the hurt of either man. The engineer was confined in a hospital for several weeks and received no pay from the company during this time. The witness stated that this "surprise test" had been instigated by the trainmaster, who, so far as the witness knew, had not been reprimanded for the foolhardy deed by any of his superiors.

Guarding Nation's Babes.

Infant welfare, centering around an investigation of infant mortality in Johnstown, Pa., is a feature of the second annual report of the children's bureau of the Federal Department of Labor. It is stated that similar investigations and studies will be conducted in various typical parts of the country.

Regarding this study, Miss Lathrop, chief of the bureau, says:

"The reading of the first field study will show a coincidence of underpaid fathers, overworked and ignorant mothers, and those hazards to the life of offspring which individual parents cannot avoid or control. This points toward the imperative need of ascertaining a standard of life for the American family. The study of infant mortality involves finding how far the essentials of such a standard may be secured by communities, how far they rest upon better conditions of work and pay, and how far they depend upon the individual rectitude of fathers and mothers. Toward the ascertainment of this standard it is hoped that the bureau's continued studies into infant mortality may contribute."

The report deals with three questions, the more prominent being child labor, birth registration, dependent children and mothers' pensions laws. In closing, Miss Lathrop says: "This report ends the first two years of the bureau's existence, in which its work has been done with a small staff and little money. The practical wisdom of those who created a special bureau addressed to the great task of ascertaining true democratic standards for the nurture and protection of the nation's children is already justified by the public response to the bureau's small performance."

To Check Ills of Workers.

The adoption of vigorous measures for the prevention of disease among workers is urged in a report by the Surgeon-General of the federal Public Health Service. The economic importance of the proposal is emphasized and it is stated that a very large proportion of the loss resulting from sickness and disease can be eliminated by the application of proper methods of prevention.

Medical supervision of workers is recom-

mended as an effective method for reducing the losses incurred through illness. Interest in medical supervision had its origin in the "safety first" movement which is spreading so widely over the country. This safety movement has served to concentrate the attention of the industrial world on the importance of health in the abstract, in a way perhaps that could be achieved by no other means. It has caused the extension of measures originally intended only to prevent accidents so that they will also serve to prevent disease.

Practical recommendation for the improvement of the health of workmen engaged in the industries can be made on the data gathered by the system of physical supervision.

The benefits to the workers themselves through the application of such systems are too obvious to be dwelt upon, says the report. Even where their loss is partly covered by some form of insurance the amount received in most cases does not begin to compensate them for the impairment of their vitality suffered through illness, even when the pecuniary compensation adequately covers the loss in time.

Congress Equalizes a Law.

Both branches of Congress have passed a law which gives the right to petition the United States Supreme Court for a writ of certiorari whenever the Supreme Court of a State declares a State law invalid on the ground that it violates the Federal Constitution, a treaty, or a Federal law.

A writ of certiorari is the legal term for an order by a superior court to call up the records of an inferior court in a certain case that it may be tried in the superior court.

For over 100 years the law has permitted appeals to the United States Supreme Court only when the Supreme Court of a State decided a law was valid. But if the State Supreme Court held the law was invalid, appeal to America's highest judicial tribunal was impossible.

This one-sided practice has been of inestimable value to large corporations and special interests in their opposition to remedial legislation and in individual suits for justice instituted by workingmen. To illustrate how this system worked, Representative Webb of the House Judiciary Committee cited the case of Ives against the Buffalo Railway Company, involving the legality of a compensation act. The case was carried to the New York State Supreme Court, which decided the law unconstitutional. No appeal was possible, and the railroad company got the best of it. But if the court had held the law was constitutional the railroad company could have appealed.

The law just passed by Congress ends this unfairness, and in the future, where a State Supreme Court declares a law unconstitutional for the reasons stated above, an appeal can be made to the United States Supreme Court.

A Norwegian scientist has advanced the theory that Saturn's rings are electrical phenomena, produced by the radiation of luminous particles from the planet, which constantly renews them.

A store closed early is a store run easily.

TOLL OF THE NORTH ATLANTIC.

(Continued from Page 9.)

and try to swim to her, as the only chance for life that was left. But to the surprise of the little group on the "Scalla" a woolly head bobbed up, and a negro answered the hail. Presently he disappeared and returned with a feebly-moving white man, and the two with infinite labor finally ran up a distress signal. Thereupon the German captain bawled out that his ship was sinking, he had no boats, and the brig would have to send a boat to him. The reply astonished him. He was implored to send a navigator and some hands aboard. He shouted back that he was helpless, and the white man on the brig replied that no one on board was strong enough to lower a boat, or use the oars, as those still alive were weak from starvation and fever. But when the hapless pair on the brig saw that they were drifting by the "Scalla," they managed to lower a boat and reach the water-logged bark. The "Scalla" had plenty of provisions and most of these were transferred to the brig, which was the "F. Y. Merryman," of Boston. Half an hour after the "Scalla's" captain and crew reached the "Merryman" the German bark disappeared beneath the waves, and soon the derelict, a derelict no longer, was headed for New York. The story of the brig was an unusual one. She had left Boston for Sierra Leone with eighteen men and a mixed cargo some months before. From Sierra Leone she had gone to a West African port, where the mate and a sailor died of fever. The rest of the crew rapidly sickened and no men could be found willing to sign on a plague-ship. Finally a native was induced to ship, and feeling that longer delay in port would do no good, the captain decided to set sail short handed as he was, and trust to luck for fair weather. The "Merryman" had only been a few days at sea when the plague broke out again. The captain went first, then the second mate, a stalwart Swede. There was no one left to navigate the ship, and still the death roll grew. As fast as the crew died they were bundled overboard without even a prayer or the customary canvas coffin. The last man to go died of pure fear; he was so sure that he would be the next to sicken that he died of fright without even a symptom of disease of any kind. Only two men, a white sailor from New Bedford, not more than twenty years old, and the ignorant negro, who was making his first sea voyage, were thus left to navigate a big windjammer across hundreds of miles of stormy ocean. The white man was soon worn out, and the constant strain soon told on even the negro's giant frame, so that both men became so weak they could hardly crawl about the galley for food. They gave up all attempt to steer a course, and permitted the brig to drift at the mercy of the winds and tides. It is pleasant to know that the "Merryman" made a quick passage to New York under her new commander, without further mishap.

The big White Star liner "Atlantic" was not so fortunate. Neptune exacted a heavy toll from this ocean queen, which then occupied the same proud position in the maritime world that the "Muretania" and "Olympic" do to-day. She left New York the 28th of March, 1873, carrying the then

unusual number of 931 people. She was met by a series of furious equinoctial gales that caused the captain to change his course and head for Halifax, with the intention of lying off shore until the storm abated. Though approaching a dangerous coast, he retired at midnight, leaving the bridge to the first officer. Three hours later the watch was changed, and the cry of "All's well" sounded. Hardly, however, had it been spoken when it was followed by the loud warning of "Breakers ahead," and the "Atlantic" was driven hard and fast upon the rocks. All the force of her powerful engines could not move her an inch, and before the terrified passengers could understand what had happened the boats were all torn away on the port side, the ship heeled over, and the remaining boats on the starboard side were smashed. Captain Williams advised the passengers to lash themselves to the rigging, as tons of water were rushing over the decks, sweeping everything movable away with it. Hundreds of steerage passengers were drowned in their berths, and scores were washed from the decks into the boiling seas. The fore-boom broke loose and became a terrible engine of destruction as it swung to and fro, crushing everyone that came within its reach. Out of the smother of foam 150 feet away rose a wave-washed rock, and this held out a desperate chance to those still alive on the ill-starred liner. Several brave sailors at the risk of their own lives managed to carry ropes to this rock. Between the rock and the shore was 100 yards of seething surf, but the third officer and two quartermasters bridged the distance by another rope which they carried across by swimming. About 200 people reached the rock by the life lines, but only about fifty succeeded in making the more perilous passage from the rock to the shore. Many died in the attempt, some being torn away from their hold on the frail line by the ravening waves, and others becoming so benumbed by the bitter cold they could no longer grasp the rope with their stiffened fingers, and so dropped into the sea. At dawn a small boat put out from the land (it was Meagher's Island), and reached the rock, but could not be of much help. The third officer, however, went back in it and got three larger boats, and a number of the freezing wretches were rescued from the rock and the rigging. Soon after the decks became unsafe the chief officer and thirty-two passengers, one being a woman, took refuge in the mizzen rigging. Some were washed away before morning, and some were rescued by the boats from the island, until at last only three remained, the chief officer, the woman and a boy. Before the boat could come back for them the sea rose so rapidly and became so angry it was impossible for the boat to again reach the wreck. The boy was washed off, but was courageous and a good swimmer, and succeeded in battling his way to one of the boats into which he was helped by willing hands. The chief officer meantime got hold of a rope and lashed the woman to the rigging, where she hung in a half conscious condition. While the hardy fishermen and sailors hung back, afraid to risk a trip to the wreck to save the ice-covered pair, a clergyman, Mr. Ancient by name, who was among the spectators on shore, showed himself the bravest man there, for he

launched a small boat and called for volunteers to go out with him to the broken ship. Four men answered his appeal and rowed to the boat, but on reaching the wreck were afraid to try to get the man and woman from the rigging. Again the heroic minister rose to the occasion, and obtained a footing in the main rigging, from which he managed to throw a rope to the chief officer, who caught it, fastened it round his body, and leaped into the sea, out of which he was safely hauled into the boat. The woman was frozen to death before help came, so was left hanging in the rigging in her winding sheet of ice. All this time Captain Williams had refused to leave the ship, and it was not until his hands and feet were frozen that he allowed himself to be saved. Though severely censured by a Court of Inquiry for his lack of ordinary precautions in approaching dangerous coast at night in bad weather, in consideration of the courage he displayed after the "Atlantic" struck, his certificate was only suspended for a couple of years. Four hundred and eighty-one people perished with the White Star ship.

The North Atlantic, like death, has all seasons for its own. It does not claim its victims during the equinoctial gales or the rigors of winter alone, but its fury often breaks out when the mariner has a right to expect good weather and a safe voyage. When the "Lady Hobart" sailed from Halifax for England, June 22, 1803, nothing was further from the minds of captain, crew and passengers than that she would find her last harbor in the ocean depths within the week. A piece of good luck at the start put everybody in high spirits. The second day out the "Hobart" captured a French schooner, the "L'Amiable Julia," a prize crew was put in charge, and with the French captain a prisoner on board the "Lady Hobart," proceeded merrily on her way home. But the Frenchman brought bad luck with him, for a heavy sea began to roll and a thick fog came down like a blanket. The ship slowed down to about seven miles an hour, but at one in the morning struck an island of ice. Before the helm could be put over she struck again, and swung partly round, her stern-post being smashed and rudder carried away before she could be hauled off. The ice-island or berg towered over the ship to twice the length of the mast-head, and it was fully half a mile long. In a few minutes the hold was filled with water, and though men were kept at the pumps, and a bucket brigade set to baling, in a few minutes more she had settled up to her fore-chains. Two boats only were launched, and in these small vessels with scant food and no water except a few raindrops from heaven, the few survivors drifted about for a week before they finally reached St. John's, having only one death to record since leaving the sinking ship, that of the French captain, who became delirious, jumped overboard and was drowned.—Mrs. Harry Michener, in the American Marine Engineer.

In South Dakota the automobile has been found a great success as a prairie dog exterminator. A piece of hose slipped on to the exhaust conducts the gases into the dog hole for a few minutes, when the hole is covered with earth. That is enough for the dog.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Laundry workers in Portland, Me., have secured agreements with their employers which carry wage increases and better working conditions.

The organizing campaign of the International Ladies' Garment Workers' Union at Cleveland is proving successful, and it is now predicted that the thousands of workers in this industry will be enrolled in the near future. While employers are opposing the campaign, in some instances, union officials declare that over one-third of the workers have joined the organization.

Clerks and draftsmen employed by the Government in Washington and at other navy yards and naval stations are discussing methods to secure a thirty days' annual leave, enjoyed by other classified civil service employees. The complaining workers are now given only fifteen days, and in the event of a failure of the department officials to equalize the leaves, it is said Congress will be appealed to.

Non-resident aliens may recover damages under the Federal employers' liability law for the death of one who supports them, says the United States Supreme Court in deciding that the Reading Terminal Company of Philadelphia must pay damages to the parents of a young man in Ireland. The son was killed while employed by the company and the lower courts held that non-resident aliens could not recover damages.

The Industrial Accident Commission of California has ruled that an employee is protected by the State compensation act when he enters the employer's premises, even though the accident occurs outside of working hours. This decision was made in the case of a worker who was being conveyed to his place of employment in a vehicle owned by the employer. The horse took fright and overturned the wagon, injuring the worker. The commission held the injured man was technically on the premises of the employer and awarded damages.

At a meeting of the New York State Federation of Labor executive committee, State Commissioner of Health Biggs said: "As the result of improved sanitary conditions the death rate of the city of New York has been reduced from 26 per 1,000 to 13 per 1,000 during the last twenty-five years. That this meant if the same death rate prevailed in New York City there would have been 65,000 more deaths in 1913 than there actually were and that each one of these deaths saved meant at least ten cases of serious illness and that it represented a saving of at least 650,000 cases of serious illness with all the expense necessarily entailed."

At a conference held in Olympia, Wash., it was agreed to recommend to the State Industrial Welfare Commission that the minimum wage for waitresses be \$11 per week, and that of other female hotel and restaurant employees be \$9. It was also recommended that employers be prohibited from deducting more than \$3.50 a week for board and \$5 for both room and board. The three employees in the conference estimated the cost of the various items of necessity at such figures as to make a total average cost per year of \$776.74, or almost \$15 a week. This includes board and room. These estimates were all given as those of "an average girl" employed in a hotel or restaurant.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamson, Berner Kruse, Charlie
Anderson, Fritz Karell, John
Anderson, J. -330 Kaald, John
Allen, John Kroger, Johan
Anderson, Frank Lapauhe, J.
Anderson, Alfred Lamb, Herbert
Brown, Peter Lof, Oscar
Batchell, Alex Larson, Harry
Bartlett, H. N. Larsen, Conrad
Bluhaen, Sigurd Lynn, Charlie
Crosley, J. Lambert, E.
Carlson, John Larsen, L. A.
Carlson, Gus Larsen, Fred
Christensen, Christ Mortensen, J. R.
Christensen, Fred Monroe, Wallace
Cotreau, A. Macdonald, W.
Carlson, Martin Martinsen, K.
Christensen, A. M. B. Maltak, M.
Christensen, August Mikkelsen, W. -1620
Coolen, H. D. Nelson, Oscar
Crosby, J. Nielsen, Harold Q.
Denten, E. L. Nielsen, P. L.
Daly, W. O. Nielsen, Oscar J.
Doddy, C. W. Olsen, C.
Doughty, G. P. Orstad, Christ
Erikson, H. -837 Olson, C. -584
Ellefsen, Otto Olsen, O. P. -1141
Elsted, John Okhuysen, J. H.
Edikson, Johan Petterson, Harry
Eugene, John Parrotta, Peter
Granzell, A. Pakko, Emil
Granqvist, C. O. Perry, Robert
Green, Dan Palmquist, John
Gjelseth, I. Porter, Albert
Gudmundsen, Chris Rasmussen, E. S.
Hermansen, Gustaf Rasmussen, Olaf
Hale, Kingsley Ramstad, L.
Hass, W. Rasmussen, Vigo
Hjorth, John Ranjald, G. F.
Hoohe, P. Rogers, W.
Holm, H. Rasmussen, Arthur
Hultberg, E. Reinink, H.
Jacobson, Tonglis Rommedal, K.
Jensen, G. T. Rosewald, I.
Jegstrop, H. Storfald, Hjalmer
Jensen, L. Stone, N.
Johansen, Geo. W. Samuelsen, L. -1246
Johnson, Jacob Smith, T.
Jorgensen, Agge Scott, J. S.
Jensen, John Frank Sorensen, E.
Johnson, Alfred Strauss, P.
Johnson, Hillemer Sund, K. A.
Jensen, E. S. Thompson, W. N.
Johansen, Ludwig Wallace, A.
Koch, W. Wold, J. J.
Kristensen, Magnus Weigeland, Sigfred

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil Line, Victor
Dobbin, H. Murphy, Daniel
Doering, E. W. Nyhagen, Julius
Hansen, Johannes Oglvie, Wm. A.
Iversen, Iver Olsen, Martin E.
Johansson, Charles Paterson, John
Johannsen, Christian Pearson, Fred
Karthausen, Otto Sweeting, Jack
Linea, W. Wehrmann, Wm.

ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

HUMBOLDT SAVINGS BANK, 783 Market st., near Fourth.—For the half year ending December 31, 1914, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Saturday, January 2, 1915. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1915.
H. C. KLEVESAH, Cashier.

DIVIDEND NOTICE.

THE GERMAN SAVINGS AND LOAN SOCIETY, 526 California st., San Francisco.—For the half year ending December 31, 1914, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Saturday, January 2, 1915. Dividends not called for are added to the deposit account and earn dividends from January 1, 1915.
GEORGE TOURNY, Manager.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

H. WENGORD, Proprietor
FIRST-CLASS BOARD AND LODGING
Reasonable Rates
Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers
BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton Lomas, Richard
Hansen, Carl Marl-Lawrence, Harry
nus Thorsen, Fredrik N.
Ingebrethsen, Alfred

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Messboy R. Tennant.

INFORMATION WANTED.

August Ehlert, No. 42, formerly janitor of the Sailors' Union at San Francisco, is inquired for by his sister-in-law. Anyone knowing his whereabouts please notify Mrs. A. Ascher, 1817 Chapin St., Alameda, Cal. 12-9-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.

Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.	Landstiter, Paul
Anderson, Otto	Lindeman, K.
Anderson, Gust	Leine, Viktor
Anderson, W.	La Boye, M.
Bjorkbon, F. C.	Lyle, Alex.
Beuter, H.	Lovends, Jack
Backman, B. W.	Marx, Thorwald
Cnevnasky, Mike	Meckermann, Ernst
Carlsen, Herald	Menricke, Fritz
Christensen, C. A.	Masters, C.
-1223	Meider, Johan
Carlsen, C. E.	Meyerdiel, Heinrich
registered L.	Michaelsen, John
Dolany, Willie	Moller, Anders
Douda, C. W.	Moller, L.
Davey, Charles	Martensen, H. C.
Evman, A.	Melts, John
Eldasen, Sam	Nilsen, Axel
Edstrom, John	Norberg, John
Ericson, O. H.	Nemeta, John
Felsh, Henry	Neilsen, Chr.
Fujun, F.	Olsen, John An-
Gynte, John	dreas
Geigev, Jos.	Olsen, Olive J.
Helenius, Osvay	Olsen, Ansgar
Hernicks, Waldemar	Olsen, Arthur
Helmer, Fred	Osborn, Charlie
Heinig, Hans	Olsen, John A.
Hansen, H. F. C. C.	Perssons, Oscar
Hansen, O.	Palmer, Jas. H.
Hansen, John	Penggaard, Emil
Hedlund, Albert	Rod, Halidan
Hellman, Albin	Rhode, Fritz
Hasters, C.	Rasmussen, Thor
Hecher, W.	Sorensen, Peter
Jordan, O.	Saer, E. A.
Jasnase, E.	Staad, Claude
Jakansa, C. R.	Stardahl, J.
Jaknsen, Carl	Swanson, Emil
Jahnke, Otto	Sandstitter, Paul
Johansen, Anton	Swansen, John
Johnson, Carl	Snyder, Jack
Johnson, Gust	Tully, A.
Kristensen, Otto	Urvso, Geozzep
Kronstrand, H. A.	Tanford, B. A.
Krause, Ernst	Thomel, Martin
Kikun, Alexander	Westengren, C. W.
Kljen, Magnus	Walter, John
Knudsen, Richard E.	Welsen, John
Kevmagovet, Anatch	Wilson, R.
Kavvanen, Walno	Westergren, C. W.
Kelly, Palvic	Widersen, Ernst
Keane, M.	Wheeler
Luchman	

Aberdeen, Wash., Letter List.

Andersen, -1118	Peterson, Axel
Arnell, John	Pettersen, Karl
Batchall, Alex	Peterson, J.
Bleezings	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Bergman, L. J.	Roberts, I.
Debus, F.	Rod, Sakarias
de Lange, Ingolf	Salstad, O. N.
Doyle, W.	Schultz, Axel
Ernandes, Frisco	Slattery, Wm.
Eriksson, -333	Sim, Gunder
Evensen, Krist	Schmidt, Heinrich
Forde, S. C.	Simensen, Isak
Flotten, James	Scheftner, Bernhard
Gronros, Oswald	Sormato, Matti
Hansen, Ove Max	Thomsen, Th.
Hylander, Gustaf	Toves, H. C.
Ingebretsen, J. A.	Thorne, John
Jacobson, Arthur	Thompson, S. K.
Johansen, Hans	Udby, Harold
Johansen, A. H.	Walden, Olsen N.
Kustel, V. J.	Packages.
Kaiser, Fred	Glazer, Y.
Melder, Albert	Gorgensen, Olaf
Munsen, Fred	Hansen, John
Nordgren, Chas.	MacGuire, O. F.
Nilsen, Alf. W.	Solberg, Peter
Olsen, Oswald	-1059 Stanners, W. S.
Olasen, Chas.	

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure

Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Bassett News & Drug Co.

Headquarters

SAN FRANCISCO PAPERS

Moved to New Location:

303 E. WISKAH STREET, ABERDEEN

SMOKE

"Think of Me" and "White Squadron"

CIGARS

Made by

L. L. MALEY, Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Home News.

Ushering in of the new year witnessed the closing, temporarily at least, of every saloon in Arkansas. It will mark the second annual State-wide closing under the provisions of the Going law, which went into effect more than a year ago.

Secretary of the Treasury McAdoo has estimated that the Government's revenue for the fiscal year beginning July 1, next, will be \$735,000,000, implying a deficit of about \$60,000,000. The Underwood tariff, it had been estimated, would produce \$270,000,000 of revenue in its first year. It actually produced \$292,320,014. Together with income and corporation tax it produced \$363,701,289. The European war, he says, has caused imports to decrease and revenue to fall off since October 1, thus creating a deficit. He told further about taking action against banks which pile up reserves and charge high interest rates. From all such banks he intends to withdraw Government deposits.

Nearly half a million dollars was spent by candidates of all parties last November in the first popular election of United States Senators in the history of the Government. To be exact, \$460,777.25 represents the total of sworn statements of campaign expenditures filed with the secretary of the Senate by the men who sought senatorial honors from thirty-one States. Of this grand total there was contributed from various sources to the candidates \$188,847.99. In accordance with these figures, therefore, the candidates themselves turned into circulation for the privilege of running for office \$271,929.26.

How the United States could end the European war in ninety days by cutting off the export of war supplies, and how some day the "issue" between this country and Japan must be "tried out in the Pacific," were described by Representative Vollmer of Iowa to the House Foreign Relations Committee. With Representative Bartholdt he endorsed a joint resolution to empower the President to prohibit exports of war supplies. Representative Vollmer said: "There is only one nation whose lines of national interest are hopelessly opposed to ours. I do not hesitate to predict that Japan proposes to hold not only Kiao-Chow, but the islands of the Pacific which she has seized. Some day this issue must be tried out in the Pacific, and it may be to the interest of this country to have a powerful friend at her side."

Secretary of War Garrison in his report recommended the bringing of the Army up to a total of 120,000 men which would require 25,000 more privates and 1000 additional officers. He suggested further the creation of a reserve force by the Federal Government and adoption of a similar policy by the States for their militia organizations. He furthermore held that some method should be adopted for training of more civilians to become officers in case of necessity. Talk of immediate disarmament he dismissed as impracticable. "No reasonable person in this country," he said, "has the slightest shadow of fear of military despotism nor of any interference whatever by military force in the conduct of civil affairs." He held it necessary for every nation to have "adequate force to protect itself from domestic insurrection to enforce its laws and to repel invasions."

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

It is reported that the French four-masted bark "Valentine" has been sunk by the "Dresden." She is owned by Messrs. Bordes; built in 1901, of 2756 tons register. The same owners have lost the "Union," of 2023 tons register, through sinking after capture.

The steamer "La Correntina," which was captured by the armed cruiser "Kronprinz Wilhelm" October 7, and sunk October 14, was of 8529 tons register, built in 1912, and valued for marine insurance at £150,000. Her cargo of frozen meat and general cargo would be worth about £200,000.

The British steamer "Charcas," bound from New York for the West Coast of South America, which has been sunk at sea by the German converted cruiser "Prinz Eitel Friedrich," was of 5067 tons gross, built in 1906 and owned by the New York & Pacific S. S. Co., Ltd. (W. R. Grace & Co., New York).

Rear Admiral Eugene Winslow Watson, U. S. N., retired, died at Washington December 11. He joined the Navy as a master's mate in 1859 and was said to have been the last surviving naval officer to see the "Monitor" sink in a gale off Hatteras after her famous engagement. Rear Admiral Watson was born in Northampton, Mass., February 17, 1843.

The Atlantic service of the Anchor Line, from Glasgow to New York, has been affected to such an extent by the chartering of ships for Government service that the company has arranged with the British postal authorities to suspend the carriage of mails from the Clyde to America. Instead of dispatching a steamer every Saturday, their sailings are taken by vessels leaving Glasgow on various days of the week at about fortnightly intervals.

Mr. G. M. Bosworth, vice-president of the Canadian Pacific Railway, announces that the C. P. R. has purchased two new freight and passenger steamers larger than the "Missanabie." The two new steamships now building in Scotland will be known as the "Melita" and the "Medora," being named after two towns in Manitoba. The "Melita" will be delivered in July, and the "Medora" in October. They will go at once into the Atlantic service.

The American steamship "Berwind," recently detained by Customs authorities at New York pending an investigation to determine whether she had violated the neutrality laws by furnishing contraband articles to a German warship outside the three-mile limit, has been cleared of the charge, but a fine of \$500 has been imposed on the owners for making out a false manifest, in failing to declare certain articles aboard, on the voyage which led to the inquiry. The \$500 was paid under protest.

The battleship "Rivadavia," built in this country for the Argentine Republic, left New York on December 21 for a destination which was not definitely known, but which was unofficially reported to be Buenos Ayres. Built at the Fore River yards, at Quincy, Mass., the gigantic sea fighter's keel was laid on May 25, 1910. She was launched on August 26, 1911, but was not placed in commission until August 28 of this year, many delays in connection with her huge turbines having hindered her acceptance.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Ahl, Theodore
Albertson, Chris
Altman, Karl
Amundsen, David
Amundsen, J.
Andersen, A. O.
Andersen, August
Andersen, Bale
Andersen, Christian
Andersen, Gus
Andersen, K. P.
Andersen, K. -1823
Andersen, Nela
Andersen, Peter
Andersen, S. P.

Baardsen
Bakman, Paul
Bakmyhr, Gustav
Bauer, Andrew
Bekman, Axel
Bendfeldt, C.
Bengtsson, G. -1919
Bensen, Harald
Berghalm, Edward
Bergstrom, F.
Bessens, Olaf
Bjornsen, Conrad
Bjorseth, K. B.

Caen, P.
Cains, Ernest
Campbell, Donald
Campbell, George
Carlera, Pete
Carlson, Adolf
Carlson, Charles
Carlson, Harry
Carlson, P. S.
Carron, Ed.
Cellan, John
Cesnen, Max
Christensen, Alfred

Danielson, E.
Davis, John
De Bare, Henri
De Bruin, E.
Debus, Fredrick
Dehler, Alfred

Eby, Ivar. D.
Echhoff, Otto
Echlin, L. W.
Egeland, Olav O.
Eggers, John
Ehliert, A.
Eklund, S. W.
Elenius, Axel
Eliassen, John A.
Elliesen, Otto
Ellingsen, Fred
Ellis, E.
Elofson, John
Endstrom, Carl

Fabruoski, Theodore
Fingerling, E.
Fisher, Wilhelm -707
Fjellman, Geo.
Folvik, Carl L.
Forsgren, Carl
Gardon, Geo.
Gerhardt, Paul
Gartman, Herman
Giesler, Fred
Gillholm, Albin
Gleiminger, Eduard
Grabower, Martin
Grantley, C. W.
Gregory, Joe
Grenne, Olav

Haave, N.
Hakanson, John
Haldin, F.
Halberg, Oluf
Hall, Alf
Hall, Sverre
Hallenberg, Gustaf
Hallen, Victor
Hallsten, Axel
Halvorsen, Hans
Hammargren, Oscar
Hannus, Alex
Hansen, E. M.
Hansen, Geo.
Hansen, Chris
Hansen, C. T. -2247
Hansen, C. T. -1576
Hansen, Fred -1735
Hansen, Henry
Hansen, H. L.
Hansen, Marius
Hansen, Olaf
Hansen, Thos. -2383
Hansen, W. H. C.
Hanson, Hans
Hanson, H. M.
Hanson, N. Kaberg
Hanson, Pet
Harmening, Fred
Harrison, Frank
Hartog, J.
Harvard, O.

Haskins, C.
Haugen, Lars
Haugland, Harald
Hawkins, Fred
Heckman, Fred
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helgesen, Elna
Helinius, Oscar
Helsten, Axel H.
Hendriksen, William
Hewitt, Peter
Heyene, Hans
Higgins, H.
Hiltwood, A. S.
Hings, Otto
Hogan, A.
Hogstedt, Charles
Hokonsen, A. W.
Holend, E.
Holmqvist, F.
Holmstrom, Carl
Holst, R.
Howard, G.
Huberz, Emil
Hultberg, Ernest
Husby, Lars
Husche, Henry
Huse, E.
Hyde, Carl

Irwin, Robert
Jackson, August
Jacobs, August
Jacobsen, Martin
Jakobsen, Anders
Jakobsen, Joakem
Jameson, J. E.
Jamisch, Ed W.
Jann, E.
Jensen, Henry
Jensen, J. K.
Jensen, Just
Jensen, H. E.
Jenkins, John B.
Jens, Otto

Jensen, Carl
Jensen, Erik
Jensen, M.
Jensen, Oscar
Jerdoe, Soren
Johannesen, Anthon
Johansen, C. -804
Johansen, H. C.
Johansen, J. M.
Johansen, J. -1081
Johansen, Johan
Johansen, J. -2021
Johansen, Thos. W.

Johanson, Alfred
Johanssen, A. F.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. -1593
Johnson, D.
Johnson, F. -1723
Johnson, H. -2213

Kallio, Frans
Kainin, Ed.
Karlsen, Martin
Karsten, Hugo B.
Kathy, Albert
Kayser, Frank
Keating, R.
Keer, William
Kelly, E.
Keshner, K.
Kindlund, Otto
Kine, Conrad
Klette, Ernst
Knappe, Adolph

Laason, Martin
Lake, F. -1670
Lange, Peter
Langerud, Ole
Lapouble, J. P.
Lapschies, Edward
Larsen, Alfred
Larsen, Anton
Larsen, F. S.
Larsen, Johannes
Larsen, K. L.
Larsen, Ludvig J.
Larsen, Martin
Larsen, Tom
Larson, C.
Lawrence, Wm.

Maatson, Olaf
MacAuley, Hugh
MacKenzie, M.
Macrae, Alexander
Manss, Fred
Maripu, J.
Markley, Paul
Markmann, Helmi
Markwardt, Carl
Martens, Hans -1892
Martin, H.
Mathieson, N. L.
Mathsen, Ludvig
Mathsen, Olaf
Maves, J. B.
McGoldrick, James
McGregor, John
McKenna, B.

Naujack, Fritz
Nelsen, Chas. R.
Nelson, C.
Nelson, P. -654
Nelson, E. C.
Nelson, Robert
Nelson, W.
Nerberg, Kristian
Nesvig, Gunnar
Nessen, J. -702
Newbert, H.
Nielsen, Andreas
Nielsen, Carl
Oettchen, F.
Ohlsen, E. V.
Olsen, E. F. -1280
Olsen, Gus -562
Olsen, Jorgen
Olsen, Olaf -1283
Olsen, Olaf T.
Olsen, Oscar -705

Parratto, Peter
Paulsen, Alex.
Paulsen, N.
Paulson, George
Pedersen, C. E. -1286
Pedersen, Didrik
Pedersen, H.
Pedersen, Halfdan
Pedersen, Johan
Pedersen, P. -1245
Pedersen, Paul -896
Pedersen, Walter G.
Penny, Anton
Petersen, Chas.
Petersen, C. V.
Petersen, Geary
Petersen, John A.
Petersen, Karl -1598

Raalsen, Fred
Rakov, Stephen
Randrup, John
Rasmussen, Emil
Reinink, Herman
Reivall, A.
Reed, J. W.
Renstrom, Axel
Rignall, Joe H.
Rimmer, Chas.

Saar, J. A.
Salger, Julius
Samsing, Carl
Sand, Bernhard
Sand, Torger
Sandbeck, E. C.
Sanderson, Geo.
Sanne, Rudolf
Sarinne, Emil
Sauere, Rudolf
Saunders, James
Sauza, Custodio
Savio, Mario
Scheffler, Samuel
Schulz, Fred
Schneider, H.
Schneider, Fred
Schrueter, E.
Scott, James S.
Seahy, Frank
Selander, C. G.
Seibert, H.
Seiffert, Johannes
Selzer, Julius
Sherry, J. H.
Shrene, Elwood
Silver, S. A.
Skellerup, Aksel
Skoglund, Harry

Tamanen, Erlind
Tamman, Kripdin
Tammola, Walno
Tanum, Helga
Tarm, E.
Tasnase, E.
Terry, Jack E.
Thilo, Peder
Thearin, John E.
Tiller, Edw.

Johnson, Henry
Johnson, Oscar
Johnson, Robert
Johnson, C. J. -1566
Johnston, P. E.
Jones, Berthon
Jonsen, Halvor
Jonsson, K. A.
Jorgensen, Jorgen

Knoblauch, E. E.
Knudsen, David
Kocharin, Jacob
Koch, Harry G.
Kokkola, Herman
Kolod, August
Kolstad, Anton
Kramer, Fred
Kristjansen, Hans
Kroon, F.
Kuhn, John
Kullman, Louis
Kvale, Tollak

Leirwaag, H. J.
Lidsten, Charles
Lind, C.
Lindelo, Charles
Lindeman, Otto
Lindgren, I.
Lindholm, Axel
Lindroos, Oskar
Lindroth, Erik
Ljunggren, J. A.
Lofgren, Richard
Lohne, E.
Ludewig, Eddie
Lundberg, Oskar
Lundin, Charles
-1054

McMalo, Victor
Mehrtens, Herman
Melder, John
Merult, Gaston
Meyer, Ernest
Meyer, Frans
Midling, Mauritz
Mikkelsen, K. -1620
Miller, G.
Milos, P.
Moller, Fritz
Moore, Albert
Mortensen, I. -2191
Mortensen, Olaf
Muller, A. R.
Muller, Fred
Murray, C. P.
Myrhol, Jens P.

Nielsen, Hans F.
Nielsen, Niels
Niemeta, John
Niemyer, Oscar
Nilsson, J. -937
Nor, Niels
Nord, Charles
Norman, Harry
Norton, Edgar
Nurkin, Herman
Nyberg, Erik
Nyman, Oscar

Olsen, Peder J.
Olsen, Ragnvald
Olsson, C. G. -1101
Olsson, G. E.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Petersen, Olav -1595
Petersen, Otto
Petersen, Peter
Petersen, Otto
Petersson, Chas.
-1901
Petersson, Conrad
Pettersen, Bjorne
Pettersen, Karl
Pettersen, Johan
Pettersen, Olaf F.
Pettersen, Olav
Pettersen, Conrad
Pettersen, R.
Pilkkanen, J. V.
Porath, Ben
Pring, Carl
Publicatus, August
Punlis, Anthony

Roch, Harry
Rogenes, Andy
Rogenes, Gunder
Roery, Frans.
Ross, Rudolf
Roth, S. T.
Rulse, -
Rundquist, O.
Rutte, Peter

Slettemark, Einar
Smalmborg, Otto
Smith, Hans
Smith, John
Sommer, I.
Sorensen, Marius
Sorensen, S. P. -2722
Spanos, James
Sparrnberg, Otto
Stange, Anton
Stintman, John
Stedman, G. F.
Stenberg, Alfred
Stoff, Fred
Strand, Conrad
Strand, Louis
Stromberg, W.
Suarinen, Frank
Sunderlin, Ax.
Sundhouse, Joe
Sundt, Oscar
Sutherland, Peter
Swane, Albert H.
Swan, A.
Swansen, O.
Swanson, Ben
Swanson, C. H.
Swarthy, Norman
Swedstrup, Fred E.

Tho, Johan
Themsen, William
Thomas, Edward
Thorsen, Jens
Thorsen, Rolf
Thorsen, Wictor
Thorstrup, Ludvig
Todal, Maartin
Tollefsen, Hans
Traynor, John

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Ulla, Ole O.
Uppit, Walter
Viberg, John
Von Heinz, Hendrick
Voorhies, Firman
White, Fred
Wilhelm, Ewald
Wille, Max
Willman, J. E.
Willmora, W.
Winberg, Oscar
Winter, Haakon
Wintol, J.
Woldhouse, John
Wold, Olaf -1285
Wolter, Johannes
Zwakten, Rudolph
Zweiberg, John

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius
Weltz, Hille
Welure, J.
Westlake, S. G.
Wetzel, Curt
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Uderkull, C.
Uappa, K.
Valintinsen, G.
Vangelder, William
Velure, Helge
Wahl, Robert F.
Wakrum, John
Wallin, John
Wank, Roman
Wapper, John
Wee, William
Weiss, W.
Welsen, Julius

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:
Assets \$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 2
o'clock P. M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Shower Bath on
every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75
and Up a Week. Hot and Cold Water.
Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen, a native of Ber-
gen, Norway, age about 44, is en-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

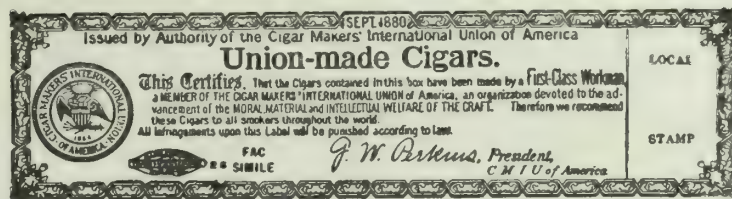
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room

Sailors' Baggage Stored & Cared For

60 STEUART STREET

San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J.—9-30-14.

News from Abroad.

Imprisonment for debt in England,
while still legal, is on the wane.
Nine years ago, according to the Law
Journal, 11,405 debtors were sent to
jail; last year the total was 5711.

According to the British Labor
Gazette, the quantity of fish (other
than shell) landed at ports of the
United Kingdom in October, 1914,
showed a decrease of 2,632,116 cwt.
(or 59.1 per cent.) on October, 1913.
The total value of all fish landed
showed a decrease of £855,681 (or
47.3 per cent.).

In view of the fact that no fortified
harbor exists between Colombo and
Calcutta, and the recent career of
the "Emden," the Government of In-
dia has under consideration the ques-
tion of providing a deep-water har-
bor with safe anchorage for war-
ships covering the entrance to the
inner harbor at Vizagapatam.

It is reported on good authority
that unless the Mediterranean neu-
tral Powers undertake to stop con-
traband of war England and France
are determined to close the Suez
Canal and the Strait of Gibraltar to
navigation and paralyze entirely the
Mediterranean trade until the war is
over. Of course French and British
ships will be allowed to trade.

The announcement made during
the week by the German Admiralty
of an attempt by British warships
against the German coast is the first
intimation of what appears to be a
reply to the recent attack by German
cruisers against the English seaports
of Scarborough, Whitby and Hartle-
pool, the British authorities having
as yet made no mention of this
operation.

The New Zealand election resulted
in forty-one seats for the govern-
ment, and thirty-nine for the opposi-
tion. The vote on national prohibi-
tion resulted in 246,000 votes against,
and 240,000 for. The affirmative vote
must be three-fifths in order to carry.
Two years ago the prohibition mea-
sure received 56 per cent. of the vote,
this year the vote was a little less
than 50 per cent. The national vote
does not affect the local prohibition
districts.

A steel net stretched across the
entrance to Pola Harbor, the great
naval port of Austria, proved the
undoing of the French submarine
"Curie." In company with other
submarines, the "Curie" was attempt-
ing an entrance into the harbor to
torpedo an Austrian squadron at
anchor there. The "Curie" had pene-
trated to the harbor bar when she
collided with the net. An Austrian
merchantman gave the alarm and the
forts opened fire. Two shots struck
the "Curie," which slowly sank. The
captain and crew, with the exception
of one officer, swam clear and were
captured.

The United States government on
December 28 dispatched a long note
to Great Britain, insisting on an
early improvement in the treatment
of American commerce by the Brit-
ish fleet. It gave warning that much
feeling had been aroused in this
country and that public criticism was
general over unwarranted interfer-
ence with the legitimate foreign
trade of the United States. The
document, constituting the strongest
representation on this subject made
by the United States to any of the
belligerents since the outbreak of the
war, was cabled to Ambassador
Page, to be formally presented to
Sir Edward Grey, British Foreign
Secretary.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Anderson, Gust
Anderson, Erik
Albertson, Hans
Christiansen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ali
Elmi, A.
Ekland, Will H.
Eriksen, Earl
Eriksen, Ollie E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabovae, Anton
Happmer, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacona, Carmelo
Janssen, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Mareple, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalman, Joe
Schlachte, Alfred
Teraelson, Ernest
Wilson, Ernest
Wallin, E.
Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd-
sen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stixrud, Jack
Stromness, Oscar

With the Wits.

Diner (critically)—This isn't a very good looking piece of meat.
Waiter—Well, you ordered a plain steak.

Oh, Mabel's bathing suit was grand,
It made you catch your breath.
She fell into the ocean and
It choked her half to death.

Teacher—When the prodigal son returned, Tommy, what did his father do?

Bright Boy—He nearly killed the fatted calf.

"What is that tune you were playing on the bugle last night?"

"That was not a bugle," replied the cornet virtuoso rather stiffly.

"Oh, well, if you're so particular as all that it didn't sound like a tune either."

Likely.—Judge—Officer, what's the matter with the prisoner—tell her to stop that crying—she's been at it fifteen minutes (more sobs).

Officer—Please, sir, I'm a-thinking she wants to be bailed out.—Neb-raska Awgwan.

"The most expensive sport of all," said Lord Wimbourne, "is not polo, but yachting."

He smiled and added:

"Yachting is, in fact, so ruinously expensive that a yacht might well be called a floating debt."

Defined.—Bix—I see there's a report from Holland that concrete bases for German cannon have been found there.

Dix—Don't believe a word you hear from Holland. The geography says it is a low, lying country.—Boston Transcript.

"Why, Willie," said the teacher in a pained voice; "have you been fighting again? Didn't you learn that when you are struck on one cheek you ought to turn the other one to the striker?"

"Yes'm," agreed Willie, "but he hit me on the nose and I've only got one."—Sacred Heart Review.

Secure and Profitable

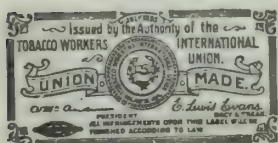
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

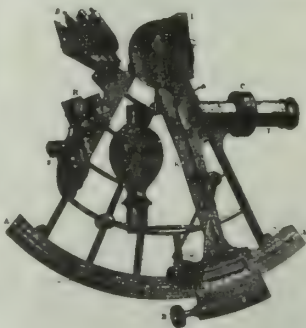
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Free and Trade.

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

HALE'S 1915 JANUARY SALES OF WHITE

—ARE NOW IN PROGRESS.

These, our greatest January Sales of White, for San Francisco's great year, have met with noteworthy success. It is an instance of work well done, meriting and receiving a generous reward.

We have prepared for these January Sales of White as we have never done before. We sought only merchandise which was correct in style, most desirable, and which could be offered at much less than it would command in the regular way.

There is no short way to explain the importance of this event to you, or describe the unequalled opportunities it affords. If you will but visit these sales, your eyes will behold many surprises and you will find scores of specials remarkably adapted to your taste.

At our economy prices it will pay you to lay in an entire summer's supply while this sale lasts.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

69 THIRD STREET
SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial

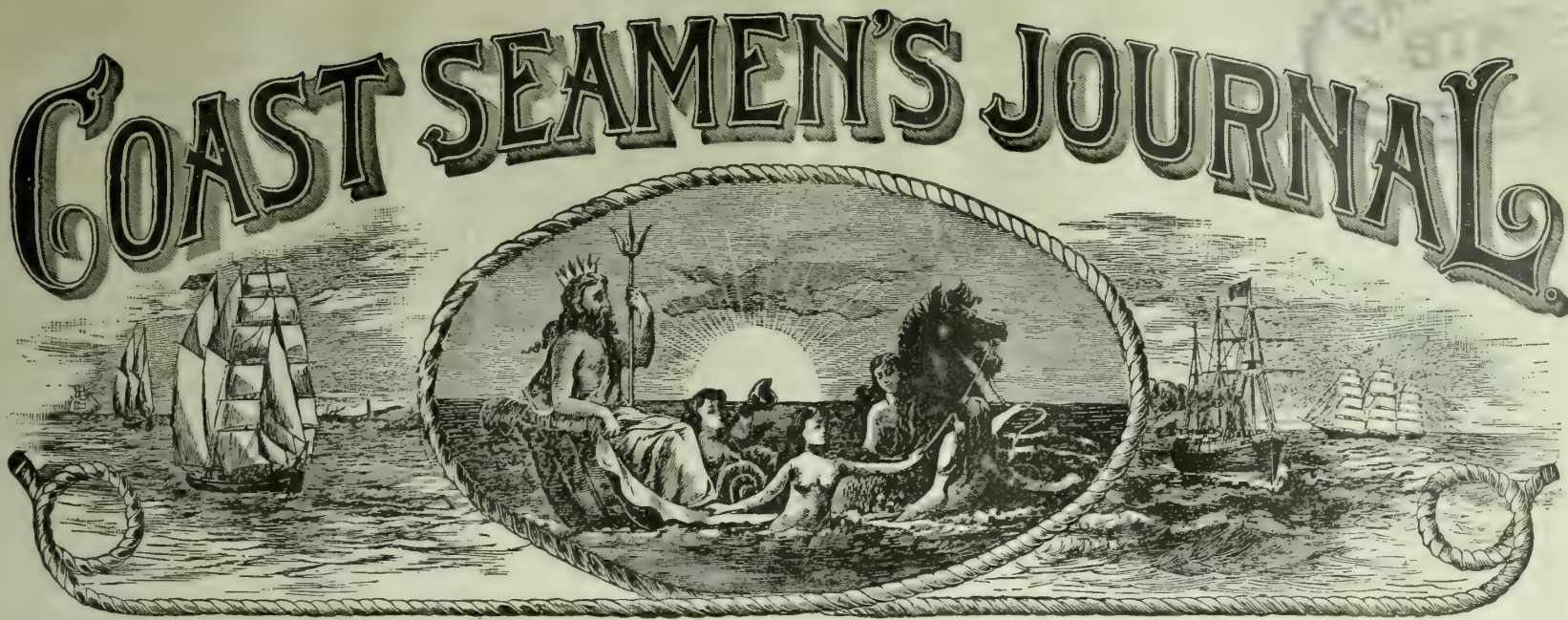
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 18.

SAN FRANCISCO, WEDNESDAY, JANUARY 13, 1915.

Whole No. 2312.

A "SCAB'S" CONVERSION TO UNIONISM.

The Experience of a College Student Who Tried "Strike-Breaking."

About four months before I began my work as a strike-breaker, I had left one of our large western universities with one dollar and twenty-four cents in my pockets. By the aid of "blind-baggages" and empty freight cars I finally reached Minneapolis. Here Barnum and Bailey's circus offered the best means of reaching the Dakota harvests. A week was spent amid the blare of bands, the noise of toy balloons and professional barkers, and then two months in the wheat fields near Starkweather. Afterwards I drifted into an employment agency's office at Duluth, and in spite of the fact that work that season was at a premium, I received a ready engagement.

After a payment of a fee of two dollars, I was assigned to a position as "flunkey" in the Great Northern Railroad yards of Superior, Wis. The nature of the position was entirely unknown to me, but before departing, it was explained that it was "merely" helping around getting water and making myself generally useful to a cook in the employ of the railroad shops. Three months later my suspicions of such a description would have been instantaneous. At this time, however, I had little realization that men are not boarded by railway companies for philanthropic purposes; nor did I feel the significance of the final injunction, "Keep a cool head, and the money will come your way all right." I was an innocent abroad. I had, in reality, become a "scab" for the Great Northern Railroad in the war it was waging with its striking boilermakers and boiler-makers' helpers.

The position of flunkey took me into peculiar surroundings. About twenty yards away from the round-house and perhaps one hundred yards distant from the machine shops, were four freight cars. These were devoid of wheels, rested on the ground, and were used respectively for general lounging-room, wash room, kitchen and dining room. Two passenger coaches were also sidetracked and were used for sleeping apartments.

One of the disagreeable duties of my occupation as flunkey was to carry water from a public well about five hundred yards distant on the outskirts of Superior. It was at this well one day, early in the strike, that the full meaning of my situation dawned upon me. I was accosted by a young man of about my own age who gave me to understand in rather undiplomatic language that I was a "scab," that the term meant the worst possible specimen of humanity—a "cut-throat," a "sneak," a "cur"; that he was a union brakeman, and that, if we "dogs" didn't desist from scabbing, we were going to receive a "cold-lead reception" or something to that effect.

Of course, I was naturally frightened at so sudden an attack. I endeavored to make a concise statement of my innocence in strike troubles, but, as I recollect, not much time was lost in retracing my steps to the cook car. Here I recited my interview to the cook and a few scabs who were lounging about—although they were receiving forty-five cents an hour for working—and they were even more vehement in describing what they and the "pinks," as the guards were sometimes called,

would do. In fact, their denunciation of the union was far more vigorous than any striker could have given of our side. The apparent bravery displayed was far superior to any that I had ever seen, and, I am sure, the character and variety of oaths could be excelled nowhere. It is, therefore, little wonder that I felt my position secure under such bravado.

I was not molested by the real union men in my work outside of the shops. One element that did cause me irritation was the school children. Girls and boys ranging from eight to fourteen, and tots of four and five, had learned the effective use of the simple word "scab." If Johnnie or Willie or Mary were alone, the customary, derisive epithet was yelled with many repetitions. When a band of such youngsters put all the vigor of their youthful lungs into effective use, every word is one of hatred and spite,—and the most hardened strike-breaker will feel ashamed and abashed.

The climax of affairs was reached one day when about a dozen young people gathered near a bridge which separated the well from the round house. A girl seemed to be the most satirical of all—one whom I came to recognize as the leader. The crescendo of voices soon reached a pitch where a few stones were used as effective mediums of reproach, but, fortunately, I was at a sufficient distance to be out of harm's reach.

One day this same leader—"Bessie" she was called by her companions—handed me a postcard. The back revealed a picture of a Teddy Bear; the advertising surrounding the picture indicated that it had been obtained from a package of soap. Underneath was written, "He ain't a scab," and on the reverse side, was my new name and address: "To Mr. Jim Scab, care of Scab-Dump." Through all this derision, I either maintained a calm indifference or made light of the matter by joking, but unionism had been so deeply ingrained in these young minds that they could not see a comic touch in anything that an opponent of their very existence might say.

Besides my duties of carrying water, I was considered general all-round man. This meant that part of my labor was to see that fires were kept in all the cars, that water, soap and towels were regularly provided, that lamps were filled with oil, and that the scabs were called at a certain time in the morning. It was in this capacity that I was enabled to witness some very interesting manifestations of Dr. Eliot's "hero."

Probably the worst tendencies of the scabs with whom I associated were their aptitude for indecent, obscene language and their marked appetite for liquor. It would naturally seem that there would be little opportunity of getting the latter, but it was brought in by guards and others who were not so closely connected with the strike. Some of the men would refuse to work until their appetites had been gratified. The bolder of the scabs would make occasional raids out into the Superior saloons under cover of darkness. As a consequence of all this, there were many fights, some of which were of a serious nature.

I remember very distinctly one of these

disturbances: A young Englishman, whom I recognized as a novice in the strike business, engaged in a poker game with several others in the lounging car one evening. "Blackey," "Murphy," and "Butch" were among the number, old-time professionals, who, as they were fond of boasting, had worked on previous strikes in New Orleans, New York, and especially the Chicago teamsters' strike. It was in this latter place that "Butch" received his name. In a saloon brawl he had been given a deep gash in the throat. A long ugly scar revealed the fact of how near he had come to death.

In this card game liquor circulated freely, and when the young Englishman claimed that "Butch" had cheated, little time was consumed with words. A pistol was promptly drawn by the hero of so many strikes, and a shot followed. One participant in the affair spent a brief time in the local lock-up, the other in the Superior hospital. Sufficient evidence to convict could not be obtained, and shortly afterward, "Butch" was reinstated in his old position. In such work as strike-breaking no matter how black a past record a man has, it counts for little, for men have to be obtained at any cost. Murderer, thief, tramp, or college student—no matter who you are—you are acceptable if you have the capacity "for making the machinery go and forcing smoke out of the chimneys."

Evidences of rowdiness were to be found on every hand. Two armfuls of empty whiskey and beer bottles were carried out of the lounging room one morning as a result of a single night's jubilee. In addition, a railing which divided the car into two parts was splintered as if a bolt of lightning had struck it; broken glass, stumps of cigarettes, old newspapers, and, here and there, a five-spot or an ace from a deck of cards—all these demonstrated the qualities of the heroes with whom I was associating.

The meals served to these people of the Great Northern shops excelled anything I have seen in the way of a good, substantial repast. Food was not only well prepared, but there was an abundance; fruit, meat, vegetables, and, in fact, everything that could be desired was placed before us. Yet, "satisfaction breeds discontent," so the strike-breakers, instead of appreciating the well-stocked table, were continually complaining about the "chuck," the "spuds," the "greasers" and all that we were accustomed to eat.

Another characteristic of these "strike-breakers" was a tendency to be "light-fingered." A fountain pen and a pair of boots, which I had recently bought, disappeared as if by magic. A few days after my loss, I noticed a companion of Murphy's wearing the boots. I remonstrated and told the fellow that I thought he had made a mistake. I was surprised to receive the gruff reply, as he passed on, "What the devil do you care?" In a strike there is little government and order; everybody knows it, and the ultra-professionals—yes, even those who are not—take full advantage of the laxity.

After a month's employment as "flunkey" I made application for a position inside the round-house as a boiler-maker's helper. I knew beforehand that I would be successful in obtaining (Continued on Page 8)

SCANDINAVIAN SEAMEN CONFER.

(From Ny Tid, organ of the Sailors' Union of Denmark.)

With a view to equalizing wages and other working conditions in vessels of the three Scandinavian countries, the Marine Firemen's and the Sailors' Union of Denmark recently issued a call for a meeting of representatives of the marine workers of Denmark, Sweden and Norway. Pursuant to agreement, the conference was held in Copenhagen, November 19-20, 1914.

C. Dam presided and Comrade Charles Lindley of Sweden delivered the opening address, in which he pointed out the great advantages to be gained from closer affiliation and co-operation on the part of the unions of seamen in the three Scandinavian countries.

Christian Japaelt, president of the Marine Firemen's Union of Denmark, pointed out that the object of the meeting was to establish the same rate of wages in the vessels of all three countries. Unfortunately, organization among the seamen of Sweden and Norway is not as effective as in Denmark, but this meeting will endeavor to ascertain the cause and find the proper remedy. The situation arising from the present world war is proof of the importance of and necessity for closer affiliation. If such a system had been in operation, it would have been possible to put into effect an equal increase in wages in vessels trading to ports of the belligerent nations, where the seamen run the fearful risks incident to the war. The speaker in closing made a strong appeal for unity of action.

Knud Ring, Sweden, called attention to the fact that the maritime workers here (Denmark) had compelled an advance of wages of 20 kr. per month in vessels trading in the North Sea and in other trades made extra-hazardous by reason of mines, and explained in detail his ideas as to how an agreement between the unions should be effected.

Zacharisson, Norway, illustrated the poor conditions surrounding the seafaring men of that country, stating among other things that the shipowners compelled the seamen to put up a guarantee of 175 kr. for the faithful performance of their shipping agreements, to secure a job at 70 kr. per month in the Mexican trade.

Hansen, president of the Danish Sailors' Union, outlined a practical method of arranging for the payment of members' dues and their transfer from one organization to the other.

Chr. Japaelt declared that Swedish vessels shipping crews in Denmark would be required to pay the same increase of wages as had been conceded by the Danish shipowners.

The following resolution was adopted:

1. Before a movement to increase wages in inaugurated in any of the Scandinavian countries, complete and definite information shall be given the organization in the other countries. If desirable, a conference of representatives of the unions parties to this agreement may be held to consider such matter.

2. Pending the entering into of a more definite agreement for mutual support in cases of strikes and lockouts, it is understood that the organizations shall assist one another in every manner possible in such cases.

3. In all extraordinary circumstances,

such as war, etc., the organizations shall keep one another informed of any and all measures they propose to take to protect the interests of their respective members. The representatives of the organizations shall also meet in conference without delay to advise as to the steps to be taken.

4. The organizations shall exchange all important information concerning the conditions of the maritime workers, such information to be made public in their respective organs and in the Social-Democratic press.

5. The names of officers and other superiors guilty of brutal conduct toward their subordinates and employes, and the names of vessels notorious in such respect shall also be given the widest possible publicity.

6. The organization of one country shall protect the members of the other organizations against brutal treatment at the hands of their superiors, in the manner in which the Danish unions assisted the members of the crew of the steamer "Navarre."

7. Legal aid shall be furnished seamen on condition that the money expended for this purpose be repaid by the organization of which they are members. In any case of great importance which may lead to long and costly litigation the respective organization must be consulted and signify its approval before such litigation is entered into.

8. The organizations shall on occasion exchange fraternal delegates and speakers.

9. A conference composed of three representatives from each union shall be held annually to further consider, enlarge and improve the provisions of this agreement.

The chairman closed the meeting with thanks to the delegates for their attendance and for the manner in which they had fulfilled their duties, and expressed the hope that good results might come from the work here commenced.

EDUCATING THE WORKERS.

A most interesting experiment is being carried on in New York this year by the International Ladies' Garment Workers' Union, the third largest organization in the ranks of American organized labor.

The convention held at Cleveland last June took up the question of education of union members. It was universally recognized that this union, like many others, suffers from the fact that very few of its members have any thorough understanding of the labor movement and its problems, so that all the burden of responsibility in the international and the various locals falls on a comparatively small number of persons, who seldom receive hearty and efficient support from the rank and file. These so-called leaders get all the blame for whatever may go wrong, while they receive only too little credit for what they achieve under such difficult conditions. The delegates at Cleveland agreed that the most necessary step to strengthen the organization for the great work it has before it, was to start a work of systematic education of the rank and file. After general discussion the matter was referred to the General Executive Board and a special committee on education working hand in hand with it, and they have since worked out an elaborate plan.

The International Union has entered into an agreement with the Rand School of Social Science, a workingmen's college

located at 140 East Nineteenth street, New York City, and having branches in various parts of the country, which has been doing a valuable work for education for more than eight years. Under the joint direction of the union and the school, a regular course of instruction is now being given to a class of more than one hundred members of the organization.

The class meets twice a week, on Thursday evenings and Sunday afternoons. It began its work the first week in December and will go on till the end of April.

The course includes such subjects as an outline of the History of the Labor Movement, with special reference to the garment industry; Labor Politics, Labor Legislation, and Workmen's Insurance; the Legal Rights of Trade Unions; Practical Problems and Methods of Union Activity, both in time of strike and in time of peace. These subjects are being treated partly through carefully arranged lectures given by such men as Morris Hillquit and Jacob Panken, lawyers well known for their services to the garment workers' unions; Meyer London, another labor lawyer who was elected to Congress last November in the Twelfth New York District; I. M. Rubinow, the foremost American authority on the subject of insurance against accidents, sickness, old age and unemployment; Algernon Lee, Educational Director of the Rand School, and others. Besides the lectures, there are class sessions in which the students, meeting in small groups, review the topics dealt with in the lectures and receive instruction in elementary civics, methods of union work, and to some extent in grammar and composition.

Great interest is being shown, and at the last moment the number of union members applying for admission to the class was more than could be accommodated. It is expected that the course will be repeated on a larger scale next season, and it will probably be extended to other cities where the I. L. G. W. U. is largely represented.

In Battery Park, New York, will soon be erected a memorial fountain dedicated to the wireless operators who have lost their lives at sea. In most of the recent accidents on the ocean, where the wireless has called to rescue work vessels from a distance, the operators in their wireless stations have stuck to their posts to the last, often going down with the ship, and showing a heroism in aiding women and children to escape a watery grave, which betokens a high order of valor. The fountain, which has been designed by famous architects of New York, will keep alive the memory of these courageous men.

If in actual warfare all that is claimed for it is realized, an invention just submitted to the French Admiralty will have an important effect on modern naval warfare. It takes the form of a projectile similar in many respects both to a torpedo and a shell. When fired from either a torpedo tube or a 12-inch gun, it skims the surface of the water like a flat pebble, and has a range of nearly ten miles. Containing a charge sufficient to destroy a dreadnaught, it can be fired by a particularly simple method. The military value of the invention, however, yet remains to be established.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Peace Advocates Urge Public Meetings.

Deploring the temporary abandonment of its program to extend the doctrine of good will between nations, the American Peace Centenary Committee, while urging public peace meetings next month, avows its "emphatic faith in the supremacy of justice over force, of law over might."

The committee was organized in 1910, primarily to commemorate the one hundredth anniversary of the Ghent treaty. Included in the committee's membership is President Gompers, of the American Federation of Labor, and representatives of various other elements in the country who are well-known peace advocates.

They have issued this call:

"APPEAL FOR CONTINUANCE OF PEACE.

"To the People of the United States:

"One hundred years ago to-day there was signed at Ghent, in Flanders, the treaty of peace between Great Britain and the United States, which marked the close of what has happily proved to be the last war between English-speaking peoples of the earth. To-day the city of Ghent is at the very center of the terrible conflict that rages in Europe. The American Peace Centenary Committee cannot permit this anniversary to pass without inviting the thoughtful attention of their fellow-citizens to the contrast presented by the century-long period of peace which English-speaking peoples have enjoyed among themselves on the one hand, and the appalling destruction of life, property, and great monuments of civilization which the European war involves on the other. It had been our confident hope that the example which the English-speaking peoples have set in their relations with each other would be followed by the other great nations of the earth in their several international relations. It had been our earnest desire that the spirit of peaceful and friendly co-operation which these people manifest toward the people of the United States would also mark their dealings with one another. Unfortunately this was not to be, and we are sorrowfully called upon to mark our centenary celebration in the midst of the most terrible and destructive war that history records.

"Even at such a time, we must avow once more our emphatic faith in the supremacy of justice over force, of law over might. We rejoice in the peaceful relations of a hundred years among all English-speaking peoples, and particularly in the undefended and unfortified line, nearly four thousand miles in length, which divides the territory of the United States from that of the Dominion of Canada. The mutual trust, forbearance, and helpfulness which make that undefended boundary a link and not a barrier between two peoples, we offer as an example to our warring brothers across the sea.

"It had been our purpose, when our committee was organized in 1910, to plan for a great celebration of the centenary anniversary by various methods which have now, because of the terrible war which is still convulsing Europe and dis-

turbing the whole world, become impracticable until the close of the conflict.

"But we appeal to the people in all the States and to all civic bodies to mark this notable anniversary by suitable exercises in the churches of all denominations on the 14th of February, the date agreed upon for that purpose with our associate, the Canadian committee; by formal addresses at the capitals of the respective States on the 17th and 18th of February, the dates of the ratification and proclamation of the treaty; and also by appropriate exercises in all the schools on the 22d day of February, or on such later date or dates in the spring of 1915 as may be locally deemed preferable.

"By which all the children of America should be instructed on the significance of this great event, and of the happy prospect which is assured to us, in spite of this horrible war, of another century of continued peace between all the English-speaking peoples of the world."

Crime of Crimes Defined.

The News-Bee of Toledo, Ohio, makes editorial comment on Superintendent Frederick, of the Cleveland public schools, who was fined and sentenced to jail for denying teachers the right to organize. Recently Frederick was defeated in the State Supreme Court, and the paper says:

"Frederick, backed by a bone-head board, for years has fought to hold his teaching body under vise-like discipline. He fought the teachers' right to have a say in the business side of their work. They were to do as they were told, to take what they were given and be grateful.

"When they formed a union to give strength to a battle they couldn't win separately, he deliberately broke the law by marking the leaders for dismissal, though in point of competence they were among the best teachers on the staff.

"Not only so; but after a judge, by injunction, had revealed to him the law's intent, he still defied it and flouted the court, as well.

"Conduct like this forbids sympathy and requires drastic action. The use of official power to tyrannize over the weak is the crime of crimes among a people who value freedom."

Social Advance Possible.

Refusing to defend the unlimited handing down of property from family to family, and declaring that society can prevent undue accumulation of property by taxation, Dr. Charles Bruehl, professor in St. Charles' Seminary, discussed the question of social reform at Philadelphia, Pa. The speaker said it was within the power of the present age to perfect a workable program to be carried out immediately, instead of for the generations to come. This is to be effected by the working regenerative forces of society—by making use of forces that already exist in society. Machinery that is to be used in this program is divided, according to the speaker, into three parts—association, social sentiment, and legislation. Such machinery is that which we

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Ingiaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Contracts have been let to Northampton (Eng.) boot manufacturers for six million pairs of boots for the British and French troops.

The Sydney (N. S. W.) Labor Council reports that there are 20,000 unemployed in New South Wales and 40,000 men are only partially employed.

The unemployed in Westralia are said to be increasing in number, and several deputations have already approached the Government seeking work.

The Board of Trade of Great Britain has issued a statement showing a steady decline in unemployment as compared with two months ago.

"I have never known what it is to eat a good meal," said a European textile worker. No wonder. She was paid 10d. each for making ready-made suits, and 2d. a dozen for shirts, of which she could make four an hour. By putting in 15 hours a day she clears 8d.

The total number of claims to unemployment benefit made at British Labor Exchanges and other local offices of the Unemployment Fund during the four weeks ended November 27, 1914, was 76,530, as compared with 124,730 during the five weeks ended October 30, and with 92,106 during the four weeks ended November 28, 1913. Of the total of 76,530 claims, 48,782 (or 64 per cent.) were claims for the direct payment of benefit, and 27,748 (or 36 per cent.) were claims for payment of benefit through associations of work-people in the insured trades having arrangements with the Board of Trade under Section 105 of the National Insurance Act.

Employers in England are appealing to their workmen to enlist, and some companies have made the following arrangements for employees who join the forces:—(1) To married men, one-half their salary and places kept open. (2) To unmarried men who have no dependents, 10 per cent. of their full week's salary, which sum the company will hold in trust until their return. (3) Unmarried men who have dependents will be treated on their merits in regard to every circumstance, and payments made accordingly. These payments will hold during the continuance of the war, and the positions of all men who enlist will be kept open for them.

Returns received from certain selected ports in the United Kingdom (at which about 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during November 35,059 seamen were shipped on foreign-going vessels. Compared with November, 1913, there was a net decrease of 8,143, or 18.8 per cent. Of the above total of 35,059 seamen, 4,666, or 13.3 per cent., were foreigners. Nearly every port showed a decrease in the number of men engaged, the most marked decline being at Liverpool and at Southampton. At the former port the decline was partly accounted for by a dispute which was in progress for part of the month. At Cardiff there was a considerable increase. A shortage of men for ordinary mercantile ships was again reported at several ports, including London, Liverpool, Cardiff, Bristol, Hull and Middlesbrough. At South Shields, Grimsby, Swansea and Glasgow the supply was equal to the demand.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

M. BROWN

THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER

EXCLUSIVE AGENT FOR

DOUGLAS SHOES

427 FRONT STREET

SAN PEDRO

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

M. BROWN

The San Francisco Clothing Store and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Apelquist, Otto	Menter, Wilhelm
Andersson, Hilding	Malm, Gustaf
Andree, Ernest A.	Manning, Krist
-1410	Mikelsen, Andrew
Ahlman, Christian	Nilsen, Martin
Anderson, David C.	Nikander, Knut
Billington, Martin	Nelson, Ernest C.
Bringsrud, Marais	Nelson, Axle
Boy, A.	Nielsen, Ole
Brusbard, E.	Olsen, Emil Frederik
Christensen, Martin	Owen, Fred
Carlson, Carl	Ogilvie, Willie
Chilton, Harry	Olsen, Ole Wilhelm
Carlsson, C.	Olsen, Harald
Damiano, Alex	Penningrud, Ludvik
Danielson, E.	Pedersen, Olaf
Ellisen, Sam	Pugg, A. P.
Felsch, H.	Rasmussen, J. -446
Fasholz, Dan	Rendelmann, Alfred
Galleberg, Martin	Skaanes, Egil
Gustafson, Alf	Stenroos, A. W.
Hansen, S.	Schlachte, Alfred
Hansen, Gilbert	Svensen, S. -1717
Hedstrom, Torvid	Svenningsen, S. N.
Hansen, John L.	Swanson, E.
Hellstrom, O.	Sassi, W. (Reg. let.)
Hansen, H. T. -1446	Sorgenson, H. P.
Headstrom, J. F.	-1498
Hansen, Sigvarth	Staff, Louis
Jordan, H. S.	Schultz, Axel
Johanson, Albert	Thom, Edmund
Johansen, John	Tonnesen, P. -100
Johnsen, Gunner	Torjussen, Gunv. -41
Jeter, V. B. -983	Toren, Gustaf A.
Johnson, Edw. A.	Tvedt, Olaf
Lauritsen, Ole	Wahlberg, Rudolf
Larsen, Hans	Wilson, Willie
Lutzen, Valdemar	Zimmer, Walter
Larson, Axel -1768	Ziegler, Fred
Lindeman, Gus	(Photos & Packages)
Lindner, J. -1750	Anderson, David C.
Lindeman, J.	Ellisen, Sam
Lassen, Alf	Johansen, Nils A.
Meesman, J.	

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The British tanker "Azov" has been purchased by the Imperial Oil Company, according to announcement made at Vancouver. The vessel is now laid up pending award of the contract for the repair of damage sustained when she went ashore on Talara reef.

Frank Waterhouse & Company have been authorized to book passengers on the R. M. S. P. Company's steamer "Glengyle" from Portland to Japanese ports. The "Glengyle" has first-class accommodations for eighteen persons. It is thought this vessel will reach Portland about February 7.

The Alaska Steamship Company is rebuilding the steamship "Santa Ana" for the passenger trade between Seward and Western Alaska ports. The "Santa Ana," when the changes are finished, about February 1, will be able to accommodate seventy-five first-class cabin passengers and carry 600 tons of freight. The "Santa Ana" will replace the "Dirigo."

The halibut steamer "Rush" (ex revenue cutter) was sold by the Federal Marshal to the National Independent Fisheries Company, Seattle, for \$5,100 to satisfy various claims. The Nordby Fish Company has filed an objection to the confirmation of the sale, alleging the "Rush" was worth \$20,000 and that the Arctic Commercial Company was willing to bid \$6,000 and that re-sale would bring \$10,000.

Captain J. J. Carey, whose license was suspended for a period of two years because of the wreck of the steamer "Hanalei," has appealed to Supervising Inspector John K. Bulger from the decision of Local Inspectors James Guthrie and J. P. Dolan. Bulger will not take up the consideration of Carey's case until his return from Washington. The supervising inspector will leave for the National Capital on January 14 and will be away about six weeks.

Still staunch and seaworthy, despite the ups and downs that have marked her long career, the steamer "Edith," which has served as everything from a private yacht to an itinerant cargo carrier, is about to change her trade again. Next spring the vessel will be used to wreck the steamer "Olympia," which has been perched for several years on a reef in Prince William Sound. At a Marshal's sale recently the "Edith" was purchased for \$700 by Captain Harry W. Crosby of the Washington Tug and Barge Company.

The Alaska Steamship Company announced the consideration of plans to operate at least one steamer of 10,000 tons capacity between Seattle and Atlantic coast ports, via the Panama Canal, in winter service. During summer service the company covers Southeastern and Southwestern Alaska, Bering Sea and Kotzebue Sound ports. The new carrier will transport ore from Prince William Sound to Tacoma in summer and canned salmon, lumber and food-stuffs to the Atlantic in winter, returning with Eastern freight.

The Canadian Pacific Railway Company has been advised that the steamship "Monteagle" has been released by the British Admiralty and will return to the Vancouver-Oriental run. The "Monteagle" is due at Hong Kong in January. She is the first of the fleet to be released by the Admiralty. The "Empress of India," now named the "Loyalty," has been purchased by the Gaekwar of Baroda as a hospital ship for Indian troops, and the "Empress of Russia," "Empress of India" and "Empress of Japan" are still in the service of the British Navy. The "Monteagle" has been used as a troop transport.

From the most reliable sources, jobbers, brokers and wholesalers of salmon, the salmon pack for 1914 was estimated at 6,310,000 cases, including Alaska, Puget Sound, British Columbia and Columbia River. The pack by cases is subdivided as follows: Alaska, 4,000,000; Puget Sound, 650,000; British Columbia, 1,110,000; Columbia River, 400,000, Spring and Fall; outside river, 150,000; total, 6,310,000. The Alaska pack is the largest on record. The pack for Alaska in 1913 was 3,780,219, for 1912 it was 3,861,881, for 1911 it reached 2,849,693, fell to 2,415,868 in 1910, to 2,332,806 in 1909, and increased to 2,615,852 in 1908.

An official announcement received from the Panama Canal authorities by the marine department of the San Francisco Chamber of Commerce states that hereafter the cable address "Isthmian, Balboa Heights," will be necessary in the transmission of any cable messages concerning steamship business with the Canal Zone. Likewise, "Isthmian, Washington," will be the official code words for messages to be transmitted to the Canal offices in Washington, D. C. It is further stated that, in order to secure proper transmission of cable messages to either the Zone or Washington, these official code words must be adhered to.

On account of the great increase in freight offerings at the European end of the line the East Asiatic Steamship Company of Copenhagen has found it necessary to place an extra vessel in its Scandinavian-North Pacific service. In consequence the company will have no less

than three of its modern freighters at San Francisco shortly. The vessels are the motorships "Pangan," which has already left Copenhagen, and "Fionia" and the steamer "Rhodesia." The East Asiatic Company is the only line of a neutral European country at present operating between Europe and the North Pacific. Its cargo tonnage has shown a steady increase since the service was inaugurated. The cargoes loaded at the European end of the line consist chiefly of general products, such as paper, canned goods, iron and liquors.

The North Pacific Steamship Company's steamer "Eureka" struck on the "Potato Patch," just north of Point Bonita during the night of January 8-9 and was dashed to pieces on the rocks which crouch at the base of the high cliff at that point. Captain Paulsen and seventeen members of the crew succeeded in getting into two of the ship's boats and were rescued by crews from the life-saving stations at Point Bonita and Fort Point, but Second Officer James Bolger of 26 Prentiss street, San Francisco, failed to get off the doomed vessel, and there seems to be little doubt that he lost his life. The "Eureka" was built at Wilmington, California, in 1900 and is owned by the North Pacific Steamship Company. She was 142 feet long and is of 315 net tons register. On February 21 of last year she was in distress off the coast of Southern California and was rescued by the steamer "Santa Clara," which towed her into Port San Luis.

After a successful trial trip of ten hours' duration, the steel ferryboat "Ramon," propelled by the largest gas engine ever built in the world, has been placed in commission by the Oakland, Antioch and Eastern Railway as a ferry for transporting their trains across the Sacramento River. The construction of this vessel and her engines has been followed by engineers throughout the country with considerable interest, and her trial runs, according to the owners, have entirely justified the installation of this type of motive power. On account of the prominence of the large Diesel engines in Europe, it is noteworthy that the largest gas engine should be constructed in San Francisco. The arrangements for the propulsion of the "Ramon" are rather unusual for a motor-driven craft, although the same scheme has been used for steam vessels of similar character. The propelling engine is set amidships and is a 600 horse-power unit, constructed by the Union Gas Engine Company. The engine measures forty-three feet over all and weighs approximately 120,000 pounds. It is coupled to a propeller at each end of the vessel through friction clutches. As the two propellers are of opposite pitch, the movement of the boat is controlled by engaging either one clutch or the other, thus eliminating the necessity of reverse gears or reversing the engine itself.

The Danish motor ship "Malakka," of the East Asiatic Company of Copenhagen, which drove ashore on Cedros Island while en route from San Francisco for Europe, several days ago, will, contrary to original expectations, be a total loss, according to advices received by Otto Jelstrup, San Francisco representative of the company, and the underwriters. Heavy weather developed on New Year's day and soon blasted the hopes of the salvage operators dispatched from San Francisco in the Union Iron Works wrecker "Jaqua." The mooring lines which had been placed parted and the vessel swung stern on to the rocks, grinding like a pivot on the huge crag which had pierced the forward hold. The vessel opened up quickly in several places and soon the holds were completely flooded. The "Jaqua" had just time to take aboard the "Malakka's" crew and get clear when the big motorship began to pound heavily as the weather struck the wreck with the combined force of wind and wave. Several days ago the salvage operators reported that there was a good chance for the "Malakka" being floated if favorable weather held out. They had not figured on a change nor the parting of the lines, which finally drove the craft on the rocks more firmly. According to advices from the wreck scene, there is no longer any hope of floating the vessel, but it is believed that some of her cargo can be saved. The vessel can then be stripped of valuable gear. The "Malakka" is one of four motorships of the new Diesel type which have been to San Francisco. She is valued at \$400,000 and the cargo is estimated as being worth \$600,000. The "Malakka" drove ashore inside of Red Rock on the big island during thick weather, unusual currents having undoubtedly contributed to putting the vessel off her course.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 230 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKE DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 13, 1915.

\$252,000 DAMAGES!

The notorious Danbury hatters' case has finally been decided by the highest court of the nation in favor of the employers.

Damages amounting to \$252,000 must be paid by the United Hatters' Union, or its members, to D. E. Loewe & Co. of Danbury, Conn.

The court held that in boycotting the products of the company, which refused to grant its workers fair conditions and wages, the union violated the Sherman Anti-Trust law.

When the Sherman Anti-Trust law was drawn up it was intended as a measure against entrenched big business, the trusts. But it has been a rather harmless weapon against the trusts.

But it has worked in a number of instances as an effective weapon against the workers.

In awarding the damages to the employers, the Supreme Court merely affirmed the ruling of the New York Federal courts made before the recent passing of the Clayton Anti-Trust measure, which rules that organizations of working people are not "combinations in restraint of trade." That, however, isn't going to prevent the Hatters' Union from being forced to pay the huge sum of \$252,000 to a scab firm, because they boycotted its product.

Of course, this decision will not interfere in the slightest with the time-honored practice of boycotting working men. They can still be blacklisted by their employers and persecuted and hounded to the ends of the earth.

Employers can lawfully refuse to buy the labor of working men who strive to get better wages or conditions for themselves and their fellow workers. Nor can any law prevent organized employers from secretly passing the word to their co-exploiters so that they, too, will refuse to hire such workers.

But organized working men who resolve jointly to refuse to buy the products of the firm that refuses to hire them, and particularly if they try to induce others to refuse to buy these products, are liable to be mulcted and fined until the savings accumulated out

of the meager earnings of a lifetime have entirely disappeared.

Fortunately, our courts have not yet been able to find any law by which they could fine the workers for demanding the Union Label. The Union Label is still the most powerful weapon against men and firms of the Loewe type.

Judges may issue injunctions and prevent the workers from boycotting labor-crushing employers, but they can't enjoin us from demanding the Union Label. And, after all, "What's in a name?" That which we call a rose, by any other name would smell as sweet.

INVESTIGATING WEALTH.

When Chairman Walsh, of the Federal Commission on Industrial Relations, announced that the nation's "most powerful" men were to be questioned shortly by his Commission, he inadvertently stepped upon a hornet's nest. Predatory wealth objects to being investigated. At any rate, the alleged powerful men in control of this nation's wealth have so declared through the editorial columns of the hired press. Incidentally, Mr. Walsh is being roundly abused by these special pleaders for privilege.

The Commission, however, is going right ahead with its work, and it is said that the inquisitorial batteries will be aimed directly at the workings of the Rockefeller Foundation, the Sage Foundation, the Cleveland Foundation, the Baron de Hirsh Fund, the Carnegie Philanthropic Fund and similar organizations.

The Commission will investigate the rights, powers and function of self-perpetuating organizations under their present charter and the extent to which these charters may be stretched under the present Constitution of the United States, and the restrictions which present constitutional limitations impose.

It will investigate the attitude of financial interests toward industrial questions—what organizations such as the Rockefeller Fund are doing to relieve industrial unrest. How are the policies of these organizations shaped and by whom? What part does the source of their income play in determining what these policies shall be? Whether self-perpetuating organizations are a menace to the future political economic welfare of the nation. What is the labor policy of "big business" in general?

Undoubtedly the basis of the Commission's attack will be the file of letters produced by Jesse F. Welborn, president of the Colorado Fuel and Iron Company, tending to show the close relations of the Rockefeller Foundation with the labor and business policies of the Rockefeller corporations.

Briefly, the questions involved are said to be: The growing belief among certain men of wealth that the republican form of government in the United States should be succeeded by a monarchy, the menace that Rockefeller Foundation and similar institutions constitute in their relation to the monopolization of the gold supply of the United States and the attitude of organized wealth toward organized labor.

The Rockefeller Foundation has been the cause of a great deal of discussion ever since a Federal charter was asked for Foundation with a proposed fund of \$500,000,000, exempt from taxation. That there was danger of its being perverted to uses far from philanthropic was pointed out at that time. This

investigation is to determine what are some of the harmful possibilities of the Foundation. And nothing could be more timely. We have permitted a few men to accumulate and hoard a great percentage of this country's wealth. Shall we also permit them to so arrange things that their vast fortunes must stay intact as a burden and a menace for generations yet unborn?

WATCH THE CONFEREES!

The fate of the Seamen's bill is now in the hands of ten men—five Senators and five Congressmen. These ten men, serving as conferees of the Senate and the House of Representatives, have it within their power to further or to hinder pending legislation for freedom of seamen and safety of life at sea.

It is altogether needless to point out that the opponents of this legislation are wide awake and watchful of every move made in advancing the Seamen's bill. Abundant evidence is at hand to prove that all their heavy artillery is at this very moment directed against the ten men in question. That public-spirited corporation, properly known as the Steel Trust, wants all reference to Lake shipping eliminated. Mr. R. P. Schwerin, Mr. Robert Dollar, and other beneficiaries of cheap coolie labor want to remove the language test and the efficiency clause. The powerful foreign transatlantic shipping interests will not be happy unless the entire measure is buried alive. Besides the above-named there are those two Government officials, Messrs. Chamberlain and Uhler, always anxious and ready to inspire, encourage and actively assist the forces opposing the Seamen's bill.

All who believe in justice to the men who go to sea for a livelihood; all who favor effective legislation for greater safety at sea; all who believe that platform pledges should be respected, and finally, all who believe in progress can render very material assistance at this crucial moment by personally communicating with either or all of the ten conferees. All telegrams and letters should be addressed to the respective Senators or Representatives at Washington, D. C.

Their names are:

Senators:

Duncan U. Fletcher (D.), of Florida; Geo. E. Chamberlain (D.), of Oregon; James K. Vardaman (D.), of Mississippi; Knute Nelson (R.), of Minnesota; William Alden Smith (R.), of Michigan.

Representatives:

Joshua W. Alexander (D.), of Missouri; Rufus Hardy (D.), of Texas; Michael E. Burke (D.), of Wisconsin; William S. Greene (R.), of Massachusetts; Charles F. Curry (R.), of California.

In commenting on the tortuous course of the Seamen's bill, Raymond W. Pullman, writing in *The Survey*, says:

No measure in the memory of the oldest man about the Capitol has been jockeyed with more than this piece of legislation which is the result of promises made in the platforms of all three parties in the Presidential campaign of 1912.

To which may be added that few measures in the memory of men have had more determined, persistent and resourceful opposition than this innocent bill. The Seamen's bill aims at special privilege and monopoly—hence the splendid array of hired talent working unceasingly for delay, delay and more delay!

ANOTHER JAP EULOGY.

To praise Asiatics, particularly Japanese, and in the same breath cast contemptible reflections upon the people of their own race, has become a hobby with certain "alleged" Americans.

A recent issue of the Outlook contains a seven-page fulsome eulogy of Japan. The author, Miss Scidmore, is said to be recognized in the East as one of the foremost of American authorities on "Japan and Japanese affairs."

Her reputation "in the East" may have been justly and fairly acquired but in this section of her native land the learned lady is rapidly acquiring a reputation as an ally of local coolie lovers.

Miss Scidmore has evidently gathered most of her information upon American affairs through the pay window of the Pacific Mail Steamship Company. At any rate in writing about the "Supremacy of the Pacific" she ably voices the sentiments of that corporation, as follows:

Japan is not striving to gain "the supremacy of the Pacific"—if that means ninety per cent. of the commerce and carrying trade—because she already has it, and has had it without realizing that it was anything to make a great fuss about. Four merchant ships under the American flag are a pitiful plea for "supremacy"; and, more than this, our strangling navigation laws, the tyranny of labor unions, and the solidarity of the labor vote will forever check the United States from getting any more of the supremacy.

Here we have the exact point of view of the average American plutocrat. Tyranny of labor unions does not exist in Japan, in fact that enlightened country does not yet tolerate the existence of labor unionism. Perhaps the charming lady would, if she had the power, establish similar "ideal" conditions in this fair land of ours. Her knowledge of our "strangling navigation laws" is probably as thorough as her obvious ignorance upon the number of merchant ships under the American flag.

Miss Scidmore has made the fatal mistake of attempting to write and lecture upon things and measures of which she "knoweth not."

Let us hope that she will in the future confine her writings to matters Oriental; or let us respectfully suggest that before again venturing forth on seas unknown she ought to familiarize herself just a little with men and measures of the Occident.

"A little learning is a dangerous thing; Drink deep, or taste not the Pierian spring; There shallow draughts intoxicate the brain, And drinking largely sobers up again."

It is a grievous error to say, as do the friends of compulsory arbitration, that because that system is applied only to organized workers, it is an adjunct and support of trade unionism. As well might it be said because the law hangs only the murderer, it is an adjunct and support of murder! The fact is that compulsory arbitration is applied only to trade unions because only they can make a strike successful as a means of suspending industry. The individual employer is his own "arbitrator" in the case of the unorganized workers

Those parents who are forced to depend for support upon their children do not necessarily love them the more on that account.

Demand the union label upon all purchases!

LEGISLATIVE PROGRAM.

The California State Federation of Labor has just made public the legislative program for the forty-first session of the California Legislature.

The digest of measures to be submitted to the legislators at Sacramento reads as follows:

1. An anti-injunction law, similar to the recently enacted Massachusetts law and in line with more recent Federal legislation.

2. Jury trial for alleged contempt of court in labor disputes with reasonable exceptions to cover contempts committed in the presence of the court.

3. To abolish the property qualification of jurors so as to make it possible to select jurors from the Great Register instead of the assessment roll.

4. To strengthen the Workmen's Compensation Act: (a) by including so-called occupational diseases; (b) by including farmers and others exempted classes; (c) by shortening the waiting period from two weeks to one week; (d) by compelling certain employers who carry no accident insurance to file a suitable bond with the commission.

5. Remedial measures for the unemployment problem: (a) State employment bureaus; (b) more stringent regulation and ultimate abolishment of private employment agencies; (c) the appointment of a special representative committee or designation of some existing commission to conduct an extended investigation into: (i) the wisdom of devising some scheme for out-of-work insurance that will not have the effect of drawing into our State the unemployed of the Nation; (ii) the best methods for dealing with the unemployable and the vagrant; (iii) possible schemes for regularizing and dovetailing private enterprises, not in cities alone but in the rural districts as well, so that the burden may be justly and fairly borne by the State as a whole; (iv) ways and means for providing public work during periods of depression.

6. Housing and sanitation: (a) more definite laws governing sanitation and housing in labor camps; (b) complete revision of the laws regulating tenements and lodging houses.

7. Insuring regular and prompt payment of wages: (a) by establishment in the larger cities of special courts of summary procedure for collection of wage claims; (b) by providing for payment of wages at least twice per month; (c) by the enactment of a law allowing a day's pay for every day a person is kept waiting beyond the limit.

8. One day of rest in seven for all workers, whether employed by the State, semi-public or private industry.

9. Strict regulation, licensing and bonding of all private detectives and detective agencies.

10. Prohibiting use of third degree and establishing more severe penalties for abuse of persons in custody of police; also, legislation providing for a public defender in every county.

11. A liberal special appropriation for University Extension work. At present only \$10,000 per annum is rather grudgingly set aside for this work. The total State appropriation for the University is approximately \$1,700,000 per annum.

12. To safeguard legislation against attempts to declare laws unconstitutional: (a) authorizing and directing the Attorney-General to defend in all courts, cases involving the constitutionality of State laws; (b) to provide for appeal from a judgment in a proceeding in habeas corpus (same as in State of New York and other States); (c) to regulate power of courts to declare laws unconstitutional.

13. Strengthening the anti-alien land law by eliminating the leasing clause.

14. To abolish capital punishment.

NOTE:—In addition to the foregoing measures of general character, the State Federation of Labor has endorsed and will actively support a number of bills to be introduced at the instance of various groups of organized workers. The bills in question were initiated by the miners, bakers, butchers, sailors and longshoremen.

The State Federation of Labor will oppose:

1. Any measure providing for the appointment of judges or to lengthen their term of office.

2. Any measure aiming to establish a State constabulary for use in strikes and labor disputes.

3. Any measure aiming to increase the percentage of signatures required for Initiative, Referendum and Recall petitions; also every other attempt to restrict the legitimate use of direct legislation.

The piece-work system is easily understood. The worker who is paid by the piece receives only a piece of the sum actually earned.

A store closed early is a store run easily.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 11, 1915. Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping slack, with a number of men around.

The committee on ballots submitted a detailed report of the votes cast at the semi-annual election of officers and the following were declared elected for the ensuing term: Treasurer, Ed. Andersen; secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Janitor at Headquarters, James Kealy; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, W. Hardy; Aberdeen Agent, John Pearson; Portland Agent, Jack Rosen; Eureka Agent, John Andersen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardsen; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, I. M. Holt. The resolution to assess each member \$2 was declared lost. The resolutions submitted to a referendum vote of the Coast to abolish the Branch at Victoria, B. C., and the office of Third Patrolman were declared carried. A committee of five was elected to revise the constitution of the Union.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 4, 1915.

No meeting. Shipping and prospects poor. R. TOWNSEND, Agent. 518 Yates St. Phone 1325.

Vancouver, B. C., Jan. 4, 1915.

No meeting. Shipping slack. W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 4, 1915.

No meeting. Shipping and prospects poor. H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 4, 1915.

Shipping and prospects poor. P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 4, 1915.

Shipping and prospects poor. J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 4, 1915.

Shipping and prospects poor. GEORGE NEULING, Agent pro tem. P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 4, 1915.

No meeting. Shipping fair; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 4, 1915.

Shipping and prospects very dull. HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 28, 1914.

Shipping and prospects poor. JACK EDWARDS, Agent. P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 7, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The report of the Quarterly Finance Committee, finding stubs, bills, books, cash on hand and in banks correct, was adopted. The following officers were declared elected for the ensuing term: Secretary, Eugene Steidle; Treasurer, Ed. Andersen; First Patrolman, T. J. McGlinchey; Second Patrolman, Eugene Burke; Janitor, Geo. Bannister; Agent in Seattle, Leonard Norkgauer; Patrolman in Seattle, John Meade; Agent in San Pedro, Harry Pothoff; Agent in Portland, Thos. Baker; Delegates to the International Seamen's Union Convention: Eugene Steidle, Harry Pothoff, Leonard Norkgauer, John Meade, Thomas Baker.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

DIED.

Archibald Noble, No. 1128, a native of Scotland, age 45, died at San Francisco, Cal., January 7, 1915.

A "SCAB'S" CONVERSION TO UNIONISM. (Continued from Page 1.)

this promotion, if it may be called such, for I had previously witnessed the migration of two cooks' assistants into the shops as full-fledged helpers because of a lack of men. I also knew that "the money would begin to come my way," for instead of forty dollars a month, I would receive thirty cents an hour with time-and-a-half for overtime, or forty-five cents if called to work after the regular hours. This latter wage, as well as the former, of course, included board and lodging in the cars. It was thus that I became a night-helper with two guards and three Germans—John, Fritz and Carl—for working companions.

"A real scab," as one of the humorists of our shops said, "is worth more than what he earns and then some." The significance of this remark was revealed to me in its fullest meaning when I was initiated into the "spoils system." This system, which I understood was practiced to a great extent by all night men in securing overtime, was this: Instead of coming to work at our proper, designated hour of six o'clock we were to come at five and punch the time-clock. From five to six, we were to make a slight effort in the way of work or else keep aloof from the gaze of the "head push." Similarly, in the morning, instead of quitting at five, we were to stay until six. Thereby a helper's daily wage would be increased by ninety cents, and a boiler-maker, who receives forty-five cents an hour regularly, would receive for his daily booty sixty-seven cents an hour or a total of one dollar and thirty-four cents a day in addition to his wages. This scheme had gone so far that one strike-breaker laughingly boasted of having placed in so much overtime that he had scarcely been able to "hit the hay" in the last two weeks.

It is distasteful to report one's association with a gang of thieves, but if there be any better guide to systematic highway robbery, I have been unable to find it. The scab is never satisfied. His energy is devoted to procuring loopholes for escaping work and to inventing ingenious methods, such as these, of obtaining unearned money which he wastes upon the saloon and the house of ill-fame.

As a helper, it was my first duty to help the boiler-maker repair the boilers of the engines which were delegated to make their runs on the next day. It was also a part of our work to fix all defective ash-pans and grates, as well as to examine the inside of the front ends. The greater part of our labor was confined, however, to repairing the leaking flues within the firebox. Probably this latter duty was the most important of all. If an engine springs a leak on the road it is a difficult thing to make the run, as every experienced trainman knows. These, then, were our most important duties during the winter of 1907.

Something of the nature of my qualifications and fitness for the position which I now held have already been intimated. What was true in my case was true for nine-tenths of all who engaged in the strike. One man to my knowledge was a real boiler-maker—a member of the trade union back in Buffalo—and probably the tenth that I have divided from the remainder were of this type, namely, union men depraved enough to sacrifice their honor and pledge to their fellows and to undertake this kind of labor in a distant city for the sake of the money there was in it. The other helpers and boiler-makers, of the nine-tenths, were the professionals mostly, that is, those who made it a regular business to work on any strike from a jeweler's to a cab-driver's; and lastly, stragglers, hoboos, adventurers, or college students.

The employment of such men in responsible positions is not only detrimental to the company's interests, but also dangerous to the public welfare. I was engaged with a boiler-maker one evening upon the repair of an ash-pan of an engine which was due to leave the round-house at ten o'clock. My companion, I soon discovered, knew little of how to fix the rods so so that the covers of the pan would close properly. We finally resorted to a quick and ingenious way of solving the problem by obtaining a few sticks and propping up the covers in position. It was dark; no one would notice the deception, and the engine would start on its journey. Yet, after proceeding for only a few miles, the props would become loosened, and in consequence the covers would drop and fire be scattered all along the road. As a second consequence, there was extreme danger of a railway conflagration with an indefinite loss of property and life.

A more important piece of scab labor as regards consequences, which we were called upon to perform, was in connection with repairing the flues. To do this work properly an air-hammer should ordinarily be used. Invariably the task was performed, however, by using a tool called an expander. This was simply a large, iron plug driven into each flue, thus expanding the flue and temporarily stopping the leak. From my experience with union men later, I found that the correct way was to use both methods. Extreme pressure from steam is brought to bear on flues and boiler. If these have not been properly taken care of there may be breaks, leaks and possibly an explosion—a wreck.

Such a catastrophe did occur during my strike-breaking days. A limited passenger about two division stops from Superior "turned turtle" after the boiler of the engine had been demolished

from a tremendous explosion. Of course, no one was to blame; there was no place to point out responsibility. The naked truth is, nevertheless, that scores of innocent men and women have been killed or injured because of the employment by the railroads of irresponsible, indifferent, and reckless workingmen during strikes.

About the middle of March the strike was called off. At this turn of affairs the philanthropic company lowered our wages and compelled us to work every other Sunday night. From a clear profit of \$102.31 the first month my wage was lowered to straight \$60 a month with no overtime. Free board and lodging were also cut short; we were compelled to find these now as any other individual would in hotels or private houses. Special favors and persuasive statements of our officials that "we had better stay," when the wanderlust tendency became dominant in any one of us, now became a minus quantity. As one boss told an associate of mine, "I don't care a cuss or rip where you devils turn up now; there are too many men who want to show us what work means." And no scab did care about staying, for the period of "easy money" had passed with the strike at an end. The professionals and others vanished as with the wind and, almost before I was aware of it, an influx of union men refilled the shops.

It will always remain a mystery to me why I should have been the last of the scabs and why I should have worked so long with union men—over two months—without receiving a summons of discharge. I can only account for my continued employment by the fact that I was considered fairly conscientious, and, more important still, because the night boss, a rather young fellow himself, had taken a peculiar liking to me.

I mention briefly my experience and tribulations with union men because the reader's imagination can develop this very adequately for himself. It was mostly a period of dishonorable ostracism—men has as little to do with me as possible, not only inside, but outside as well. Shunned, disregarded, made to feel the significance of the past winter in my role as strike-breaker, it is little wonder that such separation from the social world should make one feel more animal than human.

However, I did not feel at enmity toward the men who thus ostracized me. I respect them. If a low, degenerate professional at this very moment should attempt to take away my livelihood, should attempt to force me into starvation when work was at a premium and I was fighting for better working conditions, I am sure no one of any intelligence would blame me if "I respected his distance." Furthermore, the new clean atmosphere; the phenomenal improvement in all work which came under my observation; the fact that here were men—real men—who did not venture the first time his back was turned to steal away the least article of value from a working associate; and real men who had a definite purpose, an aim in life, whether it were the rearing of a family or the spending of half the monthly wage on some honest girl—all these influences could not but be inspiring in comparison with the past and serve to detract from any animosity that I might entertain toward the union laborer.

Such was my experience and such my conclusions relative to this most vivid encounter with labor troubles. As a final word, I voluntarily set my own day of liberation from the Superior round-house as June 10. I then proceeded to attend the University of Wisconsin summer school, but, before doing so, I passed over into Duluth. This time I was not led into a deceptive employment bureau but into a quiet little Salvation Army hall. Confessions, prayers and the music of the drum and tambourine were the usual effective mediums. I have always prided myself as being above mere sentimentality, but when "a sister" came back to my rear seat and, without knowing anything of my past career, almost tearfully asked me if I were not tired of the life I had been leading, I replied in all sincerity, "Yes."—C. F. Hall in "The Survey."

All of the European nations have the means of financing at least the beginning of a conflict, but none other than Germany has an imperial war treasure set aside for the single purpose of providing for any warlike emergency. Germany's hoarded war chest a year ago was \$30,000,000; it is now \$60,000,000. The Julius tower in the citadel of Spandau is entirely surrounded by water; it is here the gold is stored. Up to the spring of 1913 there was no change in the treasure from the \$30,000,000 reserved from the indemnity paid by France after the war of 1870. But beginning early last year steps were taken to add another \$30,000,000, and the Reichsbank sought, without disturbing the money market, to draw gold into itself for that purpose.

Demand the union label upon all purchases!

LAND MONOPOLY IN CALIFORNIA.

(By Edward P. E. Troy.)

The growth and development of the State is being retarded by the speculative holding of land in enormous tracts that prevails in practically every county of California. Within a few hours' journey of San Francisco great areas of land are being used as cattle and sheep ranges that would easily support millions of people if put to a proper use. The products of these lands would naturally find their way to home and foreign markets through the gateways of commerce about the Bay of San Francisco, and all of the needs of those who might live upon them would be supplied by the local communities.

Even in Contra Costa County, across the Bay from San Francisco, B. Fernandez is assessed for about 7,000 acres, with no personal property, and practically no improvements, making his total tax average but thirty-one cents per acre. The People's Water Company is assessed in that county for over 30,000 acres, very little improvements and no personal property, causing its taxes to average but thirty-nine cents per acre.

This low tax, caused by the failure to develop or improve the land, enables the owners to keep it out of use, waiting for the industry of others to make them rich. This land would support thousands of families in comfort, if they were permitted to work it. Many similar cases exist in that and Alameda Counties.

The chief offender against public interest in land is Miller & Lux. In three counties—Merced, Madera and Fresno—commencing 108 miles by rail from San Francisco, that firm has 533,000 acres of the best land in the San Joaquin Valley, which is used for the grazing of cattle and sheep. On a small part of it alfalfa is grown, and the balance is in wild pasture.

Properly farmed this land would support half a million people. On the east side of the San Joaquin Valley many persons make a good living off of ten acres. Henry Miller, it is said, has admitted that his firm cannot raise more than one head of beef cattle per acre each year on its best alfalfa lands, while it takes 160 acres of wild pasture to feed a steer for a year. A farmer, on the same acre, would not only raise a head of beef cattle, but sheep, pigs, chickens and other products in addition.

The cowboys and sheepherders employed by Miller & Lux to attend to the stock, and the few laborers, are paid such a small wage, generally about \$26.00 per month, that they cannot support families, and it is rare to find a married man among them. Divided into small farms, the same land would give work to more than fifty thousand men, and enable them to bring up families and develop an American community.

The control of this land, and millions of acres of other equally fine land in the State, enables Miller & Lux to dominate the meat market of California. The high price of meat in this State rests largely upon this monopoly of land by Miller & Lux.

Much of the unemployment in our State is caused by these large land holdings. The land is the job that God has given the children of His creation. Man-made laws that enable anyone to prevent the land be-

ing put to the use He intended it for are sinful. They cause the greater part of the misery and poverty on earth.

EVIDENCE OF PROGRESS.

A correspondent in the "Painter and Decorator" calls attention to the fact that the progress of the labor movement is excellently mirrored in the report of the Industrial Relations Commission of this year and that of the industrial commission which was appointed by President McKinley in 1897 or '98.

Says the Painters' correspondent: "The former body was not blessed with too much sincerity, it is true, but its investigation covered the range of questions that occupied the public mind at the time. The central idea seemed to revolve around the question whether trade-unions had or had not a right to live. There were stories told about what this union had done and that organization had failed to do, and if I remember correctly, the anti-union employers had the center of the stage an undue proportion of the time. One of the capitalist press correspondents, referring to the appearance of Charles M. Schwab, the steel king, said it was very evident the members of the commission stood in awe of him, for they were afraid to ask pertinent questions. At the time I thought this remark gave the measure of the commission."

"In this year of grace, however, the commission is going into all sorts of things. The maltreatment of labor cuts a very big figure, and if anything, Mr. Schwab would be afraid to appear before it, because he knows the members of the commission would expose his ignorance of the human side of economic life. I had the pleasure of seeing the commission at work one afternoon, and the way in which Commissioner Garretson, of one of the railroad brotherhoods, went after a witness would have delighted a professional lawyer. The chairman, Mr. Walsh, seems to be a broadminded man, with a wide knowledge of the humanities and the needs of humans. The preliminary report of the commission has all the appearance of being as near an epoch-making book as a book can be.

"Keep an eye on the reports of the Industrial Relations Commission and see that you get at least one or more copies. The most useful and the most edifying information possible at this time will be found in the volumes issued by the commission. If you want a human-interest book, write your Congressman right now and tell him you want to have the reports—all of them—of the commission."

The number of vessels that called at St. Helena in 1913 was 60, of an aggregate tonnage of 210,609, including 13 warships. Six whalers put in for provisions and bunker coal, and for the purpose of giving their crews liberty. The American surveying yacht "Carnegie," owned by the Carnegie Institute, put in twice for the purpose of making observations on shore. In addition six vessels called off the port to post letters and obtain provisions through the medium of licensed traders. Thirty vessels entered and cleared at the port of Jamestown during the year. The cargo shipped and discharged by these vessels amounted to 7,383 tons.

"ROMANCE" OF THE SEA.

When a British naval critic started a discussion shortly before the breaking out of the present war as to the comparative efficiency of battleships and submarines few people realized how prophetic his words were destined to be. Mines have rendered the German harbors unapproachable, and submarines prevent the enemy from removing the mines. The greater fleet, under favorable conditions, can bottle up the smaller fleet, but to do so in the presence of submarines it must pay a heavy toll. The tale of British losses from mines, submarines and accidents has risen almost to the dignity of a battle; yet the navy has not had so much as a peep at the German fleet. The percentage of fatalities has been nearly as great as would have accompanied the wrecking of airships. And when it is realized that the mass of the men so killed went to their death like rats in a trap, it may well be imagined that the time will not be long before naval warfare will lose its glamour. In the olden days when the men could watch the fleet maneuvers, and from deck and portholes see the enemy's ships disabled and sunk, with their own vessel perhaps sharing the same fate, there was something heroic and exhilarating about a sea fight. But to be confined in an iron box, the mass of the crew below the water line operating machinery, and only a few gunners and officers in command ever seeing the enemy, there is little of the romance of a sea fight. Add to this the unexpected shock of mine or torpedo from a submarine, and it would seem that all individual volition had been removed.

As though this were not enough to try the nerves of men, accidents, such as occurred on the British battleship "Bulwark" and the French ship "Jena," and our own "Maine" must add their appalling toll. Considering the quickness with which these vessels go to the bottom, and the enormous loss of life that accompanies them, one is reminded of the caustic comment of our own Admiral Farragut regarding "iron pots" that were to be substituted for wooden vessels. If naval warfare is to be carried on in submarines, with the assistance of mines, and land campaigns are to be conducted in trenches and tunnels, under the direction of aeroplanes, it will require a strong imagination on the part of the participants to clothe war with the glamour of the heroic. The more the combatants sink from sight, and the more the widows and orphans appear before the public eye, the less likely will statesmen be to settle disputes by an appeal to arms.—The Public.

It is estimated that at least 20,000 pilgrims pass through the city of Damascus each year. They are material to the financial welfare of the ancient city, spending in the neighborhood of \$900,000 for goods of every kind. Damascus is busy and the people are industrious. Nearly everything actually needed by the native is made there, and there is a surplus sufficient to supply a large surrounding territory and the pilgrims and visitors who pass that way. In this respect Damascus has not changed in hundreds of years. It has always been a maker and distributor of food and raiment.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erle, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

know how to handle—with which we are familiar.

Some of the evils to be eradicated, as enumerated by Dr. Bruehl, include the exploitation of labor and the over-reaching power of capital.

Among the evils that call for elimination are the waste of human material, the long hours of labor, the premature employment of children. At present the social scales seem to be unevenly adjusted. Capital is too powerful, labor is too weak.

Remedial measures advanced by Dr. Bruehl comprehend, as a first attainment, recognition of labor. The workingman has a right to live humanly. He is not to be regarded as an instrument of production and nothing more. Labor is established not as a commodity to be fixed by a law of supply and demand. Labor must always be considered with reference to personal means to live. Labor embodies soul, bone, mind. Living must have a living wage and more.

Property, Dr. Bruehl reasons, has fundamentally, also, a social aspect. While possessed by the individual it must ultimately be used with regard for the benefit of society, and private ownership must not become absolutism. It is for society, therefore, to impose proper restrictions upon private ownership.

Society may make certain rules by which wealth may be acquired or limited. The State has the right to control private property and its use.

Dr. Bruehl maintains that from the fact that there must be large capitals it does not follow that there must be large capitalists. The ideal of society is wide diffusion of property, not concentration of property. Property should be diffused throughout society equitably, not necessarily equally.

Humane Laws vs. Business.

Under the caption "Shall Humane Laws be Suspended For Business?" President Gompers discusses in the American Federationist, current issue, the proposal of an Eastern Governor to suspend the eight-hour law.

President Gompers says:

"The right to suspend laws was one of the claims of the Stuart despots. England settled that claim by cutting off the head which conceived the idea. Now arises a modern descendant of that school of politics. His application is slightly modified to suit modern political machinery, but his purpose is equally pernicious. He would merely head a raid against the laws enacted for the protection of human life and health in order that manufacturers may be enabled to fill orders for business from Europe in this time of trouble.

"Governor Walsh, of Massachusetts, naively proposes that the Legislature pass an emergency labor law suspending temporarily sections of the State labor regulations in order that production may keep pace with enormously increased orders from Europe. To this end he proposes to 'suspend' the child labor law, the law relating to overtime and the fifty-four hours a week limitation for women and children. In order to get 'business' he proposes to 'suspend' the standards of modern civilization and the enlightened conscience of the

commonwealth. He proposes to suspend appreciation of the value of human life, to suspend understanding of the effects of fatigue upon the human body and mind, to suspend the conviction that the most foolish spendthrift policy a nation can pursue is to subordinate human welfare to any consideration. Nor will 'temporarily' redeem the proposal. Can this modern advocate of suspension likewise suspend the injury of growing children by denying them the right to free, healthy growth and development? Can he suspend the corroding sense of injustice to those who must look back to formative years spent in factory work and bitterly think, It might have been?

"We live but a few brief years and we cannot afford to suspend our rights or opportunities for a single instant.

"Let Governor Walsh advise the manufacturers to take advantage of this unprecedented opportunity through more efficient management. Let them operate their mills longer by employing two or three shifts—thus they can make up for the long period of idleness to a greater number of people.

"Governor Walsh must learn the fundamental lesson of statesmanship. When he desires to build up business and to bring about real prosperity, his method must not be at the expense of the health, the development, the lives of the working people. What shall it profit the State to make deliveries of products and to weaken and waste the productive power of the people?

"The working people will refuse to be the sacrifice to any prosperity—mushroom or permanent. They will refuse to permit the suspension of their rights."

"Dummy" Jurors Selected.

The closing sessions of the United States Industrial Relations Commission, which has been investigating the miners' strike, resulted in most sensational disclosures, and throws additional light on the anarchy of Colorado coal operators.

John McQuarrie, who had been an under sheriff in Huerfano County (in the strike zone), explained the general methods of selecting coroner's juries. The foreman of any mine where an accident occurred would telephone the coroner, McQuarrie said. The coroner then telephoned a deputy sheriff, who accompanied the coroner to the mine. There the coroner and foreman talked over the accident, selected a coroner's jury and had the sheriff serve them with papers. Many times none of the jury could speak more than a few words of English. The family of the victim or victims never was consulted. Usually the return was made out by the coroner and said that the victim came to his death by reason of his own carelessness.

Sheriff Jeff Farr was asked:

"Has a deputy sheriff ever sat on a jury in a criminal case in Huerfano County?"

"Yes, many times," replied Farr.

"Have you had men on criminal juries who could not speak or understand English?"

"Many of them; many times."

The sheriff acknowledged he had not looked into the qualifications of 401 mine guards who were turned over to the companies, "who took them, paid them, and gave them orders what to do and where to go."

Farr was asked: "You did not examine

them at all, and so there might have been even a red-handed murderer among them?"

"So far as I know, yes," replied the protector of law and order.

The names of some of the deputies were read, and Farr said they made no reports to him. When one name was read, he said: "I know him, but I didn't know he was carrying a deputy's papers around."

Rev. James McDonald, a Methodist clergyman, testified that the lack of church organization in the mining section was due directly to the opposition of the companies, "whose purpose, I believe, to be to stifle the ambition and the mental and moral growth of the men in their employ, as the church always has been recognized as a power for uplifting and enlightening mankind."

The witness stated that he had been threatened by the militia and by company men for his activities in behalf of the strike.

"SAFETY FIRST" CONFERENCE.

On Wednesday evening, January 20th, the Industrial Accident Commission of California will hold a "Safety First" Conference in Eagles Building, 273 Golden Gate avenue, San Francisco. The program will be about as follows:

A talk on what has been done during the last year and the plans for the future as regards industrial safety, two or three short talks from men representing employers' organizations, and men prominent in industrial life, to be followed by California's Superintendent of Safety, John R. Brownell, showing about one hundred slides of safety work, laying emphasis on the "before" and "after" effects.

The pictures will be found very interesting. Nearly all show California experiences in accident-prevention work.

The San Francisco Labor Council has willingly agreed to co-operate with the Industrial Accident Commission in this important undertaking. Members of the maritime unions and of organized labor are cordially invited to attend the meeting on the evening of January 20. While the speakers have not been finally selected, they will be representative men who are earnest in their desire to prevent needless deaths and accidents in California's occupations. Commissioner Will J. French will speak for the Commission and read some of the statements from employers who have followed, to their advantage, the suggestions of the Safety Engineers. It may not be generally known that the Safety Department of the State Commission advocates the use of home-made safeguards, and shows employers how to install them, so that a maximum of efficiency may be attained at a minimum of expense. One of California's large corporations has publicly declared that a saving in operation of \$50 a day has resulted because the suggestions of the Engineers were followed out in all the plants owned by the corporation. Other like instances will be referred to by Mr. French. All men and women interested are invited to be present at Eagles Building on the evening of January 20.

The basis of the shorter workday movement is recognition of the truth that man does not live to work, but works to live.

ONE MAN'S VIEWS.

From Oregon City (Ore.) comes the news that prohibition has decreased crime in that city 55 per cent., or considerably more than one-half. Says the dispatch:

In 1913 the records of arrests in one month alone often filled a complete page of the jail register, while during the last year the records for several months can be placed easily on one page. In several months only four or five arrests were made.

And yet there are a lot of otherwise sane and worthy people who can see no necessary connection between crime and the drink evil! Which is certainly a most remarkable view to entertain considering the general experience of mankind along that line since strong drink first cursed the world. The only explanation that occurs to me just now is that those conscienceless scoundrels who profit from the liquor traffic are using a goodly portion of their ill-gotten gains in subsidizing that "great moral engine," the public press. The many elaborate anti-prohibition write-ups featured, and the amount of whisky and beer advertising carried by the average newspaper and magazine invest that surmise with enough probability to make it almost a certainty. Tell me what thou advertisest and I will tell thee whose hired man thou art.

There are "nutshell" definitions galore of Socialism. The trouble with most of them, however, is that they are entirely too nutshelly. That is, they are fragmentary rather than condensative in character, leaving too much to be guessed at for the good of the truth. It may be that Socialism is too vast a subject to be clearly visualized through the medium of a "nutshell" definition. But here is one by Allan L. Benson which comes as near achieving that result as anything I have yet read:

Socialism is a plan to enable the working class to get everything it produces and to prevent non-producers from getting anything.

There you have it—in a nutshell—alike free from the pedantic obscurity of the academician and the word-juggling of the professional phrase-monger. "A bread-and-butter definition," Comrade Allan calls it, adding: "If that is a bad plan, Socialism is a bad doctrine, because that is what Socialism is."

Do you think it's a bad plan, Bill?

Those who argue that the less poverty the less incentive there will be for the average man to work have another think coming to them. The Ford Motor Company's minimum wage of \$5 a day has now been in force more than one year. The same men who worked in the shops before the minimum wage went into effect are still working there. Yet in 1914 they turned out almost twice the number of finished cars that were turned out in 1913. But that is not all. In the last year the Ford employees invested approximately \$5,000,000 in new homes. The two banks in the neighborhood of the Ford works have had to make extra arrangements for handling the greatly increased number of savings accounts opened with them since January 1, 1913. Oh, yes, the more comfortable you make workingmen the less they'll work. Ask the Ford employees.

After more than twelve years of backing and filling, the case against the United

Hatters of North America for "conspiracy in restraint of trade" has at last been definitely clinched by the U. S. Supreme Court. The Sherman Anti-Trust law has been gloriously vindicated. Labor as usual is the goat. At last we know on the authority of the highest tribunal in the land that it is a crime to go around among our friends and ask them to cease patronizing our enemies! Now, you free and independent American citizens, what are you going to do about it? Form secret, oath-bound societies, and cultivate the dynamite habit? There does not seem to be any other recourse left, seeing that, in the matter of free speech and a free press, we now really don't know where we are at.

Insanity has increased in the United States 25 per cent. in the last six years. Involuntary idleness, yclept unemployment, is the chief proselytizer for that unhalloved trinity, insanity, suicide and crime. And it is a busy proselytizer these days as the records show. "Progress and Poverty"—what a strange collocation of words; yet, how truly descriptive of an actual condition!

The more unemployment the more poverty. The more poverty the less consumption of labor's products. The less consumption of labor's products the more unemployment. Behold the endless chain enfolding capitalist society like a boa constrictor!

"It's an ill wind," etc. The more the wealth of the Nation is concentrated in a few hands the more numerous grows the tribe of the disinherited. The more numerous grows the tribe of the disinherited the more soldiers there will be for the industrial revolution. The more soldiers for the industrial revolution the sooner we will have the co-operative commonwealth. Get me, Bill?

"Never look a gift horse in the mouth" is sound philosophy. At any rate it has always been accepted as such. That's why the beneficiaries of special privilege favor charity. The man who accepts charity can't very well kick at the hand that doles it out to him. And the man who is estopped from kicking will never become a revolutionist. Q. E. D.

Hard a port, mates! Prosperity is coming along with a rush. So say they all. So sheer off to one side, Bill, or you may get run over. Which would never do, as the compensation for injuries law does not apply to seamen.

California cannerymen are advertising their industry in moving picture theaters all over the world. The saddening woman and child labor details connected with the industry are mercifully left out of the pictures.

Wonder what Christ would have thought could he have read those dispatches from Europe telling about "Christmas in the Trenches!"

Our Civil War debt has been paid twice over in interest, and we're still paying interest on it. Great system—what?

War never decided any question of right or wrong.—Jefferson. F. H. BURYSON.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 58 Commercial St.

Branches:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 49 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

In the first annual report of the United States Board of Mediation and Conciliation it is shown that there have been twenty-eight cases of differences between railroad employers and their employees, involving 125,503 of the latter. Some of these cases were submitted by one side, some by the other, and some jointly, and in all except two strike votes had actually been taken before the services of the board were requested. There have been, however, but two instances where this vote became effective, and this for a short time only. In other words, no railroad strike of any serious consequence has occurred in this country during the first year of the operation of the board.

Representatives of trade unions and employers' organizations attended a hearing by the Pennsylvania State Industrial Accidents Commission, which is putting the finishing touches on a tentative workmen's compensation bill to be presented to the State Legislature. President Maurer, of the State Federation of Labor, objected to the suggestions made by Newell Bradley, of the Midvale Steel Company, that there should be a physical examination made of employees. 'The unionist insisted that the bill was intended to cover accidents and not occupational diseases. He expressed the belief that because of the utilization of safety appliances there are 50 per cent. fewer accidents to-day than four years ago.

The Iowa State Federation of Labor has prepared its legislative program to be presented to the next State Assembly. The proposals include: Regulating the hours of women workers; for a semi-monthly pay day instead of once a month; free textbooks in all public schools; an eight-hour day on public work; to abolish party emblems on election ballots; for day labor to replace the contract system on public work; for the establishment of a museum of safeguards for all dangerous machinery, under the supervision of the bureau of labor; for the proper lighting and ventilation of all workshops, stores and factories; needed changes in the workmen's compensation law; better factory inspection laws; to provide a State commission to fix a standard of safety in all factories and workshops and on construction work.

In a report on wages and hours of labor in the lumber, mill work, and furniture industries, the United States Department of Labor shows the low rates paid workers in these callings. The average hours for mill workers range from 48 to 60. Their average wages is: Bench hands, \$16.90; laborers, \$10.47; machine hands, \$15.57. In the furniture industry the hours vary from a minimum of 55.1 for carvers to a maximum of 57.6 for machine hands. The wage rates are: Cabinet makers, \$13.30; carvers, hand, \$17.41; chair assemblers, \$11.32; finishers, \$11.81; machine hands, \$12.50; upholsterers, \$16.42; veneerers, \$12.45. Referring to the lumber industry, the report says the predominating working time is 60 hours a week, although the hours varied "from less than 60 in a few instances to over 66 in others." The average rate for laborers is \$10.40; for machine feeders, planing mill, \$11.34; doggers, \$11.22; trimmer operators, \$13.20; setters, \$15.71, and edgemen, \$16.28.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Michal
Andersen, Salve
Anderson, Fritz
Anderson, J. -339
Butler, R.
Bucknam, J. W.
Bartlett, H. N.
Bluhnen, Sigurd
Carrey, Arthur L.
Christensen, Christ
Christensen, Fred
Danielsen, C.
Denton, E. L.
Doughty, G. P.
Elder, James
Erikson, H. -337
Elsted, John
Edikson, Johan
Gustafson, Taevo
Gudmundsen, Chris
Haacklin, C. R.
Hansen, Henry
Hansen, Olaf
Haglund, Sigurd
Hansen, Kils
Hermansen, Gustaf
Holm, Fred
Halst, L.
Holmnes, Leo
Hubner, H.
Holm, H.
Hebly, S. D.
Jacobson, Johan
Jahnke, Otto
Jensen, S. G.
Johansen, A. -1797
Johanson, Carl
Johnson, A. W. -2186
Jegstrop, H.
Jensen, L.
Johansen, Geo. W.
Johnson, Hillmer
Johansen, Ludwig
Krosmeyer, F.
Koch, W.
Kristensen, Magnus
Kruze, E.
Larson, Harry
Larsen, Conrad
Lynn, Charlie
Lambert, E.
Larsen, Fred
Mare, Thorwald
Mathisen, Sigurd
Mickelson, M. D.
Moen, Tyger
Muler, F. W.
Monroe, Wallace
Macdonald, W.
Martinsen, K.
Mikkelsen, K. 1620
Nerlin, Geo.
Nelson, Oscar
Nielsen, P. L.
Olson, A. M.
Olson, O. P. -1141
Okhuysen, J. H.
Petersen, Jas.
Pakko, Emil
Porter, Albert
Ramstad, L.
Rasmussen, Vigo
Ranjald, G. F.
Rogers, W.
Rasmussen, Arthur
Rommedal, K.
Sack, Hans
Schmah, M.
Schager, E.
Shager, E. L.
Slipners, P.
Soderberg, A.
Sundblad, K. J.
Swain, R. P.
Swenson, L. G.
Smith, T.
Scott, J. S.
Strauss, W.
Tighl, Lawrence
Tjolsen, M.
Thompson, W.
Wallace, A.
Wald, J. J.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium In
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobbin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthausen, Otto
Linea, W.
Line, Victor
Murphy, Daniel
Nyhagen, Julius
Oglvie, Wm. A.
Olsen, Martin E.
Paterson, John
Pearson, Fred
Sweeting, Jack
Wehrmann, Wm.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess," and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Erickson, Anton
Hansen, Carl
Ingebrethsen, Alfred
Lawrence, Harry
Lomas, Richard
Melander, G. L.
Nilsen, Nils
Thorsen, Fredrik N.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange; Messboy R. Tennant.

INFORMATION WANTED.

August Ehlert, No. 42, formerly janitor of the Sailors' Union at San Francisco, is inquired for by his sister-in-law. Anyone knowing his whereabouts please notify Mrs. A. Ascher, 1817 Chapin St., Alameda, Cal. 12-9-14

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A. Landstiter, Paul
Anderson, Otto Lindeman, K.
Anderson, Gust Leine, Viktor
Anderson, W. La Boye, M.
Bjorkbon, F. C. Lyle, Alex.
Beuter, H. Lovends, Jack
Backman, B. W. Marx, Thorwald
Cnevnavsky, Mike Meckermann, Ernst
Carlsen, Herald Menricke, Fritz
Christensen, C. A. Masters, C.
-1223 Melder, Johan
Carlsen, C. E. Meyerderk, Heinrich
registered L. Michaelson, John
Dolan, Willie Moller, Anders
Douda, C. W. Moller, L.
Davey, Charles Martensen, H. C.
Evmann, A. Melts, John
Elaesen, Sam Nilsen, Axel
Edstrom, John Norberg, John
Ericson, O. H. Niemeta, John
Felsch, Henry Neilsen, Chr.
Fujun, F. Olsen, John An-
Gyntev, John dreas
Geigev, Jos. Olsen, Olive J.
Helenius, Osvav Olsen, Ansgar
Henricks, Waldemar Olsen, Arthur
Helmer, Fred Osborn, Charlie
Heinig, Hans Olsen, John A.
Hansen, H. F. C. C. Perssons, Oscar
Hansen, O. Palmer, Jas. H.
Hansen, John Pensgaard, Emil
Hedlund, Albert Rod, Halidan
Hedman, Albin Rhode, Fritz
Hasters, C. Rasmussen, Thor
Hecher, W. Sorensen, Peter
Jordan, O. Saer, E. A.
Jasnase, E. Staad, Claude
Jakansa, C. R. Stardahl, J.
Johansen, Carl Swanson, Emil
Jahnke, Otto Sandstiter, Paul
Johansen, Anton Swansen, John
Johnson, Carl Snyder, Jack
Johnson, Gust Tully, A.
Kristensen, Otto Urvso, Geozep
Kronstrand, H. A. Tanford, B. A.
Krause, Ernst Thomel, Martin
Kikun, Alexander Westengren, C. W.
Kjlen, Magnus Walter, John
Knudsen, Richard E. Welsen, John
Kevmagovet, Anatch Wilson, R.
Kavvanen, Walno Westergren, C. W.
Kelly, Palvic Widersen, Ernst
Keane, M. Wheeler
Luchman

Aberdeen, Wash., Letter List.

Andersen, -1118 Peterson, Axel
Arnell, John Petterson, Karl
Batchall, Alex. Peterson, J.
Bleezings Peterson, Neis
Bowen, J. J. Rundblad, Oscar
Bergman, L. J. Roberts, I.
Debus, F. Rod, Sakarias
de Lange, Ingolf Salstad, O. N.
Doyle, W. Schultz, Axel
Ernaandes, Frisco Slattery, Wm.
Eriksson, -333 Sim, Gunder
Evensen, Krist Schmidt, Heinrich
Forde, S. C. Simonsen, Isak
Flotten, James Scheffner, Bernhard
Gronros, Oswald Sormato, Matti
Hansen, Ove Max Thomsen, Th.
Hylander, Gustaf Toves, H. C.
Ingebrechtsen, J. A. Thorne, John
Jacobson, Arthur Thompson, S. K.
Johansen, Hans Udby, Harold
Johansen, A. H. Walder, Olsen N.
Kustel, V. J. Packages.
Kaiser, Fred Glazer, Y.
Melder, Albert Gorgensen, Olaf
Munsen, Fred Hansen, John
Nordgren, Chas. MacGuire, O. F.
Nilsen, Alf. W. Solberg, Peter
Olsen, Oswald -1059 Stanners, W. S.
Olason, Chas.

INFORMATION WANTED.

Walter Jorgeson Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE
UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON
321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Palace Restaurant

Joe and Steve, Proprietors
Open All Night

THE BEST ON THE MARKET
SERVED IN A HURRY

420 1/2 E. Heron St., Aberdeen, Wash.

BURNETT BROS.

LEADING JEWELERS

Have Moved to
318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - - WASHINGTON

INFORMATION WANTED.

Anyone knowing the whereabouts
of Wilhelm Brannemann, born at
Dockenhuden, Germany, in 1882,
please communicate with Hans Mar-
tens, No. 1892, Sailors' Union of the
Pacific, San Francisco.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul General at San Francisco.

Home News.

A tribe of Afghans recently ar-
rived in the Imperial Valley (Cal.)
from Afghanistan. They will grow
cotton and barley on several hun-
dred acres of leased land.

Secretary of Commerce Redfield
reported on December 19 that in the
year ending June 30, 1914, the Uni-
ted States exported cartridges valued
at \$938,489 to the countries now at
war. To other countries the exports
were \$2,538,044. During October of
this year there were exported to
France and the United Kingdom
cartridges valued at \$1,104,744 and
firearms valued at \$539,360.

The Kansas State Supreme Court
has declared its impatience with
legal quibbling in a case before it,
and held that the truth was more
important than technicalities and dis-
cussions over impractical distinctions
between facts and conclusions. "Al-
most any answer when dissected
with the scalpel of precise mental
philosophy might be deemed wholly
or partially a conclusion," said Jus-
tice West in his opinion.

For the purpose of convincing
Americans of the unpreparedness of
this nation for war and the awful
consequences of our continued re-
fusal to buy guns and build forts,
the United States Safety League was
organized in Chicago on December
29. It is said ex-President Taft and
General Miles were among those
present, as were Mrs. James Long-
street and Mrs. George A. Pickett,
widows of the Civil War generals.

Edward C. Ott of Indianapolis,
ordinary seaman on the battleship
"Florida," was killed on January 2
in a boxing match aboard the war-
ship. Ott had put on the gloves
with another seaman named Walsh,
it was said, aboard the "Florida" at
the Navy Yard. Ott received a blow
on the chin and fell to the deck.
The ship's surgeon, after working
over him an hour, pronounced him
dead.

Statistics compiled by the United
States Bureau of Education for use
at the Panama-Pacific International
Exposition show that of children
from 10 to 14 years of age there
were in this country in 1910 only
twenty-two out of every 1000 who
could neither read nor write. In
1900 there were of the same class
forty-two per thousand. If the re-
duction in illiteracy is still proceed-
ing at even the same rate, the il-
literate children between the ages of
10 and 14 inclusive now number not
more than fifteen out of every 1000.

The "20 per cent. alien labor" law
of the State of Arizona has been
declared unconstitutional by the Uni-
ted States District Court. The opin-
ion was delivered by Judge William
H. Sawtelle of Tucson, with Judges
W. W. Morrow and W. C. Van Fleet
concurring. Attorney-General Wiley

Jones of Arizona gave notice of ap-
peal from the decision to the Su-
preme Court of the United States.
Judge Sawtelle said the statute,
which provides that all employers of
more than five persons must have at
least 80 per cent. American citizens
in the number, was in conflict with
the fourteenth amendment of the
Constitution of the United States.
Quoting a decision by the Federal
Supreme Court, in regard to a local
ordinance as to laundries, he stated
that the statute under consideration
was discriminative to all aliens, as
the law knocked out by the highest
court in the land was to Chinese.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Domestic and Naval.

The schooner "Alice M. Lawrence," which stranded on Tucker-nuck Shoal December 6, has been abandoned. She was 2,230 tons net and owned by J. S. Winslow & Co., Portland, Me.; built at Bath in 1906.

The London Daily Telegraph's Belfast correspondent states that the Canadian Pacific Railway have purchased five new vessels on the stocks in Belfast and Clyde shipyards. The transaction is said to involve considerably over one and a half million sterling.

Two revenue cutters, one to cost \$350,000, for Pacific waters, and the others to cost \$110,000, for anchorage patrol and ice breaking in New York harbor, were authorized December 14 in a bill favorably reported by the House Commerce Commission.

Several changes have been made in the foreign agencies of British lines. Where in the past the representation was held by German firms, the agency is being taken out of their hands and placed with British or Allied firms. The motto of British steamship owners is "Never a German agent again."

The new revenue cutter building at Newport News for service on the Maine coast, is to be named "Ossipee." She will be launched next August and will have complete equipment for saving life and assisting vessels in distress. The "Ossipee" is designed to take the place of the "Woodbury," built in 1864.

The three-masted schooner "Warren Adams," which sailed December 21 from Charleston, S. C., for Philadelphia, with lumber, was wrecked by a gale Christmas day and abandoned in a sinking condition December 27, according to her crew of seven, rescued by the Norwegian steamer "Joseph J. Cuneo" from Kingston, and landed at New York. Nothing was saved from the schooner except a few nautical instruments.

The navigation season in Hudson Bay closed this year without a single mishap of any kind having occurred. This record has been made possible by the establishment of aids to navigation in the bay and straits. These have rendered the route practicable and safe for regular traffic. Three Government steamers and several lighters have been voyaging constantly all the season to and from Hudson Bay, and cargo was taken to Port Nelson up to the end of September. This year's experience has demonstrated the practicability of the Hudson Bay route for the freightage of grain from the Prairie Province to Europe.

A decree has been issued by the Chilean Government restricting the amount of coal which belligerent warships and merchant craft may obtain in Chilean ports. The decree represents the suggestion of Chile to other Pan-American nations of a means of excluding belligerent warships from this hemisphere. Great Britain already has formally advised Chile that she will abide by the regulations of the decree, which provides "that the supplies of coal which may be furnished to warships of the belligerent nations at Chilean ports shall be reduced to the quantity necessary to enable them to reach the nearest coaling port of the neighboring nation, and that the quantity of coal that may be supplied to merchant vessels be limited to the capacity of their ordinary bunkers."

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Ahlgren, Harry
Ahl, Theodore
Ahoas, Ilmari
Ainney, Carl
Albertson, Chris
Altman, Karl
Arntson, Julion
Amundsen, J.
Andersen, A. O.
Andersen, August
Andersen, Bale
Andersen, Christian
Andersen, E. -1896
Andersen, Jon
Andersen, J. R.
Andersen, K. P.
Andersen, K. -1823

Baardsen, T.
Bakken, August
Bakmyhr, Gustav
Bang, Maurice
Bauer, Andrew
Bekman, Axel
Bensen, Harald
Berghalm, Edward
Berntsen, Julius
Bjorklund, Erik
Bjornsen, Conrad
Bjorseth, K. B.

Caen, P.
Cains, Ernest
Calder, John
Campbell, Donald
Campbell, George
Carlsen, Chas. J.
Carlsen, Henning
Carlsen, Jacob
Carlsen, Julius
Carlsen, Oscar
Carlsen, Adolf
Carlsen, Charles
Carlsen, Harry
Carlsen, P. S.
Carron, Ed.
Cellan, John
Cesnen, Max

Dahl, I. W.
Danielson, E.
Davis, John
De Bare, Henri
De Bruin, B.
Debus, Fredrick
Eby, Ivar. D.
Echhoff, Otto
Echlin, L. W.
Egeland, Olav O.
Eggers, John
Eklund, S. W.
Eliassen, John A.
Ellefsen, Otto
Ellingsen, Fred
Elofson, John
English, John

Fabruoski, Theodore
Fisher, Wilhelm -707
Foss, Laurits
Gendo, G.
Gerhardt, Paul
Gibbons, Joe
Giesler, Fred
Gillholm, Albin
Gleiminger, Eduard
Grabower, Martin
Grantley, C. W.

Haaland, Erling
Hagstrom, C. E.
Hakanson, John
Hakonson, Ingvar
Haldin, F.
Halberg, Oluf
Hall, Alf
Hallen, Victor
Halvorsen, Hans
Hammargren, Oscar
Handrup, Axel
Hannus, Alex
Hansen, B. M.
Hansen, Carl
Hansen, C. T. -2247
Hansen, Fred -1735
Hansen, Henry
Hansen, Hilmar
Hansen, H. L.
Hansen, Jeremias N.
Hansen, Marius
Hansen, Martin
Hansen, Nick
Hansen, Nils
Hansen, Olaf
Hansen, W. H. C.
Hanson, Hans
Hanson, H. M.
Hanson, N. Kaberg
Hanson, Ole

Ikivalo
Irving, J.
Jackson, August
Jacobsen, Martin
Jakobsen, Anders
Jacobsen, J. M.
Jakobsen, Joakem
Jakobsen, R.
Jamisch, Ed W.
Jann, E.
Janssen, H. E. R.
Jarosinski, Flikis
Jensen, Henry
Jensen, J. K.
Jensen, Just
Jenkins, Fred
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, M.
Jerdoe, Soren

Jackson, August
Jacobsen, Martin
Jakobsen, Anders
Jacobsen, J. M.
Jakobsen, Joakem
Jakobsen, R.
Jamisch, Ed W.
Jann, E.
Janssen, H. E. R.
Jarosinski, Flikis
Jensen, Henry
Jensen, J. K.
Jensen, Just
Jenkins, Fred
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, M.
Jerdoe, Soren

Isakson, Karl
Iversen, S.
Johansen, C. -804
Johansen, Carl J.
Johansen, H. C.
Johansen, J. M.
Johansen, J. M.
Johansen, J. -1081
Johansen, J. -2021
Johansen, Johan
Johansen, J. -2021
Johansen, Thos. W.
Johanson, Alfred
Johansson, A. F.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johansen, C. -1593
Johnsen, Valter C.
Johnson, Chas. -1300
Johnson, C. -2094
Johnson, D.
Johnson, F. -1723

Johnson, H. -2213
Johnson, Ray W.
Johnson, Robert
Johnson, Walter
Johnsson, C. J. -1566
Jorgensen, Jorgen

Kaare, P. J.
Kallio, Frans
Kalin, Ed.
Karlsen, Martin
Karsten, Hugo B.
Kathy, Albert
Kayser, Frank
Keating, R.
Keer, William
Kelly, E.
Kesber, K.
Kindlund, Otto
Kittelsen, L. -595

Lagsa, Emil
Lala, August
Lange, Peter
Lapouble, J. P.
Lapschies, Edward
Larsen, Alfred
Larsen, Anton
Larsen, F. S.
Larsen, K. L.
Larsen, Ludvig J.
Larsen, Martin
Larsen, Tom
Larson, C.
Leirwaag, H. J.

Maatson, Olaf
MacAuley, Hugh
MacKenzie, M.
Macrae, Alexander
Madsen, Chr. H.
Madsen, Ludvig
Markley, Paul
Marmion, J.
Martens, Hans -1892
Martensen, George
Martin, H.
Mathieson, N. L.
Mathsen, Ludvig
Mathsen, Olaf
Matta, John
Mayes, J. B.
McConomy, John
McCourt, Joe
McGregar, John
McKeating, R.

Maatson, Olaf
MacAuley, Hugh
MacKenzie, M.
Macrae, Alexander
Madsen, Chr. H.
Madsen, Ludvig
Markley, Paul
Marmion, J.
Martens, Hans -1892
Martensen, George
Martin, H.
Mathieson, N. L.
Mathsen, Ludvig
Mathsen, Olaf
Matta, John
Mayes, J. B.
McConomy, John
McCourt, Joe
McGregar, John
McKeating, R.

Naujack, Fritz
Nelson, C.
Nelsen, Chas. -663
Nelson, C. J.
Nelson, P. -654
Nelson, E. C.
Nelson, Robert
Nelson, W.
Nerberg, Kristian
Nesvig, Gunnar
Nessen, J. -702
Newbert, H.
Newschander, Karl
Nielsen, Andreas

Nielsen, Carl
Nielsen, Niels
Niemela, John
Niemela, John
Niemeyer, Oscar
Nilsen, J. C. -1210
Nilsson, J. -937
Nordstrom, Johan
Norton, Edgar
Numan, Oskar
Nurkin, Herman
Nyberg, Erik
Nygren, F. H.

Oettehen, F.
Ohle, Hugo
Ohlsen, E. V.
Olsen, Jorgen
Olsen, Ragnvald
Olsen, T.
Olson, Barthel

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Olsson, C. G. -1101
Olsson, Dolph
Olsson, Ernst
Olsson, G. B.
Ommenson, E.
Ondrasek, Ralph
Osterberg, S. H.

Wilson, Jas.
Wille, Max
Willmorn, W.
Winberg, Oscar
Winter, Haakon
Winters, Harry
Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Wihol, J.
Winton, J. A.
Woldhouse, John
Wold, Olaf -1285
Wolter, Johannes
Zwakten, Rudolph
Zwelberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Amunson, Daniel
Anderson, A.
Anderson, Andrew
Athanasiele, Michal
Beling, Oscar
Berling, J. B.
Bjornsen, Conrad
Brennan, Leo
Carlsen, Jacob
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erikson, E.
Finnely, Wm.
Hansen, C. T. -2247
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hag-bart
Henningway, Geo.
Hofgaard, Hans
Hushy, Lars
Johansen, Emil
Johanson, E. -2247
Jonsen, Halvar
Jorgensen, Oluf
Klette, E. F.

Laas, J.
Lake, A. F.
Lucey, James
Morris, O. R.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Pedersen, Elif
Pedersen, Georg
Pedersen, Olaf
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rulsen, A. L.
Ruter, Peter
Sanne, Rudolf
Schröder, Aug.
Selbert, H.
Sorensen, Pete
Strandquist, Louis
Strasdin, A. W.
Swanson, Ben
Tanum, H. -793
Wahl, Robert
Wakely, R. E.
Whiteside, Fred
Winkel, August
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winiipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st Streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits 55,676,513.19
Reserve and Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

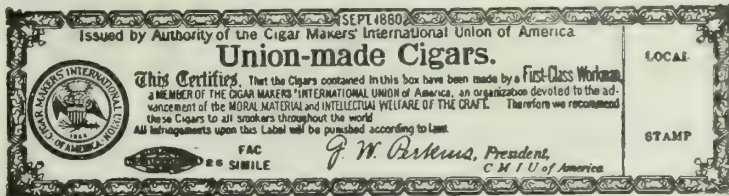
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

2 for 25c
UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust	Israelson, Ernest
Anderson, Erik	Johnson, Martin
Albertsen, Hans	Johnson, John E.
Christian	Jacobs, Carmelo
Andersen, E. W.	Janssen, J. Axel
Bernhard, Oscar	Jensen, Ole
Colbert, M. J.	Kathy, Albert
Cohn, W. R.	Kramer, Fred
Christensen, Pete	Marepie, John
Certz, Emil Ali	Magnussen, Magnus
Elmi, A.	Osterlund, Carl
Ekeland, Will H.	Olson, John
Ericksen, Earl	Schultz, F. J.
Ericksen, Ollie E.	Saalmann, Joe
Findley, Joe	Schlachte, Alfred
Fritsch, Leonard	Teraelson, Ernest
Gundaker, Sam W.	Wilson, Herman
Grabovae, Anton	Wallin, E.
Happmer, H.	Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigrid
Ben, Ben	Peterson, Andrew K.
Flister, Johannes	Phister, Albert
Finnigan, I. H.	Pohome, Mr.
Hagen, Gustav	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvold	Selback, Chris.
Johnson, Axel	Slinning, Rasmus O.
Nelson, Nels Wil-	Spellman, Tom
helm	Starks, John
Larsen, Fred	Stein, George G.
Magnuson, P. A.	Stixrud, Jack
	Stromness, Oscar

News from Abroad.

Telegrams from Pernambuco announce that the officers of the German steamers "Blucher" and "Sierra Nevada" are being tried on a charge of complicity in the disorders which occurred on board the "Blucher" in August, when several Spanish and Portuguese passengers were killed and wounded.

The French Journal Official publishes a total of the wine harvests in all of France except the part which is occupied by the Germans. The total amount is 56,000,000 hectoliters, as against 41,000,000 in 1913. If the stock is added the total is nearly 62,000,000 hectoliters, as compared with 43,000,000 in 1913.

The fairway to the docks at Antwerp has now been cleared. All sluices are reopened. Small craft arrive constantly in the harbor, but what they carry is a mystery well guarded by bayonets. Traffic on the Lower and Upper Scheldt is being resumed to some extent, especially between German, Dutch, and Belgian inland ports.

The big dock at St. John, N. B., on which the Dominion government contractors have been working night and day for the past eight months and which is specially designed for use by the Canadian Pacific Railway, has been formally opened. There is a good deal of reclamation yet to be done, but it will not interfere with the free use of the pier and warehouse.

An account of the career of the German cruiser "Emden," given by one of her officers before her destruction, says the officer was much impressed with the capacity for strong language of some of the skippers of the vessels captured, and of one in particular, who had received assurances that the "Emden" was not within 3,000 miles when he left Colombo, and was captured when only an hour out.

Steps are being taken by the Newfoundland government to enable the British and Canadian authorities to acquire, if possible, the entire catch of the Newfoundland sealing fleet next spring for use in the manufacture of war garb. Newfoundland seals are captured chiefly for their skins and fat, the latter being converted into oil and the former made into various kinds of wearing apparel, or, when tanned, used in the making of fancy leather. At present the annual product is divided in about equal parts between the British Isles and the United States, a large market for the skins having been built up in the latter country in late years.

No naval disaster of the war to date has so depressed Britain as the loss of the second-line battleship "Formidable." It is now certain that she was torpedoed by a German submarine. The naval experts unite in declaring that, while such losses must be expected, they direct special attention to the submarine policy. There is much under-surface irritation and bitter criticism of the apparent uselessness of British submarines, and many of the critics openly ask why they have failed to guard vessels. The latest reports received show that only 151 of the "Formidable's" crew have been accounted for. Under the circumstances even this is considered remarkable as the warship was torpedoed fore and aft and practically her entire bottom blown out. She sank in less than ten minutes.

With the Wits.

"I guess it takes a lot of capital to go into the bakery business."
 "Why that business especially?"
 "Because you can't make bread unless you have the 'dough.'"

"What is meant by an eye for an eye?" asked the boob.

"That's what happens when two egotists start a conversation," replied the cheerful idiot.—Cincinnati Enquirer.

"Then you enjoyed the day's fishing?"

"Very much. He had one of these efficiency experts along and he didn't catch a fish."—Louisville Courier-Journal.

"These pies look very flat this morning," said the proprietor of the lunch counter.

"Yes, sir," replied the boy attendant, "I was swattin' flies on 'em this morning, sir."

On the bank of a small river in Ireland is a stone bearing the following inscription:

"When this stone is out of sight it is not safe to ford the river."

But this is surpassed by the famous post erected some years ago by the surveyors of an English road. It reads:

"This is the bridle path to Faversham; if you can't read this you had better keep to the main road."

"Gentlemen of the jury, are you agreed upon your verdict?" asked the judge, presiding over a Texas court.

"We are," responded the foreman.

"Do you find the prisoner guilty or not guilty?"

"We do."

"You do? Do what?" exclaimed the startled judge.

"We find the prisoner guilty or not guilty," answered the foreman.

"But, gentlemen, you cannot return a verdict like that."

"Wal, I don't know," the foreman responded. "You see, six of us find him guilty, and six of us find him not guilty, and we've agreed to let it go at that."

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
 SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
 TOBACCO



UNION
 MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
 Battery Streets, Opposite New Custom
 House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
 THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

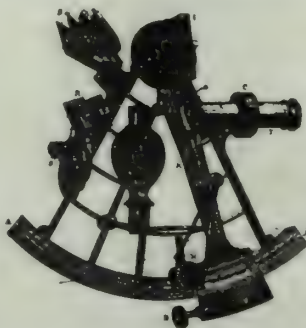
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
 Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
 NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
 ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
 EYE GLASSES, 50c UP

HALE'S 1915 JANUARY SALES OF WHITE

—ARE NOW IN PROGRESS.

These, our greatest January Sales of White, for San Francisco's great year, have met with noteworthy success. It is an instance of work well done, meriting and receiving a generous reward.

We have prepared for these January Sales of White as we have never done before. We sought only merchandise which was correct in style, most desirable, and which could be offered at much less than it would command in the regular way.

There is no short way to explain the importance of this event to you, or describe the unequalled opportunities it affords. If you will but visit these sales, your eyes will behold many surprises and you will find scores of specials remarkably adapted to your taste.

At our economy prices it will pay you to lay in an entire summer's supply while this sale lasts.

Hale's
 Good Goods

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
 in 5 Stores:

1126-28 MARKET STREET
 72 MARKET STREET
 2640 MISSION STREET
 605 KEARNY STREET
 26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
 FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
 Boots, Shoes, Rubber Boots and
 Oil Clothing of All Kinds,
 Watches, Jewelry, Etc.

693 THIRD STREET
 SAN FRANCISCO, CALIFORNIA
 Opp. S. P. Depot at Third & Townsend

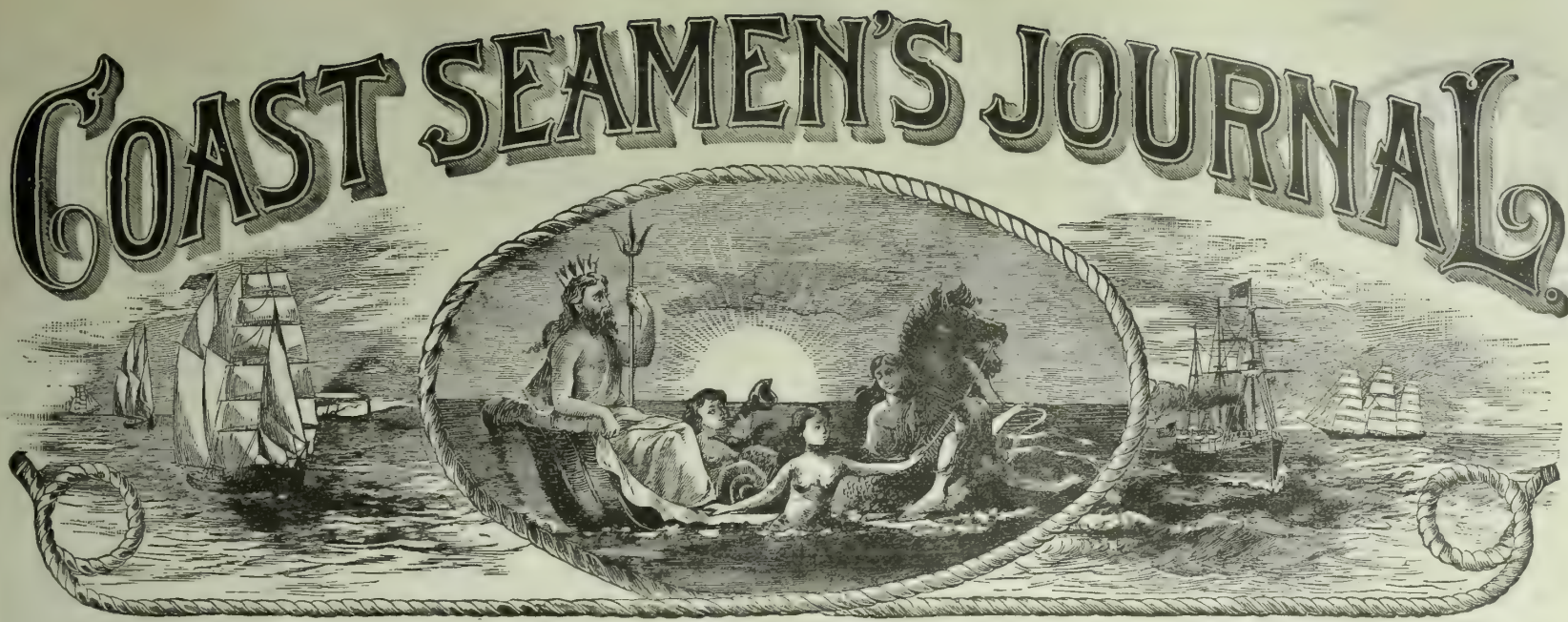
Justice to All. Please Give Us a Trial
 and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 19.

SAN FRANCISCO, WEDNESDAY, JANUARY 20, 1915.

Whole No. 2313.

WATCH THE CONFERENCE COMMITTEE.

Senator La Follette Issues Stirring Appeal for Justice.

Are you interested in safety of human life at sea?
Do you believe that sailors should be treated as human beings?
Are you in favor of building up an American merchant marine?
Would you like to see American commerce carried under the American flag?

The issues which these questions raise have been before Congress for many years. There is a possibility that they may be settled very soon. The seamen's bill goes to conference this week.

For twenty years the general public joined with the little remnant of a struggling seamen's organization for legislation to check disasters at sea; to raise the standard for the American sailor; to restore the American merchant marine. In what way have they sought to accomplish these important results? By a statute pro-

viding that the fugitive slave law operating against seamen in American ports shall be abolished; that the sailor shall have the same freedom as to his contract of service which the law gives to other workers; that there shall be established a standard of skill for able seamen; that every vessel of one hundred tons and upwards which departs from an American port (except those navigating rivers and small inland lakes) shall have on board a crew, seventy-five per cent. of which in every department is able to understand any order given by the officers of such vessels; that sixty-five per cent. of the deck crew of every such vessel exclusive of the licensed officers shall be able seamen, that is seamen who are not under nineteen years of age and who have had at least three years' service on deck at sea or on the Great Lakes; that every such vessel shall have a crew of able seamen sufficient to man each life-boat with not less than two men of the rating of able seamen or higher and full complement of life-boat men who shall be drilled in the handling and lowering of such boats and that every such vessel shall be provided and equipped with a sufficient number of seaworthy life-boats to carry and transport at one time every passenger and every member of the crew licensed to be carried on such vessel.

While this struggle has been going on in vain, disasters have multiplied on the Great Lakes and on the over-seas travel. The number of American sailors has constantly decreased, the number of American vessels in the over-seas commerce has steadily diminished.

To protect human life at sea, to make the sailor's calling wor-

thy of sturdy, courageous, intelligent American seamen, to equalize the cost of manning an American vessel with the cost of manning the foreign vessel which competes in American ports for American commerce, we must enforce standards of skill and efficiency not only on every American vessel but, as we have the unquestioned right, on every foreign vessel that carries American passengers and American cargo out of an American port. This is but the exercise of a right over vessels in our own waters which we have always maintained and we are only adding to that the standards which we demand for American workmen under the American flag. The American workman in every other field of labor is protected by a strong Federal law against competing with foreign contract labor, that is with foreign labor hired under contract abroad to perform work in this country at the foreign wage level. Yet every foreign vessel which enters an American port and takes on an American cargo or a steamship load of American passengers, such vessel being manned by foreign sailors, hired at low foreign wages, forces the American sailor and the American shipowner to abandon competition to work at the same wage level. Herein lies the secret of the undoing of the American merchant marine. The proposed legislation goes to the heart of the whole matter, it insures the manning of American vessels and foreign vessels in our own ports at the same cost. It insures the manning of every vessel leaving an American port with a crew seventy-five per cent. of which shall speak the

THE DEMOCRATIC PLATFORM PLEDGE

WHEN SHALL IT BE REDEEMED?

We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States.

language of the officers of the vessel. It will make the American people again a seafaring people, it will furnish a training school for the American Navy which, according to a recent statement of Secretary Daniels, is now short some eighteen thousand enlisted men. Why should legislation so humane, so much in the public interest, so economically sound, have encountered such bitter opposition through all these years? I will tell you.

At sea, as on the land, in the manning of ships as in the running of railroad trains, stationary engines and derricks and cranes and blast furnaces and rolling mills and coal mines, human life is cheap. The shipowner can hire Chinese and Malays and Lascars at eight dollars a month. It makes no difference to capital whether the grade of labor it employs is intelligent, courageous, self-sacrificing, whether it has high standards of character and manhood,

whether it has the spirit of chivalry that would make the strong, the skilled, the able, protect the weak and inexperienced in the hour of disaster at sea. Capital is looking for cheapness and big returns. It does not signify if the vessel goes down, she is roundly insured. It does not signify that there are hundreds upon hundreds of passengers lost. Capital has been forehanded and has protected itself by the laws which strictly limit its liabilities by the loss of property or life at sea. Thrifty, cold-blooded capital looks to it that its liability is still further limited by organizing a separate corporation for practically every vessel afloat. When the vessel goes down, the corporation becomes bankrupt and the personal representatives of those who are lost in the disaster would pursue a phantom in seeking to recover for lives or property sacrificed through criminal negligence of the shipowners.

It is just plain, common, vulgar greed. Capital has no sentiment, no sympathy, no patriotism.

COLORADO STRIKE NOT LOST.

That the unprecedented sacrifice of life in the recently terminated Colorado miners' struggle for the right to organize has not been altogether in vain, may be gathered from the following press dispatch:

Trinidad, Colo., Jan. 16.—Rockefeller's representatives have announced that the miners will now be permitted to put in their own check-weighman, who will not be interfered with by the company. This is granting one of the chief points involved in the strike.

In all the years the coal companies have dug wealth out of the hills of southern Colorado, the miners have suffered loss and grievous wrongs for want of a check-weighman. Always have they chafed under this particular injustice, and ever and ever again have they asked that this right be given them. Now Rockefeller grants it, his agents would have us believe, out of the goodness of his heart, but the miners know it is only the result of the fiercest struggle the labor world has ever seen.

On the surface, the strike may be lost, but in reality, Rockefeller is handing over to the miners one thing after another that they asked for in the strike. They are getting everything they asked and more. Not because he feels so kindly toward these people, whom his minions were shooting and burning alive a few months ago, is he making such concessions, but from the force of public opinion. He is so much in the limelight that all his operations are seen by the whole world as with a single eye.

The strikers are going back to work in their old places, even those who are officials in their local unions. Coal is given free to all the strikers at Starkville, and many families are getting their groceries and entire support from the company stores, although they have not yet gone back to work. Not because these masters of bread love the poor and needy is this done, but only because the miners have forced the result. They have won the strike.

On New Year's Day, Rockefeller's general manager, Welborn, called the miners together at Sopris and told them that the company was going to build them a fine

clubhouse. Also, it was going to build for them many new and better dwellings. Other improvements were promised for the coming year. These things were tendered with an air of "His loving kindness, oh, how great!" But no one is deceived by this covert capitulation.

At Morley, the same company's representatives called a similar meeting with their men, and asked among other things, that the men in the mines make suggestions to the management from time to time as to the safety of their work, sanitation and general welfare. It is strange that Rockefeller never before thought of consulting the men themselves about these vital things. Strange that the social or other needs of Sopris never brought a response from him until this day.

For twenty-seven years this little town of Sopris has stood bleak and dreary on a barren level high up among the foothills. It is a desolate looking place, with its two- and three-room shacks huddled close together, with never so much as a fence to shelter the tiniest garden, not a tree nor a shrub in sight, except the dwarf cedars which fringe the distant hills. An ugly schoolhouse, an uglier town hall, the company store and the "washer," are the only things that break the level of the bunch of little dwellings set indull, desert surroundings that fill the eye and mind with monotony. Visitors looking over these camps ask each other, "What if you had to live here?" A shrug and a wry face are the answer.

Rockefeller, the absentee landlord, the owner of "the Heavens and the earth, and all that in them is" (as far as Sopris is concerned), never thought of clubhouse needs or any other needs of his Sopris tenants until the strike of the past fifteen months brought him to it.

"Lost" is the word given out in the great Colorado strike, but to those who live in the heart of the district, and see the smirking, handshaking, conciliatory attitude of the coal operators, as they yield up to the miners one by one, their long-contended rights, it is "won," with all the strength that can be put into that word.

FAST LIFE CAUSES INSANITY.

The stress and strain, the keener competition and congested housing conditions are greater factors in the increase of insanity than is the vice and dissipation of city life according to a report by Dr. Joseph A. Hill on "the insane in institutions," just issued by the Federal Census Bureau.

In the six years from 1904 to 1910, covered by the report, there was an increase of 25 per cent. in the number of insane persons reported. In the same period the total population increased only 12 per cent.

While the number of insane persons is increasing, there is an increase in the methods of caring for these unfortunates. On this subject the report says:

"At the same time there has been a great improvement in the agencies for discovering cases of insanity and bringing them under institutional care. These institutions for the insane are becoming more generally accessible, not only by the increase in the number of such institutions, but also by the improvements in the means of transportation and communication."

"FAR FROM THE MILLENIAL ERA."

C. K. McClatchy, the "old man" of the Sacramento Bee, is "away off" on Compulsory Arbitration and one or two other things. But he is "right" nine times out of ten, nevertheless; and his week-end editorial page is in a class by itself. Here is a corner selection:

"Patriotism, love of country, inspires the militant in man. Love of fellow-man in the end will be the only basis for permanent world peace.

"It more and more is borne in upon the observant mind that the universal promulgation of the doctrine of brotherly love, losing sight of geographical boundaries and racial differences, is the leaven needed in the world masses that will mean dwelling together in harmony.

"That means for each man to be a world-citizen, and to regard every other unit of society as such.

"Along this line George William Curtis wrote:

It was not his olive valleys and almond groves which made the Greece of the Greek. It was not for their apple orchards or potato fields that the farmers of New England and New York left their plows in their furrows, and marched to Bunker Hill, to Bennington, to Saratoga.

The rain falls, the earth yields, fruits ripen and the world is fair whether George is King or James is President; whether armies are marching to shoot and slay, or troops of children laugh in the meadows, picking buttercups and daisies.

When we speak of Greece, our chief interest is not in a certain number of square miles of ground, so much water, so many trees—it is not geographical or botanical; but it is in our association with the history of a people and a certain character that we call Greek; so with the French, the Italian, the German, the English.

But these qualities, although marking distinctively these races, are not theirs exclusively; they belong to human nature at large.

In whatever country and whatever case a man may chance to be born, he is born a citizen of the world, and bound by the universal rule of right or law of God. God writes that law upon the man's perceptions, and we call it conscience, or God in him.

Proper manhood is the fruit of obedience to that law. Countries and families are but nurseries and influences. A man is a father, a brother, a son, a German, a Roman, an American; but beneath all these relations he is a man. The end of his human destiny is surely not to be the best German or the best Roman or the best father, but the best man he can be. History shows us that this association of men in various relations is made subservient to the gradual advance and advantage of the whole human race, and that all nations work together toward one great result.

So to the philosophic eye the race is but a vast caravan, forever moving, but seeming often to encamp for centuries; to halt at some green oasis of ease where the siren Luxury lures away heroism, as soft Capua enervated the hosts of Hannibal.

But still the march proceeds, slowly, slowly, over mountains, through valleys, along plains; marking its course with monumental splendors—cities, arts, literatures, histories—with wars, plagues, murders, private selfishness and public crime; advancing still, decorated with the pomp of Nature, counseled by the seasons, lit by the constellations, cheered by the future, warned by the past.

In that vast march the van forgets the rear, the individual is lost—and yet the multitude is but many individuals; he faints and falls and dies; his heart wavers, his hope expires; man is forgotten, but still mankind moves on, still worlds revolve, and the will of God is done on earth and in Heaven.

"But the world seems as far from realization of the conditions signified by world-citizenship and universal brotherhood as from the millennial era."

An island in the Pacific of which a French company has obtained control, is believed to contain 10,000,000 tons of high-grade phosphates and many more million tons of inferior quality.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Senate Passes Immigration Bill.

By a vote of 50 to 7, the United States Senate has passed the Burnett immigration bill, with the literacy test, which provides that immigrants must read the English language, "or some other language or dialect, including Hebrew or Yiddish." Exceptions to the test were made in cases where "any admissible alien or any alien heretofore or hereafter legally admitted, or any citizen of the United States, may bring in or send for his father or grandfather over fifty-five years of age, his wife, his mother, his grandmother, or his unmarried or widowed daughter."

The bill passed the House of Representatives on February 4 last by a vote of 252 to 126. It now goes to a conference of both houses because of Senate amendments. The literacy test remains intact, and it is believed an agreement will be reached in the near future between both branches, after which the bill will be presented to President Wilson for signature.

A bill similar to the present one was vetoed by President Taft, because of the literacy test.

The Burnett bill was urged by the American Federation of Labor and the organized farmers of this country. Its passage by the Senate marks another advance by unionists in their efforts to secure remedial legislation. Regulation of immigration was included in labor's Bill of Grievances, made public in 1906.

At the Philadelphia convention of the A. F. of L., last November, the Burnett bill was unanimously approved, and attention was also called to the large number of incapacitated immigrants who will come to our shores after the European war. These will be assisted by their respective governments, so that the devastated nations may have only the fittest, that commerce and industry may be restored. "For this," the convention declared, "if for no other reason, the organized labor movement of the North American continent should devote, without cessation, its most earnest endeavor to secure the speedy passage of the Burnett bill, containing provision for the literacy test."

For years the trade-union movement has endeavored to check the hordes of immigrants, in most cases assisted, who have been the greatest factor in making it possible for the steel trust, the meat packers, the coal barons, and their allies to maintain the living standard of their employes at a low point.

This question has been the subject of innumerable investigations by Congressional committees. The Immigration Commission, consisting of representatives of both Houses, after long research and inquiry, recommended "the exclusion of those unable to read or write in some language." It was declared on the floor of the Senate recently that the Immigration Commission, after its several years' study, has "given us more detailed information on the subject than was ever gathered together before in the history of the world."

This report, together with that of nearly every other competent investigator, de-

clares that the tendency of the illiterates over the literates to congest in the large cities is very marked, and that this was one of the strongest economic reasons for favoring restriction.

On this point trade unionists rested their case and presented their experience and knowledge of industry in cities as an unanswerable argument to the sentimental pleas of well-meaning people who overlooked the all-important battle organized workers are waging to maintain American living standards.

Justice, Not Gush Needed.

What mankind needs is more justice and less love, said the Rev. C. R. Zahniser, in a recent sermon in Pittsburg, Pa. "Justice and love are not comparable," said the speaker. "They are not in the same category. Love is a function of the mind, of soul; justice is a characteristic of the actions and relations of man to man. To talk about substituting justice for love is like proposing to adjust the machinery of a mill so well that there would be no need of engines or power plant.

"The type of love we are needing is that which expresses itself in justice rather than in cheap, gushing sentimentality. The world is sick and tired of the 'love' that sends toys to a sick child and opposes child labor laws, gives nickels to cripples and opposes workmen's compensation, or 'pities' the poor and grinds labor below a living wage. Constructive service is indeed what the world is sorely needing. But that is the kind of love for which Christianity stands."

Advance in Needle Trade.

Reduction of working hours and wage increases have followed agreements—known as a "protocol"—between workers and employers in the New York dress and waist industry, according to a bulletin (No. 146) issued by the Federal bureau of labor statistics.

The minimum weekly rates of wages provided by the protocol were \$14 for drapers, \$10 for examiners, \$8 for finishers, \$12 for ironers, \$14 for sample makers, \$12 for joiners, \$25 for "full-fledged" cutters, and \$6, \$12 and \$18 for different grades of cutters' apprentices. There was also an understanding by the signers of the protocol, afterwards confirmed, that the minimum rate for cleaners should be \$6.

The report indicates that while wages have been raised, the figures given, for the busiest week, are of no value as an indication of annual earnings unless the extent of employment is known, as the industry is subject to extreme fluctuations.

Neither was it possible to ascertain individual earnings for an entire year, for all employes, and in order to obtain a comparison of wages prevailing before and after the protocol, data for the busiest week, that is, the week showing maximum number of employes, was taken in 1912 and 1913. This shows a general increase in rates of wages. Thus, comparing the busiest weeks of 1912 and 1913, the proportion of employes receiving as much or more

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

According to the secretary of the Trades Hall Council, there are now 3,000 men out of work in Melbourne (Victoria), and at night time between 300 and 400 can be found sleeping out on the banks of the Yarra.

About 400 girls recently struck work at Leeds (Eng.) on account of the price offered for making the shirts of sailors and soldiers. It was stated that the price worked out at 2½d. per shirt, or less than 1d. per hour. The strikers won better terms and returned to work.

The economic distress resulting from the war is acute throughout France. There are 600,000 unemployed in Paris alone. The Government has issued a proclamation calling attention to the necessity of fighting misery within the country as well as fighting the Germans on the frontiers.

The Victorian Government has decided to issue credit notes to enable drought-stricken farmers to secure provisions, seed, and fodder in order that they may be able to start farming operations afresh. Likewise the unemployed wage-earners are asking the Victorian Government to find work for them.

The figures of the children fed in the schools of the London County Council during the week ending August 28 are now published. The number is 71,319, as against 25,549 for the corresponding period of 1913. In Glasgow the cry has gone up, "Let the Government pay rent for those not fully employed."

The National Executive of the Irish Trade Union Congress and Labor party have passed a resolution of "emphatic protest against the insidious and cowardly action of the employers in dismissing men from their employment with a view of compelling such dismissed men, by a process of starvation, to enlist as volunteers in the present European war."

During the eleven months ended November, 1914, the total number of seamen shipped in ports of the United Kingdom for the foreign trade, was 497,861, a decrease of 31,892, or 6.0 per cent., on the total for the corresponding period of 1913. London showed an increase, but most other ports a decrease, the largest being at Southampton, Glasgow, Liverpool, and the Tyne ports.

A Consular and Trade report relating to conditions in the Marquesas Islands says: "The average wage now prevailing in the Marquesas is about 77 cents a day, but in times of competition for a limited supply, as when several vessels happen to be in port at the same time, it often goes as high as \$4. The labor problem here, as in Tahiti, is a serious one. Almost all Marquesans own land; there are no poor, as food is obtained with little effort."

Exclusive of seamen, the number of workpeople reported as killed in the course of their employment during November, 1914, was 280, an increase of seven on a month ago and of ten on a year ago. The mean number for November during the five years 1909-13 was 274, the maximum being 316, and the minimum 222. The total number of fatal accidents to seamen reported during November, 1914, was 143, as compared with 118 in October, 1914, and 55 in November, 1913.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Apelquist, Otto
Andersson, Hilding
Andree, Ernest A.
-1410
Ahlman, Christian
Anderson, David C.
Billington, Martin
Bringsrud, Marita
Boy, A.
Brusard, E.
Christensen, Martin
Carlson, Carl
Chilton, Harry
Carlsson, C.
Damiano, Alex
Danielson, E.
Ehssen, Emil
Elissen, Sam
Felsch, H.
Fischolz, Dan
Galleberg, Martin
Gastafson, Alf
Hansen, S.
Hansen, Gilbert
Hederstrom, Torvid
Hansen, John L.
Hollstrom, O.
Hansen, H. T. -1446
Headstrom, J. F.
Hansen, Sigvarth
Jordan, H. S.
Johanson, Albert
Johansen, John
Johnsen, Gunner
Jeter, V. E. -983
Johnson, Edw. A.
Lauritsen, Ole
Larsen, Hans
Lutzen, Valdemar
Larson, Axel -1768
Lindeman, Gus
Lindner, J. -1750
Lindeman, J.
Lassen, Alf
Meesman, J.
Menter, Wilhelm
Malm, Gustaf
Manning, Krist
Mikkelsen, Andrew
Nilsen, Martin
Nikander, Knut
Nelson, Ernest C.
Nelson, Axle
Nielsen, Ole
Olsen, Emil Frederik
Owen, Fred
Ogilvie, Willie
Olsen, Ole Wilhelm
Olsen, Harald
Penningrud, Ludvik
Peterson, H.
Pedersen, Olaf
Rugg, A. P.
Rasmussen, J. -446
Rendelsmann, Alfred
Skaanes, Emil
Stenroos, A. W.
Schlachte, Alfred
Svensen, S. -1717
Svenningsen, S. N.
Swanson, E.
Sassl, W. (Reg. let.)
Sorgenson, H. P.
-1498
Staff, Louis
Schultz, Axel
Thom, Edmund
Tonnesen, P. -100
Torjusen, Gunv. -41
Toren, Gustaf A.
Teodt, Olaf
Wahlberg, Rudolf
Wilson, Willie
Zimmer, Walter
Ziegler, Fred
(Photos & Packages)
Anderson, David C.
Elisen, Sam
Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton
Anderson, O.
Anderson, Edvard
Burk, Harry -1284
Gusz, Henry
Hansen, Eugen
Hansen, Jens
Jorgensen, C. M.
Johanson, John -880
Koskinen, Sutro
More, Walter
Silver, Salin E.
Ivertsen, Sigvald B.
Speckman, Mae
Tomkin, Frank

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Pacific Coast Marine.

With Miss Esculine W. Bushnell, the great-niece of David Bushnell, whose early experiments resulted in the invention of the modern submarine, as sponsor, the million-dollar submarine tender "Bushnell" will be launched January 23d from the ways of the Seattle Construction and Drydock Company. Miss Bushnell lives in La Grange, Ill.

Convinced that the concessionaires in the San Francisco Ferry building have not been paying sufficient rental in proportion to their profits, and what they would have to pay for a central location on Market street, the Harbor Commissioners have decided to increase the rentals for space in the Ferry building. It is said that the increased rentals for the various tenants, from candy and floral booths to the transportation companies, will net the State an increase of \$10,000 per year.

A charter for barley loading to United Kingdom for Portland at 45 shillings equals the high price of this season. Previously the best record for a sailing ship this season had been 38s 6d. Being on the spot had much to do with the high price obtained by the Norwegian ship "Springbank." In addition to the foregoing the announcement of the chartering of the British steamer "Strathgarry" at a rate of 45 shillings for delivery of grain from Portland was made, but the name of the charter party has been withheld.

It is said that Captain Thomas Moore and the crew of the steamer "Cordova," who rescued the fifty-eight survivors of the revenue-cutter "Tahoma," are soon to receive official recognition for their bravery and the thanks of the Congress of the United States. The "Tahoma" struck an uncharted reef off Buldir Island, of the Western Aleutians, September 18, 1914, and was lost. All aboard the vessel were rescued, despite the fact that the wreck occurred in the open ocean, more than forty miles from the nearest land, one of the barren islands of the far north.

Six members of the crew of the brig "Lurline" are believed to have perished after the vessel had become disabled in the Gulf of Tehuantepec during a storm. Captain Christoffer and the remainder of the crew have arrived at San Pedro on the American-Hawaiian steamship "Panaman." The survivors were picked up by the "Panaman" several miles from the "Lurline," which was waterlogged. The missing men were in another boat, which could not be found, though the "Panaman" cruised about the gulf for several hours. The "Lurline" was laden with a cargo of lumber destined for Salina Cruz.

For the first time since the completion of the Panama Canal, a square rigged ship, the "John Ena," will pass through the new waterway within a few days. The vessel is owned by A. P. Lorentzen of San Francisco and, under command of Captain Olsen, was towed down the Delaware, bound from Philadelphia for Japan with a cargo of 115,000 cases of oil, shipped by the Standard Oil Company. The "John Ena" is a four-masted ship, and her run through the Canal will save her the hard winter passage around the Horn and a distance of 8,000 nautical miles, a large portion of which distance would mean windward work of the hardest kind.

It is denied by the Luckenbach Steamship Company that it has entered into an agreement with W. R. Grace & Company and the American-Hawaiian Line, to raise freight rates on cargo moving via Panama. It is admitted, however, that an increase has taken place, due to the heavy increase in the amount of freight offering and also to the increase in the charter rates of steamers, but not through agreement between the lines. The increase chiefly affects iron and steel goods and will raise the cost of transporting rails to San Francisco one dollar a ton. To Portland, Seattle and Tacoma the increase is two dollars a ton. Hitherto no extra charge over that made to San Francisco has been made to the northern ports.

Another new liner for the Royal Mail Company's service to this Coast from Europe will be launched shortly, according to advices received in local shipping circles. The vessel is the "Pembroke," now nearing completion in the yards of Workman, Clarke & Company. She is a vessel of about 10,000 tons register, and will make her first appearance on the Pacific within a few months. Preceding the "Pembroke" several new liners recently completed for the Royal Mail Company will make an appearance in the European-Puget Sound trade. The "Carmarthenshire," which was recently launched in the Belfast yards, will be completed early this spring, and some of the others are now on the voyage out from Europe.

Official notice has been received at the Astoria, Ore., Custom-house that temporary registration was issued to the steamship "Great Northern" on December 31 at the Custom-house in Philadelphia. The document gives the vessel's tonnage as 8,255 tons gross, and says her home port is Astoria, so that permanent papers will be issued to the craft upon her arrival.

Captain Amandus Ahman is named as master of the steamer, and he will probably bring her to the Coast. It is expected the steamer "Northern Pacific," which is to sail from the East on February 17, will be given a similar registry, and this will mean that Astoria is to be the home port of the two fastest and finest equipped steamships which fly the American flag.

The Imperial Oil Company, Ltd., who have just completed the first unit of their extensive oil-refining plant at Port Moody on Burrard Inlet near Vancouver, intend entering the export trade in crude and refined oil to Japan, China and possibly Australia. The company have been large importers of crude California oil, and have built large storage plants at Vancouver and Prince Rupert, the oil being carried by six tank steamers of the Standard Oil Company from San Francisco. The Imperial Oil Company have a refinery in operation in Peru, and the new plant at Vancouver is to handle Peruvian oil, not Californian. The first shipment of crude Peruvian oil has arrived at Vancouver in the British steamer "Azov," and this vessel together with the steamer "Cuddo," will run to Vancouver with oil from Peru.

The commissioning of the Panama Canal has opened up a new epoch in the commerce of California with the United Kingdom. Previously only foreign steamers operated out of San Francisco to England and the Continent by way of Magellan, but with the opening of the big ditch the trade has been so stimulated that it is not unlikely that many American bottoms will be dispatched from the Pacific Coast to the United Kingdom within the next few months. The European war, of course, has had considerable to do with the demand for American carriers, which by reason of the shortened distance and the prosperous rates now obtaining can make the passage on a profitable basis. The first American steamer to go from San Francisco to the United Kingdom will be the "Edgar H. Vance," which has been fixed by Comyn, Mackall & Company to carry a cargo of 2,500,000 feet of lumber. The lumber will be of the redwood variety, and it is said that a market for this material will develop in the old country.

Filing of suit for damages estimated at \$106,100 in the United States District Court at San Francisco, against John O. Davis, Collector of the Port, is to be the sensational aftermath of the refusal of clearance papers to the steamer "Olson and Mahony" late in November, which afterward led to a ten days' inquiry and later to the calling of the Federal Grand Jury to determine the intended ultimate destination of the ship's cargo. The cargo was suspected of being meant for use of German warships, then in the Pacific, off the coast of South America. In the damage suit complaint which will be filed by Attorney Joseph E. Bien, acting for the ship's charterers, the Golden Gate Transportation Company—Flood Brothers—the claim will be made that refusal of the clearance papers caused them general damages of \$50,000. Other losses are estimated as follows: Loss of freight to Valparaiso, \$24,000; loss of return cargo, \$30,000, and loss of ten days' charter money at \$210 a day, \$2100. The plaintiffs will allege that the acts of the Collector in seizing the ship were "wanton, malicious and oppressive, and in reckless disregard of the charterer's rights."

Thirty-six members of the crew of the lost Danish motor-ship "Malakka" of the East Asiatic Company have arrived at San Francisco. The "Malakka" is an abandoned hulk on the rocks of Cedros Island and the only salvage that can be obtained from the craft will be some of the cargo and movable gear. Prior to the departure of the crew the "Malakka" began to break up. At the outset she was spiked in only one place forward, but heavy weather coming on carried away the mooring kedges and the vessel piled on fore and aft and was soon at the mercy of the wind and waves and the rock pinnacles of the reef. Members of the crew of the vessel will be looked after by the Danish Consul, and unless they reship they will be sent home. The stranding of the big ship, within a few days after she left San Francisco for Europe, the vessel and cargo representing nearly \$1,000,000, came about in thick weather. Adverse currents, the crew says, had much to do in bringing the motor craft upon the rocks. After the vessel struck First Officer Himmilstrup and four others took a boat and rowed twenty-five miles to the settlement of San Joaquin. In the meantime the "Malakka's" predicament was made known through wireless by a passing vessel after she had been ashore hard and fast for several days.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 20, 1915.

THE UNITED STATES PROTESTS.

The preliminary British reply to the American note, protesting against the treatment of neutral commerce, has been received and subjected to an elaborate analysis by the editorial writers of this country.

To date no reply whatever seems to have been received to the formal protest made to France and Great Britain against the forcible seizure and detention of an American seaman employed as a steward on an American vessel engaged in the coastwise trade.

Protest No. 1 deals with property and property rights. Hence the deep interest and the (almost genuine) indignation so generally manifested by the press of our country.

Protest No. 2 deals in the main with human rights. It is a diplomatic protest against the removal of an "American" seaman from the American steamship "Windber" while on the high seas, and demands the release of that seaman from the British concentration camp at Jamaica, where he is held as a prisoner of war. Strange to relate, American editors have shown an absolute indifference to this indefensible violation of human rights. This may be due to the fact that no greater issue is at stake than the life and liberty of a plain seaman. Doubtless, there would have been a different story if the unfortunate individual incarcerated at Jamaica had social or financial connections with "influential" families.

Some day, when an unbiased American history is being written of this war and of current American "protests," at least one chapter will have to be devoted to the vacillating attitude of the American Government toward the indefensible seizure and imprisonment of an American seaman by foreign powers.

Which is of greater importance to the American people: The apparently unjustifiable seizure and detention of cargoes, or the absolutely indefensible seizure and imprisonment of an American seaman?

Every child sacrificed to the factory system is a potential rebel against all forms of industry.

THE THIRD DEGREE.

There are times when certain crimes or violations of law are of such proportion as to attract widespread public attention, especially in the neighborhood where the offense against society occurs. If the crime is of a brutal nature or has far-reaching effect, the general sentiment of the public demands apprehension and punishment of the criminal.

It is natural that those authorities which are maintained by society for the purpose of preserving law and order, such as police and detective systems, etc., are expected to fulfil their office, at least with a reasonable degree of efficiency; or, as conditions at the time and place may warrant.

Frequently, however, when necessity puts them to the test, police departments prove wholly inefficient, and often the perpetration of an extraordinary crime leaves the man-hunters groping blindly for clues of the criminal. When confronted with these conditions it has become the all too common practice of the police powers to make an arrest, and a scapegoat of some unfortunate individual, in order to appease public indignation at their remissness in duty. As a general rule the victim selected is some one who has sinned and was found out, usually some ex-convict who is luckless enough to provide appropriate material for the occasion; and there is where the administration of the pernicious third degree is spitefully abused.

In ages past criminals, near-criminals, and those who had ideas of their own, were subjected to the thumb-screws, rack, etc. Most of us have shuddered as we were acquainted with the devilish scientific tortures of the middle ages and wondered at man's inhumanity to man. Of course, we would reassure ourselves in the belief that the advance of civilization had so improved the race as to make things of that kind absolutely impossible.

But what cold facts confront the unfortunate subject of the modern "Third Degree"? Where formerly men's bodies were tortured to extract confessions—whether right or wrong—later day police science has improved upon that, by not only torturing the physical being but by the merciless racking of the mind. Frequently men have been left in the last stages of mental and physical collapse by the iniquitous application of the third degree. It should be remembered by all sovereign American citizens, who are boastful of our Democracy, that the "Third Degree" is never applied to the wealthy or influential. The use of this weapon of official incompetence and brutal ignorance is reserved for the working men, and for those unfortunate derelicts who carry with their unequal struggle for a place in society, the appellation of ex-convict.

It is upon the latter that the most merciless activities of the police are exercised; and it matters not whether the victims are making every manly effort to rehabilitate themselves in society, they are the weakest of the flock and easy prey of the tyrannically inclined police officials. Who can imagine the agony of one having lived down the shame of a former and perhaps youthful indiscretion, and then being suddenly threatened with exposure, to the utter disgrace and undoing of all they hold dear. The shackling of the victim and beating up of his body while helpless has seldom satiated the police system in their efforts to ferret out crime. What they want is a conviction, and what they usually accomplish

is the absolute ruin of the subject selected as the "goat."

Again the attention of the sovereign American is called to the servile cringing attitude of certain police "officers" when dealing with persons of influence. Then mark the studied and scientific brutality with which the same officers will treat an unfortunate whose only crime is one of poverty and perhaps weakness from sickness or starvation. Interesting statistics could be gathered from the records of police stations where old men have been booked by bluecoats for drunkenness and finally been found dying from fractured skulls. The broken skulls may or may not have been the result of practicing the third degree in some dark corner, before the victim is loaded into the wagon. Space will not permit for even a superficial review of the subject matter pertaining to the inhuman system of the third degree. Its ramifications of evil are altogether too extensive.

Plentiful publicity will remedy this disgraceful state of affairs. Let us have more of it! Few evils of this nature would remain if completely and effectively exploited by the press.

A nine-hundred-mile voyage across a storm-tossed ocean in an open boat, twenty-two feet long, does not fall into the life of every mariner. Captain N. P. Benson, late of the schooner "El Dorado," was compelled to make that trip with his crew of eleven men, and his book, entitled "The Log of the El Dorado," tells about it in a most interesting fashion and in simple yet charming style. It appears that those eleven days in an open boat did not scare Skipper Benson in the least, for as soon as he had rested up, the "call of the deep" induced him to take another run in the same open boat. This time he covered a distance of approximately 2,500 miles—Easter Island to Tahiti. It is truly a yarn worth reading. And the best of it is that the yarn is not a yarn at all. It is a true story from life. The price of the book in paper cover is 25 cents. Jas. H. Barry Company, San Francisco, publishers.

Certain new rules and regulations of the Board of Supervising Inspectors, made public last October, apply only to the Great Lakes, and require that on any steamer over 100 tons which is about to founder with all hands, the licensed officers before drowning must prepare a report and inclose same in a "message case" which is then to be thrown overboard. Thus the members of the Board of Supervising Inspectors confess they know that disasters, in which all hands are lost, are certain to continue. Yet they do absolutely nothing to safeguard against such occurrences. These rules and regulations are a confession of guilty knowledge, a shameful attempt to shift responsibility on to the shoulders of men whose lives are to be sacrificed because United States Inspection officials are too cowardly to consider the safety of anybody except shipowners.

A working day that leaves no interval between work and sleep would reduce man to the state of the animal—that is, the draft animal.

It is rather unfortunate that the laws against infanticide were established before the crime of child labor had become an issue.

FREE EMPLOYMENT BUREAUS.

Several bills providing for State employment bureaus are at present pending in the California Legislature. One of these measures will doubtless be enacted into law, since the Chief Executive of California has embodied an earnest recommendation to that effect in his message to the Legislature.

For good and sufficient reasons—but particularly in view of the fact that private employment agencies collect in fees approximately \$400,000 per annum—organized labor of California has for some years favored the establishment of State employment bureaus. Of late, however, a controversy has arisen regarding jurisdiction over said bureaus. The question is whether an individual or a representative board should supervise the proposed State employment bureaus. It is rather difficult to understand the contentions of those who argue for "one man" supervision.

The labor bargain has two factors—the man offering his services, and the employer offering the opportunity to work. A State labor bureau must have the confidence of both employer and employe; it must be a clearing house for both kinds of intelligence—applications and jobs. Otherwise its failure is assured from the start.

No one man can take the place of a representative board. If he be a nominee of the employers, he naturally enough would be suspected by the men; for they would fear his power to supply strike-breakers, and in other unfair ways to work to the advantage of its patrons. If he be selected by the workers, the average run of employers would hardly be inclined to depend upon him. What is required is a supervising board upon which would be represented spokesmen for the employe, for the employer, and for the general public.

The ideal employment bureau is one conducted by the workers themselves. But the presence of vast numbers of unorganized migratory workers in our midst precludes the "ideal" plan. However, we must have employment bureaus, and State employment bureaus are the "next best." With regard to the supervision of said bureaus, California ought to profit by the experience of other States and countries, rather than experiment with something that has proven a failure elsewhere.

ABOUT THE RADICAL.

Next to the agitator, "the radical" is probably the most abused person.

A radical is a man born a little ahead of his time. Most people in this world are conservatives, but here and there nature produces the man who wants changes in the established order of things and demands that the changes be made at once.

For his thoughts along unconventional lines he is first of all made very lonesome. In further payment for being a radical he often forfeits the easy path, placid thinking, a good job, friends, and other things that made life worth while.

The radical looks at civilization as it is and strenuously objects. "This is wrong," he declares. "It should be changed." And he starts out to change it.

Those who accept things as they are and see no reason for any change whatsoever, generally because the existing order fills their stomachs and their purses, can't understand

the radical who wants changes for the sake of the great majority.

And the radical makes his fight and dies, and in the next century, or sooner, the offspring of the conservatives who said, "Down with him, he is an irresponsible 'radical'!" accept his ideas.

Here's the moral of this splurge:

Don't always sneer at the man on the soap-box; he is probably preaching the popular texts of the day after to-morrow.

FUNDAMENTAL DIFFERENCES.

With reference to the recent Supreme Court decision, holding "that a combination and conspiracy (forbidden by the Sherman Anti-Trust law) had been proved against the United Hatters of North America," it would seem particularly timely to quote the views of men who have world-wide reputations as thinkers and students of social problems.

William Jennings Bryan says:

The trust and the labor organization can not be described in the same language. The trust magnates have used their powers to amass swollen fortunes, while no one will say that the labor organization has as yet secured for its members more than their share of the profits arising from their work.

But there are fundamental differences. The trust is a combination of dollars; the labor organization is an association of human beings. In a trust a few men attempt to control the product of others; in a labor organization the members unite for the protection of that which is their own, namely, their own labor, which, being necessary to their existence, is a part of them.

The trust deals with dead matter; the labor organization deals with life and with intellectual and moral forces.

The great John Morley of England has put the difference in this plain and practical way:

There is all the difference in the world between the selfishness of a capitalist and the so-called selfishness of a great trade society. The one means an increase of self-luxury for one man or a single family; the other means an increase of decency, increase of comfort, increase of self-respect; more ease for the aged, more schooling for the young, not one family, but a thousand or ten thousand families.

Others may call that selfishness if they please; I call it humanity and civilization and the furtherance of the commonwealth.

ORIENTAL LOGIC.

The "Honorable" Adachi Kinnosuke, in a contribution to Harper's Weekly, is the author of a brand new theory upon Japan's real motive for the prospective invasion of Germany. Mr. Kinnosuke seriously argues that Japan's appearance on the battlefields of Europe will forever silence the "American jingoes" and convince the non-jingoistic American people that the Mikado is not anticipating war with the United States. This is the way he arrives at his conclusion:

About the most positive, the most conclusive way of convincing the American people that Japan is not looking for trouble with the United States in spite of the late Homer Lee, and Mr. Hobson, is to send a fighting force nearly double of her standing army in number, eleven thousand miles away from home. Not even the most rabid of American jingoes—and especially the "yellow" jingoes among the American newspapers—can withstand the to-the-pointedness of such a demonstration as that.

It takes an Oriental mind to evolve novel theories. Who but a Japanese logician would draw those strange conclusions? What country, above all others in Europe, could be depended upon to stand by the United States in resisting the "Yellow Peril"? Germany, of course. With Germany crushed the United States will have lost her one potential ally in insisting upon, and if need be, fighting for Asiatic exclusion and the maintenance of this country as a heritage to its white race.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 18, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. Taucer presiding. Secretary reported shipping dull. Shipwreck Benefit was awarded to nine members of the crew of the steamer "Eureka."

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 11, 1915.

No meeting. Shipping and prospects poor.
R. TOWNSEND, Agent.
518 Yates St. Phone 1325.

Vancouver, B. C., Jan. 11, 1915.

No meeting. Shipping slack.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 11, 1915.

No meeting. Shipping and prospects poor.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 11, 1915.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 11, 1915.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 11, 1915.

Shipping and prospects poor.
GEORGE NEULING, Agent pro tem.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 11, 1915.

Shipping and prospects poor.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 11, 1915.

Shipping and prospects very dull
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 4, 1915.

Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 14, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 7, 1915.

Shipping dull.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 6, 1915.

No meeting. Shipping very slow; prospects poor.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Jan. 11, 1915.

No meeting. Shipping very slow; prospects poor.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

DIED.

Carl L. Ammundsen, No. 1076, a native of Norway, age 45, died at San Francisco, Cal., January 12, 1915.

GERMAN SEAMEN IN ENGLAND.

Bro. Mahlman, Secretary of the late Belgian Seamen's Union, afterwards Secretary of the Amalgamated Union of Seamen, Dockers and Transport Workers, known as the Belgian Transport Workers' Union, publishes a vivid account on the treatment of German seamen imprisoned in England, in "De Uitkijk," the official journal of the Dutch Seamen's Union "Volharding" (headquarters at Amsterdam). During the siege of Antwerp, Bro. Mahlman stayed in Holland, from here he went to London, where he visited the headquarters of the British Seamen's Union. Bro. Mahlman reports as follows on what he saw:

It was Mr. E. Cathery, the Secretary of the National Sailors and Firemen's Union, who is quite as obliging as he is an active worker, who requested me during my stay in London, to accompany him into the country and to see how, in these troubled times, while the eyes of humanity appear to be blinded by wild hatred and nationalistic fanaticism, the British Seamen's Union cared for those seamen, who by accident or by fate—let the reader choose which—were born in Germany. The camp where the German seamen are kept is not too near London, but in spite of this I accepted the kind offer of Bro. Cathery with great satisfaction. We boarded an "Underground" train, near Maritime Hall, then a "bus," until we reached Euston Station, traveling from here about 80 miles into the country, to Northernham. There an automobile stood waiting for us, bringing us 20 miles further into the country, to our place of destination, "East Cote House." This is a farmer's cottage bought by the British Seamen's Union for the purpose of lodging German seamen during the state of war.

At "East Cote House" we found our friend Havelock Wilson, who is so well known to every seaman. We had a very hearty reception, but before seeing the camp we were offered a very substantial meal served by a German seaman, who not only appeared to be a good cook, but also a most charming fellow.

After this Mr. Wilson had to reply to our many queries. But let us hear Bro. Wilson himself:

"As soon as war broke out we understood at once that we ought not to leave our German seamen who for many years have fought on our side for better conditions, to their fate. You must understand, Mahlman," said Wilson, "there are German seamen here who have been in our union for many years. We could not, therefore, tolerate that these men whose feelings are more on the side of England than of Germany, should be imprisoned merely because England has become their second fatherland. We asked the government whether we would be permitted to establish a camp for German seamen under our control. The government consented and thereupon our Union bought this farmer's cottage.

"We informed the government as soon as we were ready to receive the Germans and they, indeed, came soon afterwards. But instead of receiving only union seamen, we had to take in scabs as well. We are now endeavoring, however, to bring the unorganized men somewhere else, in order to keep only members of seamen's unions here. We do not care to what unions the Germans belong, they are all welcome. We want to keep

the flag of the International flying as much as this is in our power. We only hope that British seamen imprisoned in Germany will be treated in the same way as the German seamen are treated here.

"We have a representative of the government here and four men who do duty as police agents. At the start we had four Germans to do duty as guards, but this resulted in various difficulties. We are now trying to arrange everything in as practical a way as possible. We do all work ourselves. You will see yourself that seamen can do many things besides making knots and trimming coal. Everything, really everything is done here by seamen. They do their mason's work as well as the best bricklayer in London, and the bread they bake—you have tasted it yourself—they need not be ashamed of. At the start I used to help myself in the cooking business (it will be remembered that Wilson used to be a cook), but now my help is not needed any more. We get 10 sh. per week per man from the government; this is for their maintenance."

Wilson then proceeded to explain in detail the food handed out to the men. We then asked Wilson whether there was any entertainment provided, for good and substantial food was certainly agreeable to a healthy man, but there should be a change once in a while. "Yes," said Wilson, "there is plenty to read. We provide our own music and the men are also permitted various games. I have told you a good deal too much already; you had better come and convince yourself as to how the German seamen are treated here."

We then made our round through the camp. We convinced ourselves in the kitchen that the seamen are as good bakers as they are cooks, and we saw further that everything Wilson had told us was excelled by the actual facts. We talked to several seamen and all expressed their satisfaction at the treatment meted out to them.

We are thus in a position to say in all sincerity that the German seamen in England are well treated. There is not one among them who contemplates running away.

We left "East Cote House" with the impression that the British Seamen's Union has done everything within their power in order to make the German seamen's stay during this state of war as agreeable as possible.

We thanked Wilson for his amicable explanations and then, together with Cathery, left "East Cote House" in an automobile in all haste so as to reach the station in time. From there our train brought us back to London.

Rocksand, the famous race-horse of a decade ago, which died recently in Paris, was insured with Lloyd's for the sum of \$150,000. He was credited with winning close to \$250,000 during his turf career and many thousands of dollars in stud fees in later years. Foaled in 1900, his greatest victory was the winning of the Derby as a three-year-old. After his retirement he was sold to American breeders for \$125,000. Six years later he was purchased by a French syndicate for about the same figures. In view of his winnings, purchase prices, and stud fees he has recently been referred to as the million-dollar equine.

The agitation against child labor is simply a movement to re-establish the natural order in family affairs.

A \$20,000 DELEGATE!

The Journeymen Barbers' Union, which recently held its convention in Indianapolis, holds a convention every five years. The membership pays a per capita tax each month toward the convention fund and the general organization in turn pays the expenses of each delegate to the convention. This last convention, when the printing of the proceedings and other work is finished, will cost the International Union close on to \$120,000. Every local union belonging to the International was represented. We do not intend to criticize the convention, but cannot help referring to one thing that happened there, which was an attempt made to seat a delegate from Portland, Ore., who had been found guilty of something or other by the Executive Board the year previous and who was prohibited from holding office in the International Union. It took five days' debate on the floor of the convention as to whether or not this man should be seated. There were eight hundred delegates present at an expense of \$5 per man per day, making a total of \$4000 a day, and these five days amounted to \$20,000. This was the amount spent disputing the credential of one delegate. Finally the convention refused to seat the gentleman and sustained the action of the General Executive Board, but it seems to us that \$20,000 was an awful lot of money to pay for one credential, but perhaps the barbers believe that it was worth the price. —Teamsters' International Journal.

STRIKERS PLEDGE LOYALTY.

Resolutions adopted at meetings of striking glove cutters at Gloversville, N. Y., condemned and denied rumors that any of the various nationalities were preparing to abandon the strike and return to work.

At the meeting of English and American cutters it was resolved that "we do not intend to break the strike and are determined to stay together until our demands are granted."

The Italian strikers declared their confidence in the general strike committee and pledged themselves to remain out until their demands were granted. It was further resolved that "we give this as a reply to the insinuations in the press that there was a probability of a break in the ranks."

The Hebrew strikers took the same position, and "strongly protested against such rumors, which have been spread by the enemies of the workers."

These workers, who were unorganized at the time, went on strike last August. They have received no wage increase for seventeen years. The New York State Board of Conciliation and Mediation investigated the case and agreed their requests were warranted. The A. F. of L. has been assisting the strikers and organized them in locals, and has assigned Organizers Flett and Wyatt to assist. At the Philadelphia convention of the A. F. of L. the executive council was instructed to issue an appeal for funds, to be divided between these strikers, the Atlanta textile workers and the copper miners of northern Michigan.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

LAWYERLESS JUSTICE.

Our hodge-podge system of rules and precedents, bristling at every point with convenient technicalities, that masquerades as law, is finally yielding to the spirit of the age; and there is promise that it will be reduced at a not distant day to some semblance of order and justice. Chicago, which has already replaced the old system of petty justices with municipal judges, a juvenile court, a court of domestic relations, and an all-night court, is now planning to set up a lawyerless court. Whatever may be said regarding the toll of the middleman in trade, the criticism falls with peculiar force upon the middleman in law. As religion becomes ecclesiasticised through the natural selfishness of churchmen who try to make a living out of the church, so the courts have become formalized through the personal interests of the lawyers, and principles laid down for the guidance of human conduct are lost in a labyrinth of rules and forms.

Justice is not such a difficult thing to determine when acts between man and man are considered; but when attempts are made to harmonize every separate and distinct individual act with every separate and distinct individual act of an ever-changing train of human events, man aspires to an impossible achievement, and attempts to attain a useless ideal. In nothing has democracy shown greater limitations than in popular adjudications. Every established evil is the perquisite of some hanger-on of the court, and any attempt to remove it is fought with all the tenacity of the beneficiary of privilege. The introduction of the Torrens system of land title registry was not looked upon with friendly eyes by attorneys because its use would deprive them of a considerable revenue for examining abstracts of title. The same is true of the workingmen's compensation act, and of similar measures that simplify the adjustment of claims. And it will be true of the new court to be set up in Chicago, in which cases involving less than fifty dollars will be disposed of without the meddling of attorneys. Cases are limited to fifty dollars in the beginning in order that the new venture may be set on its feet with the least possible opposition; but it is hoped that it will work so well that the limit may be raised to five hundred dollars.

This is but another step in the work that is going on throughout the country. It found expression in Los Angeles, where a man charged with crime is not only prosecuted by a State's attorney, but is protected from injustice by a public defender. There is no reason why this work should not go on until the courts in practice secure what the law professes in theory. The people of the country, given a system of law divested of useless formalities, irrelevant precedents, and maddening delays, a system of law in which justice shall be so speedy and so clear as to appeal to the human conscience as well as the understanding, will be saved nine-tenths of the present litigation, and they will have a respect for the law that is now entirely wanting.—The Public.

An enterprising laundryman in Paris uses a captive balloon to lift the clothing which he washes high into the air to dry and bleach, uncontaminated by the dust of the city.

Demand the union label upon all purchases!

WHAT HE WOULD DO WITH IT.

Appalled by the gigantic expenditures of the nations at war, Dr. Frank Crane, writer, contracts to accomplish the following if the various war budgets are turned over to him:

I will buy every foot of land on the globe and present it to the people who work;

I will strike at the root of crime, idleness, vice and poverty, by giving to every worker living wages;

I will bring comfort and plenty into every hovel; light, liberty and joy to every slave;

I will enable every young couple to marry without the dread of want;

I will put every child on earth to school to be suitably trained for a life of competence;

Instead of millions of armed men marching to kill, I will organize vast armies of school teachers, and therewith overrun the earth;

I will have troopships of educators instead of battleships or destroyers, and have them sail to the seven seas, to make war upon ignorance, incompetence, laziness and animalism;

I will build parks, playgrounds, libraries, theaters and concert halls, until every son and daughter of man shall be as cheered as kings;

I will dress every human being as the nobles are dressed;

I will pile every home table with delectable food, fill every home book-shelf with books, and put music in every house;

I will endow the common people with the luxury of lords;

I will establish a church in every hamlet, and pay the living of every preacher of righteousness;

I will federate the nations and furnish funds for one international executive, legislative and military equipment, so that international wars shall be impossible and in time forgotten;

I will clear the way for the rapid advance of science, of art, of sound economics, of religion and of commerce;

I will so develop the resources of the land, and so encourage invention, manufacture and scientific distribution that there shall be nevermore any famine;

And I will brighten up this planet until it shines like the sun in its heavens, and all the stars shall wonder;

And shall sing, "still quiring to the young-eyed cherubim," and say: "Peace be within thy walls, O templed Telus, and prosperity within thy palaces!"

The yellow and red Spanish flag is the oldest of any used by the European Powers, as it was first flown in 1785, says Stray Stories. The French tricolor was first used in 1795; the red English ensign, with the present Union Jack in the upper section, in 1801; the present Italian flag in 1848; the present Austro-Hungarian flag in 1867; and the German flag in 1871. The Stars and Stripes of the United States is older than any of these, as it was adopted in 1777, and the only alteration it has undergone has been the addition of a new star whenever a new State has been added to the Union.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

than the minimum rate provided by the protocol increased from 39.7 per cent. to 62.6 per cent. for cleaners, from 39.9 to 64.1 per cent. for drapers, from 57.9 to 70.2 per cent. for examiners, from 50.7 to 76.4 per cent. for finishers, from 30.1 to 48.8 per cent. for ironers, from 57 to 73.8 per cent. for sample makers, and from 44.3 to 53 per cent. for joiners. The per cent. of cutters receiving \$25 and over increased from 18.8 in 1912 to 44 in 1913, while there was also an increase in the percentage of those receiving as much or more than the rates provided for cutters' apprentices.

Strike Against Peonage.

The seven months' strike of textile workers at Atlanta, Ga., against the Fulton Bag & Cotton Mills is being stubbornly contested by these 1200 men, women and children, who insist on their right to be members of a trade union.

Evicted from the company shacks soon after the strike was started, the workers are living in army tents purchased by the United Textile Workers of America. President Golden is on the ground, and is in charge of the strike.

One of the main issues involved is a contract workers were compelled to sign before being employed, and which permitted the company to hold back one week's pay. Should an employe leave the company for any cause without giving five full days' notice, they forfeited all wages due them for the current week worked, in addition to the loss of the previous week's wages held back. Able lawyers have declared this contract to be "nothing more or less than a system of peonage."

The strikers charge that the company has made vast sums of money out of this system and that the last large mill built by the Fulton concern was practically paid for out of the moneys retained under this contract.

The owners of the mills own mills in Dallas and New Orleans. They have rejected every attempt to settle the difficulty. These efforts include overtures by the representatives of over 100 Georgia churches, prominent citizens of Atlanta, and several mediators from the Federal Department of Labor. Every peace offering has been met by the claim that "there is nothing to arbitrate."

Because this strike means relief from conditions existing in many southern States among textile workers, the trade union movement is giving financial aid to this sturdy band of fighters.

This is one of the three movements of workers which the A. F. of L. convention, in Philadelphia last month, voted to send out an appeal to assist the organizations involved.

Educator Talks on War.

"Be neutral inasmuch as you hate no nation, but do not be neutral because of ignorance or haziness as to the real cause of this war," said Dr. David Starr Jordan, in a speech at Washington.

Dr. Jordan deplored the fact that the "picked half million," the finest men in each country, would be the ones lost in the war, and that the fathers of the future generations will be from the slums of

Europe—from the men whom war could not use.

No country now engaged in the conflict across the seas will want another war in the near future, according to Dr. Jordan; therefore, he intimated, the United States need not arm. This country, he said, would be the only nation of the world at the end of the present strife having any money to loan.

"It is not likely that the United States will, under these conditions, receive an ultimatum," he said. "This country should carry just as few guns as is safe, 'and the fewer the safer,' and when we are giving our spare money and making friends we should not be loading up with the same machinery that has brought ruin to the other nations.

"Preparedness for war is not the way to prevent war. All of the military men in the several countries are daredevils, willing to take any chances for glory and for the chance of doing things."

"No great war ever will come again," the speaker declared. "There may be wars where one nation takes possession of a badly governed neighbor, but the force of arms is the force of fear and cannot last. Eventually something will be done to overcome the fear."

Among the statements which he made were the following:

"War is anarchy; law is order.

"We talk of heroes of war as though a hero wasn't made until he had had a bayonet stuck into him.

"It is not true that any nation suffers from the ills of peace. Most of the ills of our own country date back to the civil war."

Object to Surprise Tests.

While the word "strike" was not used, Grand Chiefs Stone and Carter, of the engineers' and firemen's brotherhoods, plainly intimated to the wage arbitration board, now in session, that if the men fail to get relief from nerve-destroying "surprise tests," the workers will take matters in their own hands.

The board will pass on the requests of western railroad engineers and firemen for higher wages, and a mass of testimony has been introduced by the workers to show the effect of these "surprise tests," which consist of flashing a red light along the road, and then, when the engineer applies the emergency brakes and he and his firemen are prepared to jump for their lives, a white light appears. Both brotherhood executives assured the arbitration board it was not their intention to threaten or intimidate, but in the plainest language possible insisted that the men were tired of company promises.

B. C. Kuehl, a Burlington railroad fireman, told the board of the Burlington's practice in forcing firemen to do the work of switchmen. He said that long periods in front of a blazing firebox exhausted him physically and caused his clothes to become wet with perspiration. "In the dead of winter," he continued, "when the thermometer is very low, firemen on our road are compelled to leave their locomotive cab under these conditions and perhaps walk for a mile or more to a switch. It is like going from a hot room in a Turkish bath to an ice-house. Our clothes are damp when we leave the engine, but before we

walk very far they are frozen as stiff as a sheet of tin."

It was shown that the average pay of a fireman is about \$2.50 a day. In the western territory these workers shovel from eight to twenty-two tons of coal unaided, according to the length of the run. The installation of heavier locomotives has resulted in the demotion of thousands of young engineers to the scoop shovel and crowded out an equal number of firemen, while an unknown number of engineers have been dismissed.

Accidents Can Be Prevented.

The present system of education for accident prevention, adopted by social and industrial philosophers, is incorrect, according to M. W. Alexander, who was a witness before the special Massachusetts State Commission that is investigating insurance rates as applied to the workmen's compensation act.

"Caution should be taught to the children in the homes and in the schools," insisted Alexander. "We should have public school text books, school lectures and school pictures. We should have school models of prevention."

The witness said that with the adoption of accident prevention in the school curriculum, the adoption of prevention methods by the employer and employe, and the installation of first-aid treatments, the percentage of accidents will be reduced from 65 to 90 per cent.

He said that employers have no moral right to put an unskilled and untutored employe at work on dangerous machinery until he has been properly educated and instructed.

Compensation Law Extended.

The State Industrial Commission of Ohio has made the following interesting rulings in cases where workers are entitled to relief under the compensation law:

When bitten by a dog while in the course of employment. After quitting regular work and injured while on way to paymaster's desk to draw money. Foreman while on duty shot by a discharged employe. Common-law wife is entitled to compensation in case of death of her common-law husband. Apoplexy, superinduced by over-exertion, is cause for compensation. Quitting work a minute before time to change clothes and playfully injured by a fellow-workman. Assaulted and killed by another while in course of employment. Death from another cause does not abate a claim for compensation for previous injury. A night watchman killed immediately on his arrival on the premises of his employers. Heat prostration while in the course of employment is an injury which is compensatable.

The enormous sums voted for war by England and Germany recall the lines of Longfellow:

Were half the power that fills the world with terror;

Were half the wealth bestowed on camps and courts

Given to redeem the human mind from error, There were no need of arsenals, nor forts.

Turkey, at any rate, thinks differently. In the latest budget the appropriations are: War Department, \$26,400,000; Navy, \$5,891,301, and education, \$2,440,206.

ALASKA FISHERMEN'S DEATH LIST.

Secretary I. N. Hylen of the Alaska Fishermen's Union has compiled the following list of members who died during 1914:

Name.	No.	Nativity.	Died or drowned, where and when.	Buried, when and where.
Peter Hansen	38	Denmark	Drowned, San Francisco, Jan. 2, 1914.	San Francisco, Jan. 5, 1914.
Andrew Arbe	159	Finland	Drowned, St. Nickolas Island, near	San Pedro, Dec. 21, 1913.
Joe Doense	109	Holland	Died, San Francisco, Jan. 24, 1914.	San Francisco, Jan. 26, 1914.
John Medius	83	Sweden	Died, San Francisco, Jan. 23, 1914.	San Francisco, Jan. 26, 1914.
Chas. Fries	112	Norway	Died, San Francisco, Jan. 26, 1914.	San Francisco, Jan. 28, 1914.
Peter Christensen	478	Denmark	Died, San Francisco, Feb. 18, 1914.	San Francisco, Feb. 20, 1914.
Andrew Johnson	281	Norway	Died, San Francisco, Apr. 21, 1914.	San Francisco, Apr. 23, 1914.
Thomas Westburn	4	Norway	Drowned near Fort Bragg, Cal., April 24, 1914.	1914.
Herman Anderson	340	Sweden	Died, Eureka, Cal., May 15, 1914.	Eureka, Cal., May 17, 1914.
Julius Johnsen	65	Norway	Died, San Francisco, June 3, 1914.	San Francisco, June 6, 1914.
John Forsberg	183	Finland	Drowned, Naknek, Alaska, May 10, 1914.	
Nestor Johnson	716	Finland	Drowned, Nushagak River, Alaska, June 3, 1914.	Nushagak, Alaska.
Alec Saari	971	Finland	Drowned, Nushagak River, Alaska, June 3, 1914.	Nushagak, June 4, 1914.
E. Peterson	584	Sweden	Died, Valdez, Alaska, July 16, 1914.	Valdez, Alaska, July 18, 1914.
Herman Kullalathi	279	Finland	Drowned, Nushagak, Alaska, June 14, 1914.	
Worron John	14	Finland	Died, Chignik, Alaska, May 13, 1914.	Chignik, May 13, 1914.
Barney Starr	15	Norway	Drowned, San Francisco, Sept. 13, 1914.	San Francisco, Sep. 15, 1914.
John Adolf	370	Germany	Drowned, Kvichak River, Alaska, July 1, 1914.	
Robert Pinner	324	U. S. A.	Died, Oakland, Cal., Oct. 4, 1914.	Oakland, Oct. 7, 1914.
Anton S. Paulson	221	Sweden	Died, San Francisco, Oct. 28, 1914.	San Francisco, Nov. 1, 1914.
Jack Valpu	49	Finland	Died, Astoria, Ore., Oct. 22, 1914.	Astoria, Ore., Oct. 23, 1914.
Carl Denning	67	Russia	Accidentally shot and killed near	Seattle, Oct., 1914.
Louis Larson	58	Norway	Died, San Francisco, Dec. 22, 1914.	San Francisco, Dec. 24, 1914.
S. G. Hoisether	535	Norway	Drowned, San Francisco, Dec. 22, 1914.	San Francisco, Dec. 26, 1914.
Salvatore Suno	903	Italy	Died, Martinez, Cal., Dec. 24, 1914.	Martinez, Cal., Jan. 7, 1915.

U. S. MERCHANT FLEET GROWS.

The Bureau of Navigation, Department of Commerce, reports 62 sailing, steam, and unrigged vessels of 15,103 gross tons built in the United States and officially numbered during the month of December, 1914.

From other sources than construction 16 vessels (transfer of registry, in accordance with the Act of August 18, 1914) of 59,805 gross tons were added to the merchant fleet, during the same period, as follows:

S. S. "De Soto, 6,268 gross tons, built at Port Glasgow, Scotland; "Cacique," 6,202 gross tons, built at Sunderland, England; "Colusa," 5,732 gross tons, built at Port Glasgow, Scotland; "Princeton," 5,081 gross tons, built at Kiel, Germany; "Somerset," 5,079 gross tons, built at Kiel, Germany; "Baton Rouge," 4,973 gross tons, built at Newcastle-on-Tyne, England; "Charlton Hall," 4,749 gross tons, built at Port Glasgow, Scotland; "Georgiana," 4,596 gross tons, built at West Hartlepool, England; "Gargoyle," 4,433 gross tons, built at Greenock, Scotland; "Craster Hall," 4,319 gross tons, built at Port Glasgow, Scotland; "Maracas," 2,925 gross tons, built at Wallsend-on-Tyne, England; "Evelyn," 1,352 gross tons, built at Hull, England; "Javary," 1,249 gross tons, built at Sunderland, England; "Manila," 1,082 gross tons, built at Leith, Scotland; Bkn. "Lovisa," 939 gross tons, built at Horton, N. S.; Bk. "Edna M. Smith, 816 gross tons, built at Harvey Bank, N. B.

"OPEN DOOR" FOR ALIENS.

United States Senator Lodge evidently does not believe the stories of impoverished Belgians, and the need we are told exists in that country because of the war.

In an amendment to the pending Burnett immigration bill the Massachusetts solon wants the Commissioner General of Immigration to have power to set aside immigration laws in cases where "Belgian immigrants come prepared to take up land in the United States and become American citizens."

This will apply to Belgians who come to the United States during the course of the European war "or owing to circumstances or conditions arising from the war." The Commissioner General of Immigration will be given the widest latitude to decide

these cases, long after the war ceases, and this official will be the sole judge in setting aside the laws.

Trade unionists and others are calling attention to this proposal because of the precedent it will create to place in the hands of one official an unchallenged power, subject to no appeal. This power is to be absolute, and the official named, it is shown, can quite easily defend any decision he may make as one that, in his opinion, is legal because of "circumstances or conditions arising from the war."

HOW SHIPPING IS HELD UP.

The British Board of Trade has issued a table showing how effectively the navy has swept German merchant shipping from the seas and has held the seas secure for British shipping.

The total number of British and German steamships of over 100 tons gross are: British 10,123, with a gross tonnage of 20,523,706 tons; German 2090 ships, of a gross tonnage of 5,134,720 tons. Of these vessels there are unavailable for various causes: British—Captured 49, detained in German ports 75, held up in Baltic and Black Sea 71, total 195 with gross tonnage of 585,551 tons, or 1.9 per cent. of the total number of steamships, and 2.9 per cent. of the gross tonnage; German—Captured 80, detained in British or Allied ports 166, seeking refuge in neutral ports 646, in German ports 329, total unavailable 1221 vessels of a gross tonnage of 4,584,926 tons, or 58.4 per cent. of the total number and 89.3 per cent. of the gross tonnage.

There is plying, British shipping, 9928 ships or 98.1 per cent. of the total number, with a gross tonnage of 20,122,173 tons, or 97.1 per cent. of the gross tonnage.

Plying or not accounted for, German ships known to be at sea 10, ships of over 500 tons not accounted for 125, steam trawlers not accounted for 353, small coasters not accounted for 381, total 869 or 41.9 per cent., with a gross tonnage of 549,794 tons, or 10.7 per cent.

To prevent a ladder slipping, a Cleveland man has invented pivoted hooks to be fastened to the bottom of the uprights which will engage in the surface upon which the ladder is standing.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

That there are 129,000 "employable unemployed" men in Chicago is the estimate in the unemployment report of the Chicago Municipal Markets Commission.

A Texas law forbidding blacklisting of employes by corporations was held unconstitutional by the Supreme Court of the State on December 16, on the ground that the act does not "deal with the real needs of the people in their health, safety or convenience," and that it is "purely personal as between the employe and the corporation."

According to figures, issued by State officials, the voters of Wyoming have adopted the constitutional amendment which provides for workmen's compensation by a vote of 24,258 to 3,915. This maintains the proportion of one-half of the States accepting this principle, and equalizes the loss sustained last month by the Kentucky court of appeals when it held that the compensation act of that State was unconstitutional.

Because several municipal departments at St. Louis are violating the eight-hour clause of the new city charter, the municipal house of delegates passed this resolution: "That all heads of departments, superintendents, foremen, or others having charge of employes, working for the city, are hereby requested to at once comply with the charter provisions relating to the employment of laborers and mechanics, so that all laborers and mechanics shall not work over eight hours per day, except in cases of emergency."

Organized workers declare the unionization of the Philadelphia Navy Yard is now almost complete. New locals of steamfitters, sailmakers and colored laborers have been installed, and a union of painters is nearly perfected. This condition has been made possible by these workers realizing that only through organization will their requests for a betterment of conditions be given the attention accorded other navy yards. This sentiment has spread to other workers, who are joining the union of their craft. It is proposed that a joint conference board be established immediately.

President Brock, of the International Laundry Workers' Union, assisted by Business Agent Quinlivan, of the Toledo Central Labor Union, and two newspaper men, have exposed an attempt of employers to disrupt the Laundry Workers' Union, which is preparing to increase wages. Brock first told the three men of the offer made by President Wunderlich, of the Reliable Laundry Company, the largest union concern in the city. Wunderlich promised Brock \$1,000 and \$200 a year if he would "lift" the charter of the union and ship it to the headquarters' organization at Troy, N. Y. Brock told his friends he intended to accept the offer and expose the employers' methods. He then asked that they search him thoroughly. Quinlivan and the newspaper men followed Brock, who had the charter and union's documents with him. They saw him meet Wunderlich, when the latter passed something to Brock and then they both stopped at an express office, where the charter was left. At a special meeting of the Central Labor Union Brock and Quinlivan told their story, and the former showed the \$1,000 in \$50 and \$100 bills.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Michal
Andersen, Salve
Anderson, Fritz
Anderson, J. -330
Butler, R.
Bucknam, J. W.
Bartlett, H. N.
Bluhaen, Sigurd
Carey, Arthur L.
Christensen, Christ
Christensen, Fred
Danielsen, C.
Denten, E. L.
Doughty, G. P.
Ehler, James
Erikson, H. -837
Erikson, John
Edikson, Johan
Gustafson, Taervo
Gudmundsen, Chris
Haeklin, C. R.
Hansen, Henry
Hansen, Olaf
Haglund, Sigurd
Hansen, Kils
Hermansen, Gustaf
Holm, Fred
Halst, L.
Holmmes, Leo
Hubner, H.
Holm, H.
Hebly, S. D.
Jacobson, Johan
Jahnke, Otto
Jensen, S. G.
Johansen, A. -1797
Johansen, Carl
Johnson, A. W. -2186
Jegstrop, H.
Jensen, L.
Johansen, Geo. W.
Johnson, Hillmer
Johansen, Ludwig
Krosmeyer, F.
Koch, W.
Kristensen, Magnus
Kruse, E.
Larson, Harry
Larsen, Conrad
Lynn, Charlie
Lambert, E.
Larsen, Fred
Mare, Thorwald
Mathisen, Sigard
Mickelson, M. D.
Moon, Tryger
Muler, F. W.
Monroe, Wallace
Macdonald, W.
Martinsen, K.
Mikkelsen, K. 1620
Nerlin, Geo.
Nielsen, Oscar
Nielsen, P. L.
Olsen, A. M.
Olsen, O. P. -1141
Okhuysen, J. H.
Petersen, Jas.
Pakko, Emil
Porter, Albert
Ramstad, L.
Rasmussen, Vigo
Ranjaid, G. F.
Rogers, W.
Rommerdal, K.
Sack, Hans
Schmah, M.
Shager, E.
Shager, E. L.
Slipners, P.
Soderberg, A.
Sundblad, K. J.
Swain, R. P.
Swenson, L. G.
Smith, T.
Scott, J. S.
Strauss, W.
Tighil, Lawrence
Tjolsen, M.
Thompson, W.
Wallace, A.
Wold, J. J.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 103-105-107 { 1st Ave. So.
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobbin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthausen, Otto
Linea, W.
Line, Victor
Murphy, Daniel
Nyhagen, Julius
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Pearson, Fred
Sveinsson, Jack
Wehrmann, Wm.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER
Cigars at Wholesale and Retail
439 SECOND STREET
Corner F EUREKA, CAL.
White Labor Only

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates
Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton
Lomas, Richard
Lawrence, Harry
Melander, G. L.
Nilsen, Nils
Thorsen, Fredrik N.

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Messboy R. Tennant.

INFORMATION WANTED.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the "Oceana Vance," kindly call at the office of the Charles Nelson Co. for money due them.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A. Landstiter, Paul
Anderson, Otto Lindeman, K.
Anderson, Gust Leine, Viktor
Anderson, W. La Boye, M.
Bjorkbon, F. C. Lyle, Alex.
Beuter, H. Lovends, Jack
Backman, B. W. Marx, Thorwald
Cnevnasky, Mike Meckermann, Ernst
Carlsen, Herald Meniricke, Fritz
Christensen, C. A. masters, C.
-1223 Melder, Johan
Carlsen, C. E. Meyerdierk, Heinrich
registered L. Michaelson, John
Dolany, Willie Moller, Anders
Douda, C. W. Moller, L.
Davey, Charles Martensen, H. C.
Evmann, A. Melts, John
Elaesen, Sam Nilsen, Axel
Edstrom, John Norberg, John
Ericson, O. H. Niemeta, John
Feish, Henry Neilsen, Chr.
Fujun, F. Olsen, John An-
Gynteve, John dreas
Geigev, Jos. Olsen, Olive J.
Helenius, Osvav Olsen, Ansgar
Henricks, Waldemar Olsen, Arthur
Helmer, Fred Osborn, Charlie
Heinig, Hans Olsen, John A.
Hansen, H. F. C. C. Perssons, Oscar
Hansen, O. Palmer, Jas. H.
Hansen, John Pensgaard, Emil
Hedlund, Albert Rod, Halidan
Hellman, Albin Rhode, Fritz
Hesters, C. Rasmussen, Thor
Hecher, W. Sorensen, Peter
Jordan, O. Saer, E. A.
Jasnase, E. Staad, Claude
Jakansa, C. R. Stardahl, J.
Johnsen, Carl Swanson, Emil
Jahnke, Otto Sandstitter, Paul
Johansen, Anton Swansen, John
Johnson, Carl Snyder, Jack
Johnson, Gust Tully, A.
Kristensen, Otto Urvso, Geozzep
Kronstrand, H. A. Tanford, B. A.
Krause, Ernst Thomel, Martin
Kikun, Alexander Westengren, C. W.
Kjlen, Magnus Walter, John
Knudsen, Richard E. Welsen, John
Kevmagovet, Anatch Wilson, R.
Kavvanen, Waino Westergren, C. W.
Kelly, Palvic Widersen, Ernst
Keane, M. Wheeler
Luchman

Aberdeen, Wash., Letter List.

Andersen, -1172 Nordgren, Chas.
Andersen, -1176 Olsen, Morten
Andersen, Oscar Osman, P. A.
Andersen, Andrew H. Peterson, Axel
Arnell, John Peterson, J. A.
Batchall, Alex. Peterson, Karl
Bowen, J. J. Peterson, Nels
Carlson, Sven Rundblad, Oscar
de Lange, Ingolf Roberts, Isaac
Ellefson, Otto Slattery, Wm.
Erikson, Sigurd Sim, Gunder
Ernandes, Frisco Schmidt, Heinrich
Eriksson, -333 Simensen, Isak
Evensen, Krist Scheffner, Bernhard
Forde, S. C. Sundquist, Walter
Gronros, Oswald Sormato, Matti
Gueno, Pierre Thomsen, Th.
Hansen, Ove Max Toves, H. C.
Hansen, Erick Thorne, John
Hvid, Elner Thompson, S. K.
Hylander, Gustaf Udby, Harold
Jacobson, Arthur Walder, Olsen N.
Johansen, Hans Packages.
Kustel, V. J. Glazer, Y.
Kallas, A. Gorgensen, Olaf
Latz, K. Hansen, John
Malm, Gust MacGuire, O. F.
Munsen, Fred Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Old Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - - WASHINGTON

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods

Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

United States Inspector (to the applicant for a mate's license)—What steps would you take to determine the height of a building with a sextant?

Applicant—I'd lower the sextant on a string and measure the string.

Home News.

Approximately 12,000 carloads of vegetables were shipped out of California during 1914, the largest amounts being of potatoes, onions and celery.

According to the California Fish and Game Commission, the game resources of the State bring in an annual income of at least \$15,000,000 each year.

During the harvest season just closed there were 440,000 bags of beans grown in the delta tributary to Stockton, Cal. At \$3 a bag, the financial returns for the output reached \$1,320,000. The acreage in the delta is said to be 22,000.

The butter production of California for the year 1914, ended September 30, was 59,286,460 pounds, as against 55,542,709 pounds on the corresponding date in 1913, according to report of the State Dairy Bureau. The total value of the dairy products is placed at \$33,941,493.

The annual report of the Chicago customs office shows the largest gain in the shipment of a commodity was in wheat. In 1913 there were approximately 16,000,000 bushels shipped on the Lakes. Last year there were 55,990,201 bushels. One-half of this went to Canada.

The total pack of California canned fruits for 1914 is estimated at about 5,500,000 cases of the market value of about \$15,000,000. The total canned vegetable pack is estimated at about 3,000,000 cases; approximate value of the pack is about \$6,000,000. Peaches lead in the canned fruits and tomatoes rank first among the vegetables packed.

Final official figures of the November election in California show that Governor Johnson received 460,495 votes. This lacks but 5,764 of the total received by his four opponents. Fredericks, Republican, received 236,328 votes, and Curtin, Democrat, 116,121. For United States Senator the vote was: Phelan, Democrat, 279,896; Heney, Progressive, 255,232, and Knowland, Republican, 254,159.

Representative Joshua W. Alexander, of Missouri, chairman of the House Committee on Merchant Marine and Fisheries, is reported as having said that he would ask the War Risk Insurance Bureau of the Treasury Department to make an investigation of the complaints received by him regarding the existence of monopolistic conditions in the maritime insurance business. Mr. Alexander said he had been informed from sources he believed to be reliable that the marine insurance companies had combined and were refusing to sell marine insurance to those vessels not operated by companies within the insurance pools.

The growth of the postal savings system, which began January 3, 1911, is shown in the report of Third Assistant Postmaster General Dockery, who says there are now 388,511 depositors with \$43,444,271 to their credit. In addition the patrons of the service, under a provision of the act authorizing it, have had \$5,508,060 of their deposits converted into interest-bearing United States bonds. The average deposit June 30, 1911, was \$56.82, and June 30 of the current year the average deposit was \$111.82. The assertion of advocates of the system that it would encourage economy and thrift among the people, the report states, is no longer an open question.

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

The Dutch armored warship "Evartsen" has been sold for £7,250, on the condition that the vessel must be broken up in Holland.

A revised list of conditional contraband issued by the British Government includes ships of all kinds. It will be necessary to obtain a special license before a British ship can be transferred to a foreign owner.

The Copenhagen firm of C. K. Hansen is reported to have sold five of its boats to Norway, viz., the steamers "Frederiksborg" (2,077 tons gross), "Esrom," (3,208), "Hundborg" (1,895), "Vordingborg" (1,372), and "Silkeborg" (1,785). The firm has contracted for the building of several new steamers.

War risks on the voyage to the west coast of England and Scotland and all of Ireland are now quoted at ½ per cent. To London ¾ per cent. is the ruling rate, although some underwriters are taking this business at ½ per cent. On voyages to India, Australia and New Zealand underwriters are now quoting 1¼ per cent. and further reductions have been made in the rates to China, Japan and Manila. To Brazil 1½ per cent. is asked, while to the River Plate underwriters are maintaining the rate of 1½ per cent.

The fireboat "David A. Boody," lying at the bottom of New York harbor, was sold at public auction December 17 by the Fire Department to the Shamrock Towing Company. The "David A. Boody" was sunk off Staten Island during a storm on December 7 and has not been raised. She has not been in the service of the Fire Department for the past few years. The price realized by the sale was \$1375. The boat was built in 1892 at a cost of \$52,000. The pilot house is missing and several other parts of the boat have floated away since she foundered.

Notwithstanding the war, Canada is carrying on enormous harbor improvements to keep pace with the country's growth as an exporting nation. In Halifax facilities are under construction which will cost upward of \$10,000,000, while \$8,000,000 is being expended at St. John, N. B. The new dry dock under construction at Levis, just opposite Quebec, will be the largest on the American Continent, while that proposed for St. John, N. B., will be 1,500 ft. long. In addition to these big undertakings extensive harbor improvements are being effected at Vancouver, Victoria and Prince Rupert on the Pacific, Fort William and Port Arthur on Great Lakes and at Port Nelson on Hudson Bay.

After an interruption of several weeks, the wireless telegraphy stations on the Atlantic and Pacific coasts of Canada are again in full operation. When the war began seven out of ten stations on the western seaboard were dismantled, chiefly because of the fear of an enemy raid, but also in consequence of a difficulty in maintaining an efficient censorship. So far as the inland and eastern establishments are concerned, the service is now also more regular, and no trouble is anticipated. During the next twelve months the radio-telegraphic installations in Canada will be considerably increased, and it is confidently claimed that very soon the system in operation will be unequalled in any other part of the world.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaltonen, Karl
Adderman, Ernest
Andstrom, Harry
Ahl, Theodore
Albertson, Chris
Amundsen, David
Amundsen, J.
Andersen, A. O.
Andersen, Bale
Andersen, Christian
Andersen, E. -1896
Andersen, Gust W.
Andersen, H. -1526
Andersen, H. J.
-1620
Andersen, Jon
Andersen, K. P.
-1717
Andersen, K. -1823
Baardsen, T.
Baek, Edward
Bakken, August
Bakmyhr, Gustav
Bang, Maurice
Bauer, Andrew
Behne, W. A. -1316
Bekman, Axel
Belling, Oscar
Benter, H.
Berghalm, Edward
Bernitsen, Julius
Bjorklund, Erik
Caen, P.
Cains, Ernest
Calleo, John
Campbell, Donald
Campbell, George
Carlsen, Chas. J.
Carlson, Adolf
Carlson, Charles
Carlson, P. S.
Carlstrom, John
Carron, Ed.
Cellan, John
Cesnen, Max
Cherniavsky, M.
Chostord, Emile
Danielsen, Sigurd
Davis, John
De Bare, Henri
De Blom, A.
De Bruin, E.
Debus, Fredrick
Eby, Ivar. D.
Echhoff, Otto
Echlin, L. W.
Egeland, Olav O.
Eggers, John
Eklund, John
Eklund, S. W.
Ellassen, John A.
Ellefsen, Otto
Ellingsen, Fred
Elofson, John
English, John

Andersen, N. -1549
Andersen, Nela
Anderson, Arthur
Anderson, Axel
Anderson, Emanuel
Anderson, F.
Andersson, Ernst
Anderson, J. -1705
Anderson, Hilding
Anderson, Johannes
Andersson, S. M.
Andreassen, Anton
Antonsen, P.
Apps, P.
Arnstsen, Julion
Arsonson, Albert
Asp, G. L.
Attel, Alf
Axelson, William
Bjorseth, K. B.
Bjorkstrom, Arthur
Blumel, W.
Bodagh, A.
Boers, M.
Boro, S. S.
Boy, Geo.
Brusard, E.
Brynjuelsen, H. B.
Buckly, J. J.
Burnez, Charles
Bynum, Joe

Christensen, Alfred
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cihul, Mick
Claus, Charles
Clausen, Chr.
Cokinoros, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Corregan, Robert

Deswert, William
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erickson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
-333
Ericksson, J. E.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.

Fjellman, Geo.
Fraser, Thomas
Fredholm, Chas. J.
Fyren, G. P. Von
Fitzpatrick, Patrick
Griffall, Peter D.
Gronlund, Oskar
Gullransen, Bjorn
Gundersen, Andreas
Gusjoas, Oskar
Gustavsen, Olaf
Gustavson, G. B.

Harvard, O.
Haskins, C.
Haugland, Harald
Hawkins, Fred
Heckman, Fred
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helgesen, Einar
Helinius, Oscar
Helsten, Carl
Hendriksen, William
Hermansen, G.
Hiltwood, A. S.
Hine, Jack
Hings, Otto
Hofgaard, Hans
Hogan, A.
Hogstedt, Charles
Holmberg, Karl
Holmqvist, F.
Holst, R.
Howard, G.
Hultberg, Ernest
Husby, S.
Huse, E.
Hyde, Carl

Irwin, Robert
Iversen, S.
Johansen, J. M.
-1081
Johansen, Johan
Johansen, Thos. W.
Johanson, E. Oscar
Johanson, Louis
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. -1593
Johnsen, Valter C.
Johnson, Chas. -1300
Johnson, D.
Johnson, Oskar E.
Johnson, Walter
Johnsson, C. J. -1566
Johnston, P. E.
Jones, Berthor
Jonson, Halvor
Jonsson, K. A.
Jorgensen, Jorgen

Kaare, P. J.
Kallio, Frans
Kalin, Ed.
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo B.
Kaspersen, H. -1100
Kathy, Albert
Kayser, Frank
Keating, R.
Keer, William
Kelly, E.
Kevavica, Katika
Kindlund, Otto
Kive, Charlie

Klapp, Herman
Kleishman, Frank
Klette, Ernst
Knapp, Livius
Knudsen, Daniel
Kochariin, Jacob
Koch, Harry
Kolbe, Albin
Kolstad, Anton
Kramer, Fred
Kristensen, K. D.
Kristiansen, Hans
Kristiansen, Jakob
Kroon, F.
Kylander, Herman

Laga, Emil
Lake, F. -1670
Lala, August
Lapouille, J. P.
Lapschies, Edward
Larsen, Alfred
Larsen, Anton
Larsen, F. S.
Larsen, K. L.
Lofgren, Richard
Luoma, Wain
Lundin, Charles
-1054

Maatson, Olaf
MacAuley, Hugh
Macrae, Alexander
Madsen, Ludvig
Magnusen, Ernst
Markley, Paul
Marmion, J.
Martens, Hans -1892
Martens, Paul -2262
Martensen, George
Martin, H.
Mathiesen, N. L.
Mathsen, Ludvig
Mathsen, Olaf
Maves, J. B.
McConomy, John
-1009
McCourt, Joe
McKeating, R.
McKenna, B.

Naujack, Fritz
Nelson, C.
Nelson, C. -641
Nelson, E. C.
Nelson, Robert
Nelson, O.
Nelson, W.
Nerberg, Kristian
Nessen, J. -702
Newschander, Karl
Nielsen, Andreas
Nielsen, Carl

Oettchen, F.
Ohle, Hugo
Ohlsen, E. V.
Ohlsen, P. -570
Olson, Fred -1249
Olson, Jorgen
Olson, M. B.
Olson, Ole. 1047
Olson, Ragnvald
Olson, Siegfred
Parratto, Peter
Parson, Herman
Paulsen, Alex.
Paulsen, N.
Pedersen, Didrik
Pedersen, H.
Pedersen, Halfdan
Pedersen, Henrik
Pedersen, Johan
Pedersen, P. -1245
Pedersen, Paul -896
Pedersen, Petter A.
Pedersen, Walter G.
Penny, Anton
Peterson, E.
Peterson, J. A. -515
Peterson, John A.
Pettersen, Karl L.

Quin, C. B.
Raalsen, Fred
Rader, A.
Rakov, Stephen
Randrup, John
Reilwall, A.
Reed, J. W.
Rimmer, Chas.
Saarinen, E. 2581
Samsing, Carl
Sand, Bernhard
Sand, Torger
Sanderson, Geo.
Sanne, Rudolf
Sauders, James
Sauza, Custodio
Schachtel, Alfred
Scheffler, Samuel
Schellenberg, H.
Schmidt, Ernest R.
Schneider, Fred
Schruester, E.
Schultz, Fred
Scott, James S.
Selander, C. G.
Seibert, H.
Shager, Ernest L.
Sherry, J. H.
Shrene, Elwood
Simonsen, Carl
Skjellerup, Aksel

Tallborn, John
Tamman, Krispin
Tammar, P.
Targussen, Gunvald
Tarm, E.
Tarvik, Olaf
Tasnase, E.
Terry, Jack E.
Thilo, Peder
Thio, Johan
Thearin, John E.

Uderkull, C.
Umar, John
Vangelder, William
Viberg, John
Wakrum, John
Wapper, John
Wae, William
Wandy, Geo.
Westlake, S. G.
White, Fred
Wilhelm, Edward
Willarts, Fred

Wakrum, John
Wapper, John
Wae, William
Wandy, Geo.
Westlake, S. G.
White, Fred
Wilhelm, Edward
Willarts, Fred

Wakrum, John
Wapper, John
Wae, William
Wandy, Geo.
Westlake, S. G.
White, Fred
Wilhelm, Edward
Willarts, Fred

Zankert, Karl
Zimmerman, Fritz
Zornig, Harry

Zwakten, Rudolph
Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Amunsen, Daniel
Anderson, A.
Anderson, Andrew
Anderson, Gust W.
Athanasiele, Michal
Belling, Oscar
Berling, J. B.
Ejornsen, Conrad
Carlsen, Jacob
Carter, H.
Ceelan, John
Christoffersen, Olaf
Ellefsen, Otto
Erikson, E.
Finnely, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hagbart
Henningway, Geo.
Hofgaard, Hans
Hushy, Lars
Johansen, Emil
Jonson, Halvar
Jorgensen, Oluf
Klette, E. F.

Laas, J.
Lucey, James
Morris, O. R.
Nielsen, E. S.
Olsen, Carl -1101
Olsen, W. S. -1229
Pedersen, Ellif
Pedersen, Georg
Pedersen, Olaf
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rutursen, A. L.
Ruter, Peter
Sanne, Rudolf
Schroder, Aug.
Schultz, Fred
Seibert, H.
Skoglund, Hendrick
Sorensen, Pete
Strandquist, Louis
Strandin, A. W.
Tanum, H. -793
Wakely, R. E.
Whiteside, Fred
Winkel, August
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS
Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL
DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Parallel Case.—"Oh, doctor, I have sent for you, certainly; still, I must confess that I have not the slightest faith in modern medical science."

"Well," said the doctor, "that doesn't matter in the least. You see, a mule has no faith in the veterinary surgeon, and yet he cures him all the same."—Sacred Heart Review.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets \$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission
INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

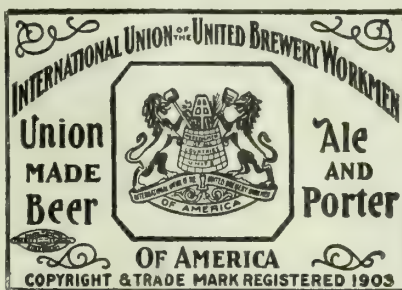
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

When Drinking Beer
See that this Label is
on the Keg or Bottle



SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

M. WICKS
Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER
124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust
Anderson, Erik
Albertsen, Hans
Christiansen, Oscar
Andersen, E. W.
Bernhard, Oscar
Colbert, M. J.
Cohn, W. R.
Christensen, Pete
Certz, Emil Ail
Elml, A.
Ekeland, Will H.
Erickson, Earl
Erikson, Oille E.
Findley, Joe
Fritsch, Leonard
Gundaker, Sam W.
Grabrova, Anton
Happmer, H.
Israelson, Ernest
Johnson, Martin
Johnson, John E.
Jacona, Carmelo
Janssen, J. Axel
Jensen, Ole
Kathy, Albert
Kramer, Fred
Mareple, John
Magnussen, Magnus
Osterlund, Carl
Olson, John
Schultz, F. J.
Saalman, Joe
Schlachte, Alfred
Slinning, Ernest
Wilson, Herman
Wallin, E.
Witte, Myer J. T.

Seattle, Wash.

Abolln, Adam
Borgen, K. Sigurd
Dahl, Ben.
Flister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, John
Stein, George G.
Stixrud, Jack
Strommen, Oscar

News from Abroad.

The first ship belonging to the German Navy to be captured by Australians was brought into Sydney Harbor in the shape of the "Komet," a vessel of 930 tons, which was the German Government's despatch boat at New Guinea. She had a powerful wireless installation in working order.

The French minister of finance, in presenting the 1915 budget, announced that there were ample funds to bear the war strain even though it be long drawn out. He announced that France had advanced \$50,000,000 to Belgium, \$18,000,000 to Serbia, \$5,000,000 to Greece, and \$100,000 to Montenegro.

At a court-martial in Wilhelms-haven December 23 the captain and commander of the German cruiser "York," which sank with a loss of over 300 lives after striking a mine while returning from the raid on Yarmouth, Eng., were accused of disobedience of orders or negligence occasioning the loss of the ship and with manslaughter. The two officers were found guilty. Capt. Vieper was sentenced to two years' imprisonment in a fortress and Commander Cleve to one year's imprisonment.

Local disturbances in Manila, in which a number of men with arms were arrested by the police and constabulary have been announced as an insurrection. Governor-General Harrison belittles the occurrence, and attributes the trouble to the revolutionary campaign conducted from Hong Kong for a number of years past, and declares that nobody of standing or influence is connected with the movement. The press accuses rival politicians of magnifying the disturbance, some even charging Americans with fomenting the trouble for the effect it may have on the Jones bill now before Congress.

Oil supplies will suffer a serious slump while the war lasts. According to the "Mining Magazine" (London), Galicia produces about 2 per cent. of the total crude oil production of the world; Roumania, which is on the edge of the war, contributes 3¼ per cent.; in Russia, the two Caspian oil fields of Baku and Grosny are responsible for 14 and 2½ per cent. respectively. The Dutch and British Indies contribute 6 per cent. and 3 per cent. respectively, and the supply from them will be delayed by the uncertainties of ocean travel in time of war. However, the American supply, equivalent to 64 per cent. of the whole world's output, is available.

Italy again has been visited by earthquakes of wide extent which, according to the late advices, has resulted in the death of 20,000 persons and injury to possibly 30,000 more in the towns and villages destroyed. The shock was the strongest Rome has felt in more than one hundred years. The town of Avezzano, in the Abruzzi department, sixty-three miles east of Rome, has been leveled and 8000 persons are reported to have been killed there. In many small towns surrounding Rome, buildings were partially wrecked, while at Naples a panic occurred and houses fell at Caserta, a short distance to the east. From below Naples in the south to Ferrara in the north a distance of more than 300 miles, and across almost the width of the country the undulatory movement continued for a considerable period.

With the Wits.

"Have you got my number, angel face?" he murmured into the phone.
 "Yes, I've got your number," retorted the girl. "You can chop that kind of talk."

Fond Mother (proudly)—An' do ye no think 'e looks like 'is faither?

Sympathetic Neighbor (cheerfully)—An' niver ye mind thot, Mrs. McCarty, so long as 'e's 'ealthy.—Ex.

Old Lady—I've brought back this war map you sold me yesterday, Mr. Brown. It's not up to date. I've been looking all the morning for Armageddon, and can't find it marked anywhere.—Punch.

"Uneasy lies the head that wears a crown," says the old adage, but judging from the many conflicting reports coming from the warring monarchs, it appears that they lie rather easily.—Ex.

A young man who had been calling rather frequently of late on a Richmond girl was waiting for her in her father's library the other evening when that stern parent entered the room.

"Young man," said the S. P., "I want to know your intentions."

"Why," was the answer, "my present intentions are to go home."

And he did.—Richmond Times-Dispatch.

Pat, who had been summoned for beating his wife, did all he knew to put the blame on his mother-in-law, and, in consequence, was chided by the bench for his lack of gallantry.

"Why people should think it clever and right to malign their mothers-in-law I don't know," remarked the magistrate. "Is chivalry quite dead among us? I could," he added, "tell you of men who never once said an unkind word to their mothers-in-law, who never had the bad taste to complain about their mother-in-law's actions, who never—"

"I only know of one, your honor," interrupted Pat.

The magistrate scowled.

"And if you want to know his name, your honor," went on Pat, "it's Adam."

An Invitation

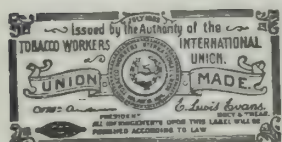
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping

this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

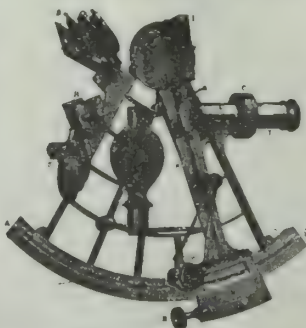
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Free and Free.

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP

HALE'S 1915 JANUARY SALES OF WHITE

—ARE NOW IN PROGRESS.

These, our greatest January Sales of White, for San Francisco's great year, have met with noteworthy success. It is an instance of work well done, meriting and receiving a generous reward.

We have prepared for these January Sales of White as we have never done before. We sought only merchandise which was correct in style, most desirable, and which could be offered at much less than it would command in the regular way.

There is no short way to explain the importance of this event to you, or describe the unequalled opportunities it affords. If you will but visit these sales, your eyes will behold many surprises and you will find scores of specials remarkably adapted to your taste.

At our economy prices it will pay you to lay in an entire summer's supply while this sale lasts.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 20.

SAN FRANCISCO, WEDNESDAY, JANUARY 27, 1915.

Whole No. 2314.

A DEFENSE OF FREE SPEECH.

Professor Ross Pleads for the Underdog in the Struggle for Right.

It is expressibly shocking that the rights of free communication established so long ago at such cost of patriot blood, time tested rights which in thousands of instances have vindicated their value for moral and social progress, accepted rights which in the minds of disinterested men were as settled as any principle of human conduct can be, should with increasing frequency be flouted by strong employers and set at naught by local authorities.

Are the agitators of to-day more artful or inflammatory than those of other times? Are wage-earners more ignorant, less self-controlled, less able to distinguish right from wrong or truth from error? Is there some unrepresented section of the people bent upon subverting our form of government? Is there a convinced class working resolutely and in concert to bring about a state of anarchy?

No, there is no such crisis.

If freedom of communication could be established in a time when most men were unable to read and write, were ignorant of the responsibilities of citizenship and inexperienced in discounting the spoken or written word, how rock-fast ought it to be to-day when practically the entire population reads, and the traditions of self-restraint, of the duty upon the people of obeying the law they themselves have made and of the righting of wrongs by orderly procedure have become deeply rooted in the bulk of the population!

To judge from the lavish use of the club and the cell, the rantings of kept newspapers and the bombardment from the heavy artillery of social defense, one might suppose that nothing less is at stake than monogamic marriage, the life of civil officials and the institution of private property. So great a pothor is the profits from long hours, low wages, false measurement, arbitrary fines, speeded labor, company stores and the evasion of the law's requirements of safety and sanitation, able to raise when menaced by the advent of an intrepid agitator with suggestions of organization and strike. A mortifying anti-climax must it be to the good citizen who has been drawn into sanctioning high-handed measures against disturbers to find later underneath the "law and order" movement nothing but the pecuniary alarm of a handful of greedy and arrogant local magnates who by the unholy use of their financial power have been able to force the city authorities, the police courts, the business men, the pulpits and the newspapers to fight their battles!

What we are witnessing in recent years is not

at all an anarchistic movement among wage-earners, but the struggle of the worst paid or worst treated laborers to improve their position and exact the treatment due to men. Does any candid student of society doubt that the grievances of the sections of labor which are being organized by the Industrial Workers of the World are quite as real and serious as the grievances of which in times past the railroad men, the miners, the longshoremen, the printers, the telegraphers, the iron molders, the structural iron workers and many other groups of skilled workingmen complained? These past movements for the betterment of conditions were certainly accompanied by strong emotion, bitterness, class animosity, irresponsible leadership, Utopian proposals and lurid rhetoric which lent color to the capitalists' cry that law and order were in danger. There was always enough wild language and violence by individuals to allow such officials, courts, politicians, newspapers, pulpits and colleges as were subservient to the employing class and would fight the labor movement at its bidding to pose as the saviors of society against crime and spoliation.

I remember how, thirty years ago, the Knights of Labor leader I called on, carefully pulled down the blinds before he would talk. And yet many of the reforms his organization sought—restriction of child labor, the establishment of bureaus of labor statistics, postal savings banks, inheritance taxes, the use of arbitration in labor disputes, the gradual introduction of the eight-hour day have already been or are being realized, and few disinterested citizens would have it otherwise.

We look back upon the wrongs and needless sufferings of a bygone generation of labor and regret that the scales did not sooner fall from our eyes. We wish that the labor of 1884 had not been denied the protection which we acknowledge as the right of the labor of 1914. But thirty years hence, in 1944, what rights will the ill-paid floating, seasonal or unskilled laborers enjoy with the full approval of all the better elements of the then society, which to-day are being denied them while their organizations, demonstrations, parades, agitations and strikes are being denounced as anarchistic and criminal? If indeed the public has nothing to learn when these sections of labor gain the limelight and a voice, if the public knows all about the frauds and extortions of private employment agencies, the selling of jobs by foremen, the conditions in construction camps, the violation of labor laws by employers, the oppressive fines for alleged bad work, the employer system of espionage, the cutting of the piece price, etc., then the mass meetings, parades and demonstrations of labor may be prohibited without prejudice to their cause.

To be sure, freedom of communication opens

a way for false, impracticable or pernicious theories, as well as for just complaints and salutary propaganda. To facilitate the circulation of true and valuable doctrines, while at the same time checking the promulgation of fantastic or harmful ideas, would be good social policy if only there were a sure touch-stone to tell the gold from the lead. But since to entrust the discriminating among ideas to any man or board subjects communication to arbitrary judgment, so that presently it ceases to be free even for truth in case the truth happens to be distasteful, there is nothing left but to tolerate the propaganda of false doctrines as the unescapable price to be paid for the boon of liberty.

Although the preaching of specious folly puts Truth and Wisdom on the perpetual qui vive, it would be strange indeed if they should shrink from the test of free discussion. "Though all the winds of doctrine were let loose to play upon the earth," says Milton, "so Truth be in the field, we do injuriously, by licensing and prohibiting, to misdoubt her strength." Let it not be forgotten that the wildest theories that find utterance to-day are not a whit more unsettling than the heresies current in the time of Cromwell.

Let us not then sound a retreat on the ground that new and more shattering ideas are seeking utterance. I doubt if any one before me dreads the inherent seductiveness of anarchist doctrines upon the ordinary mind. The proportion of citizens who respect property and law on solid rational grounds and are proof against incendiary appeal is now far larger than in times past. Individuals may be thrown off their base by crack-brain notions, but no body of wage-earners among us has by oratory alone been brought into an inflamed and seditious state of mind.

Repression of agitation tends to rally all the conservative, law-abiding workingmen to the defense of those of their class who seem oppressed. On the other hand, only good results from a scrupulous regard for the rights of the fractious element coupled with the enlistment of the sober-minded wage-earners in efforts to solve the social problems affecting themselves.

The tactics then for controlling subversive ideas is not the application of the gag, but the redress of real grievances. There is no need of the hurried resort to high-handed tyrannical measures. Our social order is not so weak as its more vociferous champions imagine. Our institutions are not like the walls of Jericho to be leveled by a blast upon the trumpet. What is going on under our eyes is not the break-up of society, but the painful struggle upward of sections of the laboring class which have been in the most depressed and helpless condition. In their struggle with the powerful their initial weapons are the unhindered disclosure of their wrongs and free discussion of plans for concerted action. For organized society to allow these weapons to be wrenched out of their hands would be connivance in one of the greatest iniquities that could be committed.—Excerpts from the address of Edward Alsworth Ross, University of Wisconsin, president of the American Sociological Society.

WAR AND BRAVERY.

The riotous, reeking war hell of Europe illumines one truth perhaps more conspicuously than any other, and that is that our brothers, our brothers of France, our brothers of Germany, of England, of Austria, all perhaps less unlike ourselves than we sometimes fancy, are, at least in the frenzy of war, neither brave nor Christian.

Brave? What bravery is there in the sway of might made possible only by vaster numbers and superior armament? What bravery is there in the fomenting of mere race hatred that men may craze themselves into dashing at each other like beasts with only murder in their hearts? What bravery is there in planting explosive mines in open sea, that the ships of fellow men may come upon them unawares and their crews be blown to kingdom come? What bravery is there in sneaking, hidden beneath the waters, to strike low down upon unguarded vital spots of an enemy's man-of-war, a trick that even low-browed brutes of the prize ring despise? What bravery is there in ruthlessly, wantonly making a million helpless women and children homeless? What bravery is there in wrecking cathedrals and art palaces that cannot strike back? What bravery is there in flying at secure heights and dropping murderous and destructive bombs where defense is impossible? What bravery is there in starving men into submission? What bravery is there in cornering human beings like rats and turning machine guns on them to mow them down in sickening, certain, horrible harvest? Can any sane man call this bravery? When the smoke has rolled away and the reek at last been dispelled by heaven's sweet, pure air we shall be regaled with tales of handfuls of men here and there who essayed fruitless, impossible tasks; of little drummer boys who grabbed a tattered rag of one color or another and strutted for a brief moment upon some parapet till their poor bodies were riddled. Fools! Poor, crazed, vain fools. But in all Europe, in all that land of sturdy men, not one soul who had the real courage to say "Shoot me for disobedience of orders if you will, I shall not kill a brother man of mine merely because he happens to be a little darker or a little lighter skinned, or speaks a different language than I." There was not one nation which had the courage to say: "We will not invade your countries, neighbors; we will not kill you nor harm you; we will not even arm to do so. We have preached that the right will prevail, that the God of good reigns. We will prove our faith, our faith in that God, our faith in you, our faith in ourselves by our works. We will compete with you, fairly, to render service to the world, but we will not combat with you." Such a nation would have gone unscathed.

War breeds only vain, strutting, murderous demoniacs and saddened men and women. It does not develop really brave men, men of the genuine worth-while bravery. At best, every war movement represents, as the New Yorks Staats-Zeitung, itself radically pro-German, of course, and war fevered, expresses it merely, "The strength of cold steel and cold calculating intelligence."

Christian? Every participating nation has entered the contest announcing its

special partnership with almighty God, the God made comprehensible to us by the meek and kindly though courageous master teacher, Jesus, and then hurried into the melee as to a pig-sticking tourney in an abattoir.

Christian? Following in the footsteps of the pre-eminent teacher of justice and fairness, but spreading wanton, needless destruction, resorting to every conceivable ing?

Christian? Following in the footsteps of the great revelator who spread for our understanding and guidance the sublime lessons of love and morals and the all reality of the good and the beautiful and the spiritual, but rushing at each other to hack, to behead, to disembowel? What inconsistency, what horror can equal it, and not even the semblance of a question of religious liberty to justify it.—Robert S. Doubleday, in The Public.

CALIFORNIA METAL PRODUCTION.

California mines show an increased output in gold, silver, lead, and zinc and a decrease in copper in 1914, compared with 1913, according to preliminary figures compiled by Charles G. Yale, of the United States Geological Survey. The mine figures for 1913 were \$20,406,958 in gold and 1,378,399 ounces of silver; the estimates for 1914 indicate an output of \$21,138,500 in gold and 1,987,700 ounces of silver, an increase of \$731,500 in gold and 609,300 fine ounces of silver. California remains the premier gold-producing State of the country. There are about 800 producing mines in the State, of which approximately half are deep mines and half placers of various kinds.

The capacity of the milling plants is about 2,000,000 tons a year, with an average value in gold and silver of \$5.61 a ton, and in all metals of \$5.66. In addition, copper, lead, and zinc ores to the quantity of about 500,000 tons are smelted. Amador county is the largest producer of gold ores, followed in order by Calaveras, Nevada and Tuolumne.

In placer mining operations the dredging industry is by far the most important in the production of gold, producing about 40 per cent of the total gold yield of the State, and about 92 per cent, of the placer-gold output. The principal gold dredging fields of the State are at Oroville, Butte county; Folsom, Sacramento county; and Marysville, Yuba county, but dredges are also producing in Calaveras, Merced, Siskiyou, Stanislaus, Placer and Trinity counties. A few new machines have been built and much prospecting of dredging ground has been in progress. In some of the older dredging fields there has been a natural falling off in gold product, owing to exhaustion of the ground; but little general reduction of yield in the industry has been apparent in 1914. The hydraulic placers of the State, formerly so important in gold yield, now produce only about 3.73 per cent of the total; the drift mines, 2.18 per cent; and the surface or sluicing mines, 2.53 per cent.

During the last four or five months of 1914, owing to the "hard times," a distinct revival of interest in gold mining has been shown, and this accounts to a great extent, for the increase in yield. Some old workings which have been considered as worked out 40, 50, or 60 years ago have been made

to produce small quantities of gold. Hundreds of small miners, rockermen and sluicers, have gone into abandoned diggings and managed to make a living.

The silver output shows an estimated total yield of 1,987,700 ounces, compared with 1,378,399 ounces in 1913, a gain of 609,300 ounces for 1914. This is derived mainly from smelting copper, lead, and zinc ores, although some silver is obtained in the mining of gold, both quartz and placer.

Notwithstanding the condition of the copper market, owing to the European war, during the later months of the year, the copper yield appears to have fallen off only about 560,000 pounds in 1914, compared with 1913. The estimated yield for 1914 was 34,000,000 pounds, most of which came, as usual, from Shasta county. The large smelters of the Bully Hill and Balakala Copper companies remained idle during 1914. The smelting plant of the Mountain Copper Company was closed entirely in September, owing to market conditions.

The mine output of lead in 1913 was 3,514,342 pounds; in 1914 it is estimated at 6,484,000 pounds, an increase of nearly 3,000,000 pounds, mainly from mines in Inyo county, particularly in the Cerro Gordo region near Keeler.

The estimated zinc output of the State in 1914 was 2,107,000 pounds, against 1,057,485 pounds in 1913, an increase of 1,050,000 pounds. Usually the entire zinc output of the State has been derived from Inyo county but in 1914 by far the larger portion came from Shasta county, from a property heretofore considered a copper mine only.

ANTI-JAP LEGISLATION.

Notwithstanding vigorous protests by the Japanese Government, anti-alien land legislation will again receive the attention of the California Legislature. The California State Federation of Labor as well as the San Francisco Labor Council are on record, for the amending of the Alien Land law by eliminating the leasing clause, at the present session of the Legislature.

The Anti-Jap Laundry League and the Associated Anti-Japanese Leagues of California will work unceasingly for this legislation.

The law as it now stands means very little. In fact the original intent is nullified by the existence of the leasing clause. There were many reasons for the insertion of this clause at the 1913 session, one of which was to give all an opportunity of adjusting matters preparatory to eliminating the objectionable three-year leasing clause at the 1915 session. This action was promised in 1913. The same reasons that prompted Alien Land legislation by the Legislature in 1913 still prevail.

A great number of the State Senators and Assemblymen are pledged to this legislation at this time, and there is no doubt but that the law will be so amended.

The citizens of California are as alive as ever to the Asiatic situation. The disastrous results of this undesirable competition are apparent everywhere. Public demand for the amending of the Alien Land law by eliminating the leasing clause is increasing daily as the 1915 California legislative days roll by.

ANTI-JAP LAUNDRY LEAGUE,
Wm. T. Bonsor, Secretary.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Unemployment Insurance.

In a report to the United States Department of Commerce, Vice Consul General Louis G. Dreyfus discusses "Insurance for the Unemployed in Germany." He states that "the governments of various states in Germany have commenced studies and investigations of the problems of unemployment. All previous efforts to pass legislation have failed. Various municipalities, however, have inaugurated successful systems of insurance against unemployment. The unemployed are provided with funds enabling them to obtain the barest necessities during this period, thus shielding laborers against absolute misery in times of industrial depression. These systems have generally required the laborer to contribute toward this fund, supplementary to the municipal grants."

The first actual establishment in Germany of a municipal system of insurance against unemployment was in Cologne. It was based on the theory where a worker contributed for thirty-four weeks he was provided with work, and if this were not possible, daily grants of 2 marks (47.6 cents) during the first twenty days of unemployment and one mark (23.8 cents) during the next twenty-eight days were paid. The rates contributed by workers for the thirty-four weeks were: Thirty-five pfennigs (8.3 cents) for unskilled and 45 pfennigs (10.7 cents) for skilled workers.

This system has since been changed, and the skilled and unskilled are now subdivided into least dangerous, medium and most dangerous, with a corresponding grading of the premium. It has been found impossible to include pieceworkers. The right of support begins after fifty-two weekly payments, but for the first six days of unemployment no daily grant is made. At the present time eight German cities have a system of municipal unemployment insurance. Four cities have the Ghent system of insurance, which is based on grants or subsidies from public funds to trade unions that they may work out their own benefit schemes.

Wages Reduced by Judge.

The European war is being taken advantage of in far-away Australia to not only check wage increases, but to reduce those already agreed to.

Under the industrial arbitration act, now in force, wage boards set the rates for workers in New South Wales. These rates may afterward be reviewed by the court of industrial arbitration.

Recently Justice Heydon, of this court, while discussing the results of war in Europe, indicated in the following manner that wages could be reduced:

"If the parties concerned in any award should find, therefore, that it ought to be altered, or that fresh provisions are required to meet a state of things never contemplated, they have only to approach their boards or the court. If those who are interested consent to the changes, immediate action can be taken; if, on the other hand, conditions are asked for by one side which are disputed by the other

an inquiry can be made at the shortest notice and with the minimum of delay."

Acting on this hint by the court, the association of metal polishing employers appealed from a wage board decision that raised wages in this industry. The decision was ordered suspended by Justice Heydon, who said:

"The consideration of the question was brought before me a short time ago, and I gave a decision then that, so far, at any rate, as government employes are concerned, it was not a time for raising wages, to put the matter shortly. I limited that decision expressly to government employes, although there is no doubt that the principles underlying the decision have a wider application than to mere employes of the government."

For the guidance of boards in the reduction of wages, Justice Heydon said that while "the living wage depends on what you want to live on," and is according to standards, wage reductions "must come down from the top, because the man who is getting the living wage is resting on bedrock apparently."

In the case of increases for leather workers, which was agreed to by the wage board, Justice Heydon, in setting aside the decision, showed the power his court possesses, under the act, to make wage scales, regardless of the necessities of involved workers.

"The court," said Justice Heydon, "is entering upon the consideration generally of the question—in what cases, under the present war conditions, boards should refuse to entertain applications for increases. The decision of the court will have a bearing upon this case, and if it should be necessary, the present decision will be modified, to conform with such rules as the court may lay down."

"I, therefore, suspend until further order the operation of this judgment in those respects in which increases of pay would result."

Gompers Defends Trades Unionism.

Before a large and enthusiastic audience at Indianapolis, President Gompers of the American Federation of Labor, delivered a stirring address on the trade-union movement and the Clayton amendment to the Sherman Anti-Trust law. With sledge-hammer logic the unionist piled fact upon fact in his defense of unionism and the right of workers to own themselves.

The plan of reducing wages as a remedy for industrial depressions was riddled, and Federal Judge Anderson, of this city, was notified, in the most vigorous manner, of inherent rights his injunction writs cannot deny.

In referring to an injunction issued by this court last September against Indianapolis street car men from calling a strike, from destroying property, or from inducing or influencing others to join them, President Gompers said:

"My friends, of course no one can justify violence or threats. No one can justify the destruction of property. No one can justify physical or personal assault, but

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Fifty boys employed as assistant bottlemakers at the Sydney Bottle Works, Waterloo, went on strike recently for 8s. per day.

Of the 450,000 operatives in the Lancashire (England) cotton trade, 150,000 are said to be totally unemployed, and another 10,000 on short time.

The boot and shoe industry in England is said to be flourishing and employees engaged in it are working overtime owing to large army and navy contracts.

In Tasmania, where there is a labor government in power, the Legislative Assembly has agreed by a large majority to give equal pay for equal work in the education department.

Under a recent New South Wales undertakers' award not less than three men must be employed to carry a coffin. For employing only two a Sydney undertaker was recently fined 1s. and costs.

For employing for six weeks a woman at less than the regulation wage of 3¼d. an hour—the actual wage paid being 2¼d. an hour—a firm of tailors in East London was recently fined £5 and costs, and ordered to pay the woman the balance of the legal wages.

The Brisbane "Worker" makes the following significant statement: "Amidst all the hustle and bustle of Australia to send away troops to help to defend the empire comes the announcement that the Queensland government is bringing in more immigrants to flood the unemployment market. The lunacy of the thing is obvious. Australia is paying to send away troops and paying to bring new arrivals in—which is the same as burning the candle at both ends. Immigration as a vigorous policy with government assistance during the war is plain madness and should be stopped instantaneously."

Materials for tracing the manner in which the course of employment in Germany has been affected by the war are furnished by the returns made each month by the German Trade Unions to the Imperial Statistical Office and summarized in the Reichsarbeitsblatt, the journal of the German Department of Labor Statistics. By these returns it will be seen that, compared with a percentage of 2.9 out of work at the end of July, the proportion at the end of August—the first month of the war—was 22.4. Since then the position has considerably improved, mainly owing to large orders placed by the military authorities, so that by the end of September the percentage reported unemployed had fallen to 15.7, and by the end of October to 10.9. As regards the month of October the Reichsarbeitsblatt states that "the improvement in the state of the labor market which set in during September in nearly all branches of industry was maintained during October. This was particularly the case in trades engaged either directly or indirectly in supplying military needs. The improved conditions extended to almost all trades, even to those concerned with articles of luxury, such as working in gold and silver. The building trades formed the only industrial group which did not, on the whole, exhibit an improvement, and this exception was to some extent due to bad weather."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Apelquist, Otto
Andersson, Hilding
Andree, Ernest A.
-1410
Ahlman, Christian
Anderson, David C.
Billington, Martin
Bringsrud, Marala
Boy, A.
Brusgaard, E.
Christensen, Martin
Carlson, Carl
Chilton, Harry
Carlsson, C.
Damiano, Alex
Danielson, E.
Eliassen, Emil
Elissen, Sam
Felsch, H.
Fesholz, Dan
Galleberg, Martin
Gustafson, Alf
Hansen, S.
Hansen, Gilbert
Hederstrom, Torvid
Hansen, John L.
Hollstrom, O.
Hansen, H. T. -1446
Headstrom, J. F.
Hansen, Sigvorth
Jordan, H. S.
Johanson, Albert
Johanson, John
Johansen, Gunnar
Jeter, V. E. -983
Johnson, Edw. A.
Lauritsen, Ole
Larsen, Hans
Lutzen, Valdemar
Larson, Axel -1768
Lindeman, Gus
Lindner, J. -1750
Lindeman, J.
Lassen, Alf
Meesman, J.
Menter, Wilhelm
Malm, Gustaf
Manning, Krist
M. Jensen, Andrew
Nilsen, Martin
Nikander, Knut
Nelson, Ernest C.
Nelson, Axel
Nielsen, Ole
Olsen, Emil Frederik
Owen, Fred
Ogilvie, Willie
Olsen, Ole Wilhelm
Olsen, Harald
Penningrud, Ludvik
Peterson, H.
Pedersen, Olaf
Rugg, A. P.
Rasmussen, J. -446
Rendelsmann, Alfred
Skaanes, Egil
Stenroos, A. W.
Schlachte, Alfred
Svensen, S. -1717
Svenningsen, S. N.
Swanson, E.
Sassi, W. (Reg. let.)
Sorgenson, H. P.
-1498
Staff, Louis
Schultz, Axel
Thom, Edmund
Tonnesen, P. -100
Torjussen, Guay. -11
Toren, Gustaf A.
Tvedt, Olai
Wahlberg, Rudolf
Wilson, Willie
Zimmer, Walter
Ziegler, Fred
(Photos & Packages)
Anderson, David C.
Ellisen, Sam
Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton
Anderson, O.
Burk, Harry -1284
Lundin, Ch. W.
Eugenis, John
Eliassen, John
Erickson, E.
Hansen, Eugen
Hansen, Jens
Johnson, Albin
Jorgensen, C. M.
Martinsen, John
-2191
Nielsen, Chr.
Olsen, John
Ostergard, F.
Pedersen, Carl -149
Rasmussen, Emil S.
Strand, Conrad

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Brougham street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Pacific Coast Marine.

After an idleness of some time, several lumber carriers of the coastwise fleet have resumed service, and the outlook is just a little brighter, according to shipowners, although rates and demand for tonnage for the lumber trade are said to be far from satisfactory.

With a submarine on deck, the United States collier "Hector" has arrived at Puget Sound from Mare Island and proceeded to Bremerton to coal, take on two more submarines and proceed to Manila. The "Hector" will return with a cargo of teak wood for the Navy.

George Vancouver, the navigator, who was born at King's Lynn, England, will be commemorated in that town in future by an oil painting which was unveiled recently by the mayor in the town hall. It was presented by subscription, some contributions toward this object having been received from residents in Vancouver.

The new American steamer "Francis Hanify," 1552 tons, arrived at San Francisco on January 19, on her maiden voyage from the Atlantic via the Panama Canal. The "Hanify" is in command of Captain Zaddart, and was twenty-four days on the voyage from Norfolk. She brought 3200 tons of coal consigned to the United States Government. The "Francis Hanify" has been chartered by the Matson Navigation Company and will operate for the time being in the freight service between San Francisco and Honolulu.

The Japanese Government has modified the restrictions put on exportations of coal to the Philippine Islands during the continuance of the European war so as to make it no longer necessary for the party importing coal to the islands from Japan to deposit double the value of the coal to be imported. The Philippine coal importer now must simply guarantee the party exporting the coal from Japan that the coal will not be sold or delivered to any of the enemies of Japan, which guaranty must be such as will satisfy Japanese authorities.

Captain Robert Bartlett, commander of the steamer "Karluk," which carried the Stefansson expedition to the Arctic, has recently expressed the belief that the eight missing explorers of the expedition perished long ago. "Those eight men set out last February from the place where the 'Karluk' was crushed in the ice and headed for Wrangell Island, eighty miles distant," he said. "They never reached the island. The men had neither proper supplies nor experience in Arctic work to carry them safely through all the months since February, 1914. They perished, without doubt."

For the first time in the history of shipping on the Pacific, a vessel flying the Siamese flag is booked to come to this Coast. It is announced by the agents of the East Asiatic Company that, following the motor-ship "Pangan," which is now en route here from Scandinavian ports and Genoa, Italy, the motor-ship "Chumpon" will be leaving Genoa, her last port of call in Europe, next month. This vessel flies the Siamese flag, and will be the first ever seen on the Coast under such register. On outward schedule from Pacific ports to Europe the East Asiatic Company has four vessels listed. They are the "Annam," "Fionia," the "Rhodesia" and the "Pangan." With the exception of the "Rhodesia," the vessels are motor-driven.

A bill has been introduced in the Philippine Assembly by Delegate Bernardo Mundo, of Tayabas, providing rules to govern salvage of vessels and cargoes wrecked or stranded or sunk within the waters of the archipelago. This measure provides that the court of first instance of the district exercising jurisdiction over the waters in which the salvage takes place shall have jurisdiction of cases arising under the bill. Salvors are to be entitled to not less than 10 per cent. nor more than 30 per cent. of the vessel or cargo salvaged, to be determined according to the conditions under which the salvage shall have been accomplished. Where the vessel or cargo shall have been totally abandoned the salvage may be as high as 50 per cent. Where payment of salvage is refused the courts may order the vessel or cargo sold at public auction to cover the costs.

It is reported that the North Pacific Steamship Company will replace the lost steamer "Eureka" on the intermediate coast run with the steam-schooner "Homer," which formerly operated in the Alaskan and Mexican trade. The "Homer" was operated to the seal rookeries on the Pribiloff Islands by the United States Government and more recently made a few voyages to the lower coast. The vessel, which is an old timer, having been built in 1891 at Bandon, was auctioned off by the United States Marshal several weeks ago. The vessel brought the ridiculously low figure of \$3650, and was said to have been purchased by W. H. McDaniel for the Doe interests. W. S. Scammell had figured as the vessel's previous owner. The "Homer" is a larger craft than the "Eureka," being of 331 tons net. She is 146 feet long, 33.8 feet beam, with a depth of 17 feet. The steamer has accommodations for nineteen pas-

engers, but will be used only as a freight carrier.

The Pacific Mail freighter "Aztec" is to be returned to service, but the company has not yet prepared her complete itinerary, although the vessel will probably be operated in the lower coast trade. At the Union Iron Works the "Aztec" had undergone an overhauling, which practically makes her a new vessel. She has received new iron decks and has otherwise been rejuvenated. With the return of the "Aztec" to service comes the announcement from the Mexican-American Trading and Steamship Company that they will operate the Mexican steamer "General Pesquiera" from San Francisco to Central American ports. The company also plans to run the former Mexican steamers "Colon" and "Balboa," now flying the American flag, in the service to Mexican ports. Competition thus interjected into the Mexican and Central American trade, of which the Pacific Mail formerly held full way, will add zest to the traffic, according to shipping men.

For the first time in the history of the port of San Francisco a Japanese steamer is to go from here to Australia laden with general cargo received on the Coast. The vessel is the Japanese freighter "Keishin Maru," which has been chartered by the Union Steamship Company to load at San Francisco and at British Columbia ports for Sydney and Wellington. The "Keishin Maru" arrived at Guaymas a few days ago from Moji with a cargo of coal under charter to J. J. Moore & Co., and will shortly come to undertake her new fixture. The fact that many British carriers, both passenger and freight vessels, have been impressed by the British Admiralty for service as transports is responsible for the charter of the Japanese steamer by the English company, which heretofore, when in need of additional tonnage, outside of its own fleet, confined its fixtures to British bottoms. It is confidently believed by local shipping men that the Australian waterside workers' union will raise no objection to working with their Japanese allies.

Advices received by the marine department of the San Francisco Chamber of Commerce state that the old schooner "Sailor Boy," for years familiar to local shipping men and with a record as a lumber-carrier, has been placed in dry-dock at Honolulu, where she has lain, practically abandoned, since 1911, and will be converted into a cannery barge. The last voyage of the "Sailor Boy," which was at that time the property of the S. H. Harmon Lumber Company of San Francisco, was made when she sailed from Fanning Island for this port on August 15, 1911, laden with copra. Heavy weather was encountered, and she put into Honolulu leaking badly and with her mizzenmast broken off at the deck. Soon afterward she was purchased by the late Captain Frederick Miller of Honolulu for a small price, but nothing was done toward repairing her and she was recently purchased from the estate of her late owner by pineapple interests and will be used between Honolulu and Pearl Harbor for the transport of their products.

A survey of the American-Hawaiian freighter "Isthmian" on Hunter's Point dry dock has revealed the fact that the vessel was seriously damaged when she struck on the rocks of San Benito Island several weeks ago. Repairs to the vessel cost \$53,000, it is estimated, and require a period of twenty-four days to be accomplished. The work was done by the Union Iron Works, which also supplied the freighter "Oregonian" of the same fleet with a new rudder. The "Oregonian" had an experience similar to that of the "Isthmian" on Mormon Island, but got clear with less damage. These two mishaps, coming about the same time and almost simultaneously with the loss of the Danish motor-ship "Malakka" on Cedros Island, have led mariners to believe that unusual currents have developed on the lower coast. In each instance thick weather prevailed, but it was claimed that the currents were responsible for putting the vessels ashore rather than the weather. The bottom of the "Isthmian" forward, when the vessel was in dry dock a few days ago, presented a peculiar spectacle. For a distance of thirty-five feet aft from the stem, below the nineteen-foot load line, the hull is torn so that thirty new plates and frames were necessary. The rocks penetrated the fore peak bulkhead, but the collision bulkhead escaped. Advices received from the scene of the wreck of the "Malakka" state that the motor-ship is now pretty well broken up. A couple of men are standing by to keep off poachers, and the wreckers are attempting to reclaim some of the salvage gear which was lost when the ship suddenly drove helplessly on during an unexpected change in the weather.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St., Tel. 1325.
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 27, 1915.

MANLESS JOBS AND JOBLESS MEN.

According to the latest available statistics nineteen States and at least eighteen municipalities have established public employment bureaus. California and several other States are about to follow suit and the Federal Department of Labor is now engaged in the preliminary work for a national employment bureau.

Commissioner-General of Immigration Caminetti has perfected the details of the Federal scheme. It is said that thousands of postmasters and rural mail carriers throughout the country and nearly 200,000 field agents of the Department of Agriculture will co-operate with the labor department to help the jobless man and the manless job together. All agents of the immigration bureau also will participate in the huge task. The blanks and reports for their use are said to have been printed and will be forwarded without delay.

The general plan of the employment bureau as outlined by Mr. Caminetti is as follows:

Notices will be posted in all postoffices announcing that applications for work or workers will be received by the postmaster, who will be supplied with forms to be filled out and forwarded to the labor department agent in charge of the zone in which the office is located. The distribution branch of the immigration service will handle this part of the work, and to it also will go the reports of the Department of Agriculture agents as to sections where help is needed in harvesting or other work.

Applicants will then be informed of the place where they can obtain work of the kind they seek and at the nearest point to them, the postal service acting as the distributing and collection agency for applications and replies throughout the transactions.

In announcing the readiness of the system, Commissioner Caminetti said the plan was not a mushroom growth, but the product of months of labor over details. Already, he said, it had been tried out in a small way and the results had been most satisfactory. After the fire at Salem, Mass., last June, when nearly 4,000 factory operatives were thrown out of employment, the labor department succeeded in finding work for many of them.

Secretary of Labor Wilson has only re-

cently approved the final report made to him by Mr. Caminetti announcing the completion of the plans. In this report Commissioner Caminetti said:

I am pleased to report that the plan of organization for furnishing laborers to farmers and other employers is now complete and ready for operation throughout the United States. The officers at their respective stations have been instructed in the methods that have been in use under the auspices of the division of information in the work of distribution hitherto in force.

David F. Houston, Secretary of Agriculture, recently addressed a letter to all officers of that department to co-operate with the scheme for the employment and distribution of labor in the United States. He said that future general instructions would be printed in the weekly news letter of the department.

The employees of the Department of Agriculture are requested to report the necessity for workers in the locality where they reside and also to notify farmers of the scheme. Application blanks delivered to them are to be returned to the postmaster of the nearest office.

While Federal and State authorities are thus actively engaged in furthering the establishment of so-called Labor Exchanges, it is rather significant that the recent American Federation of Labor convention was not yet ready to give endorsement to the plan.

Perhaps the American Federation of Labor is going through the same process of evolution as took place in Great Britain in 1896. The British Trade Union Congress condemned the impartial public labor exchanges root and branch, and solemnly warned workmen everywhere "against every experiment based on any other principle than the sole control of labor exchanges by the labor organizations." In 1899 the congress, while formally reaffirming this view, practically abandoned it altogether by a resolution recognizing that "under present conditions the establishment of public labor exchanges might be of great advantage to many trades," and recommending organized labor everywhere to take its part in the management of these institutions. By 1907 the establishment or exclusive use of such an exchange had come to be a common demand of the workmen in collective bargains or even the object of a strike.

The Journal is not posing as a prophet. Yet, it would seem as if the American trade union movement will for a while, at least, squirm and protest against this forward move—only to finally climb in the band wagon.

"PEACE AT ANY PRICE?"

Many and varied have been the arguments put forth by the "peace at any price" enthusiasts when discussing the relations between the United States and Japan. A recent lecture delivered by a prominent local orator upon the subject advocates an undercurrent of cowardice never exhibited by a free and independent people or race. After proving the tremendous commercial and military strides taken by the aggressive Japanese in their subjection of China; their defeat of Russia; and their advantageous alliance with England; together with the strategic geographical position of the Japanese Islands in the Pacific, the worthy exponent of peace relieves himself of the following:

Let us not dare to despise these little brown men with an arrogance, pride, and self-sufficiency. With a population of 50,000,000 on a rock in the sea, she has less poverty stricken people than the State of New York. They have neither beggars or poorhouses.

They live sanitary lives and the open-drinking bar is unknown. There is no list of drunks in their calendar of crime. . . . It is with such a people and such a world power as this that

these United States now enter into commercial rivalry and industrial competition.

The further statement that the navy of Japan is more powerful than our own and that Japan is equipped with transports capable of carrying in one single voyage over a quarter of a million men, gives the main reason for the peaceful desires upon the part of these anti-militarists.

If ever argument was self-contending, this recent lecture is a perfect example. The Japanese are aggressive, therefore we must be submissive in order to maintain peace. They have attained their world power by strength of arms, therefore we must be anti-militarists. They object to our possession of the Hawaiian Islands, therefore we must be very careful in our dealings. They demand the right to meddle with our internal affairs, and therefore we must not refuse them for fear of the consequences expected to follow any independence upon our part. The Japanese are our commercial rivals and industrial competitors in the Pacific, and are maintaining a powerful navy to defend their supremacy, therefore the United States must leave its shores and its interests unprotected and at the mercy of this arrogant Mongol power in order to maintain the *entente cordiale*.

It is high time that such insipid vaporings received the consideration to which they are entitled and were taken at their full face value. Had such a spirit been prevalent in 1776 there would not now be a harbor of refuge for the stricken of Europe, and ninety millions of people would not now be enjoying the benefits of the most advanced civilization in peace. To maintain this peace we must be in a position to defend it, and eternal vigilance being the price of liberty was never better exemplified in history than in Germany's preparedness to protect her rapidly advancing civilization and her fast growing commercial supremacy from envious rivals.

Every new development and advance of the Japanese is in itself an argument, not against but in favor of military preparedness. Unless we are willing to become a vassal race we must be prepared to defend our existence if not our honor—all our "peace at any price" orators to the contrary notwithstanding.

ABOUT "GOOD WAGES," ETC.

A San Francisco shipowner is the author of the following prize press pearl:

Coasting seamen—and union sailors are nearly all engaged coastwise—are paid good wages. They get \$55 per month to outside ports and \$50 per month to inside ports, plus their room and board, and plus 50 cents per hour for overtime after working hours, and on Sundays and holidays. The sailors in our employ, which is an average of all employed on the coast, earn from \$75 to \$100 per month and their room and board, and they leave the work of their own volition.

For the benefit of the unwary and unsuspecting public we take pleasure in submitting herewith an analysis of the foregoing:

In order to earn \$100 per month, a coasting sailor must work one hundred hours overtime per month. Nine hours per day are the regular working hours. So, in order to get that \$100 it is only necessary to put in four extra hours per day—i. e., work thirteen during each one of the twenty-six working days in the calendar month. If thirteen hours of hard graft per day is too much for the sailor's physical endurance he need only eliminate the weekly day of rest. By toiling every single day of the month, Sundays and holidays included, he can reduce the working

day to a measly eleven hours. That would dispose of ninety-six hours overtime but leave four hours still unaccounted for. We may take it for granted, however, that a man who works eleven hours every day of the month will doubtless insist upon rounding out his time; for if he does not put in those four extra hours, over and above the average of eleven per day, his "salary" will amount to only \$98 per month.

Under the circumstances who wouldn't sell his farm and become a "coasting sailor at \$100 per month"?

A RECONSTRUCTED SERMON.

Do you believe in cleanliness? Do you believe that consumption, the disease of the sweatshop, is contagious? Do you believe that a working man or woman can do better work when he or she is sufficiently fed and is getting enough sleep? Know you, then, that the union label guarantees that the product on which it appears was made in a sanitary shop, by workers getting a fair wage and working a fair number of hours per day. No guaranty is so absolute as the union label.

Of course, all of this is tiresome. Everybody knows it anyway, and it has been said a thousand times before. And yet how many of you union men that read this use as many union label articles as you could if you wanted to?

How many of you realize that every time you spend money you become an employer of labor?

Next time you purchase something, just consider for a moment whether you are employing organized workers or whether you are patronizing the bosses of the unorganized. It is strictly up to you, Mr. Union Man, to patronize the men who are assisting you in the great labor movement, or give aid and encouragement to the strike-breakers who are working for the disruption of organized labor and are seeking to break down the improved conditions you have built up.

THE CURSE OF "TIPPING."

An Australian daily furnishes the following interesting facts and comments upon "tips and tipping":

"Mr. Dooley, M.L.A., has asked our Federal Parliament to appoint a Select Committee 'to inquire into and report upon the question of tips or gratuities, particularly in Government departments,' but by 21 votes to 20 Parliament refused. Probably a select committee could have done nothing but tell us what we know already, that porters and stewards and waiters expect tips, and give better attention to the man who bestows a tip than to the man who doesn't. It is the desire of Mr. Dooley that tipping should be altogether prohibited, and he would like a law making both the giver and the receiver of a tip liable to prosecution. But nobody would take serious notice of such a law. The man with the spare shilling, whether his spirit be one of arrogance or of generosity, would continue to slip the coin into the porter's ready palm, and the latter would still have enough greedy servility to take it. Tips will be abolished when men refuse to take them, and no sooner; and the arrival of that day will be determined only partly by an increase of wages, for it requires the cultivation of a spirit of inde-

pendence in classes of workmen who at present are willing to let their occupations be branded as servile.

"The very worst development of the tipping curse in Australia was its legal sanction by Mr. Justice Higgins some years ago, when the President of the Commonwealth Arbitration Court ordained that tips given to steamship stewards must be considered as part of their wages. This evil principle was allowed to pass into the law with curiously little comment. The judge found that in practice an average of so many shillings a week was divided among the stewards on coasting steamers, and he subtracted that money from the standard wage which he awarded. The award was a shock to those who had expected the judge to encourage a healthier spirit among the workmen, but it stands as the policy of the law. No appeal was entered against it by the unions, though it is possible that the High Court would declare against it as a matter of principle. As long as that award remains, it would be inconsistent for any legislative authority to object to tips, for they are at present part of the law of the Commonwealth in the fixing of wages.

"The palm of the obsequious and smirking flunkey is not held out so often in Australia as in other countries, and one can travel here without the perpetual bestowal of twopence on a menial dressed like a duke at a coronation. But the hands which itch for stray sixpences are increasing in number. There are establishments which post notices informing patrons that their employes are absolutely forbidden to take gratuities, and in these places one instinctively feels in his pocket for small change, guessing that the rule would not be so theatrically displayed if the employes did not habitually expect their customers to break it. At other places, the deft waiter always manages to include one or two sixpences in the little heap of change; it is his tactful hint that if you can't spare a shilling, sixpence will do. On steamships it is almost pathetic to see the steward at the head of a companion-way, gazing, with a mournful fixity of stare at the passenger who seems likely to go ashore without leaving some silver behind him. But the steward has got to tout for a tip in this way, because the Court has declared that thus he is to gain his living wage. A tip must always be a little degrading, no matter how thoroughly it is sanctioned by custom. It is a relic of servility. There is nothing dishonorable in the occupation of waiter or porter, but it does become dishonored when the zeal of the workman is in fact a sycophantic appeal to the richer man to hand out a shilling in a spirit of reluctant almsgiving.

Texas does not hold first place as the producer of any mineral substance, but ranks second in the production of asphalt and third in the production of quicksilver. Since the sensational strike at Beaumont in 1901 petroleum has held first place in the mineral products of the state, and Texas now ranks fourth among all states in the quantity of petroleum produced, and seventh with respect to the value of the product.

Labor will never realize its rights until it recognizes its wrongs.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 25, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping slack, with plenty of men ashore. Shipwreck Benefit was awarded to three members of the crew of the brig "Lurline," which was abandoned by the crew in a heavy storm off the coast of Mexico.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Jan. 18, 1915.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 18, 1915.

No meeting. Shipping and prospects poor.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 18, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 18, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 18, 1915.

Shipping and prospects poor.

GEORGE NEULING, Agent pro tem.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 18, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 18, 1915.

Shipping and prospects very dull

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 11, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 21, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The full Shipwreck Benefit was ordered paid to three members wrecked on the steamer "Eureka."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 14, 1915.

Situation unchanged. Shipping poor.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 14, 1915.

No meeting. Shipping very slow.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Jan. 18, 1915.

No meeting. Shipping very dull.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

DIED.

Thomas Feeley, No. 503, a native of Boston, Mass., age 43, died at Fort Stanton, New Mexico, January 19, 1915.

Franz Rudolph Halstein, No. 768, a native of Finland, age 40, died at San Francisco, Cal., Jan. 18, 1915.

WAGE LAW UNCONSTITUTIONAL.

The minimum wage law of Minnesota, which was passed for the purpose of establishing living wages for women and minors, has been set aside by the issuance of an injunction by Judge Catlin, who thereby prevented the administration of the law until its constitutionality can be decided by the higher courts. The press reports furnish the most vital points in the decision:

"The actual working of the law would be apt to increase the immorality, if morals are dependent upon wages," Judge Catlin asserted in the ruling. The law was held to be unconstitutional because it delegated the legislative powers to an appointive commission and placed in that commission a discretion as to whether there should be a minimum wage.

"Even the State can not lawfully become a 'pater familias' until the form of government has been entirely changed," Judge Catlin declared.

"The second constitutional ground on which the court based the decision was the abridgement of the right of the individual to contract. The law interferes with both the employe and the employer, according to the court.

"The abridgement of contract was held to be in violation of the fourteenth amendment to the Constitution of the United States."

The Minimum Wage Commission, after considerable investigation, fixed its first wage order as follows: for women and minors of ordinary ability, in mercantile establishments, telephone and telegraph occupations, and all office work, at \$9 a week in cities of the first class, \$8.50 in cities of the second, third and fourth class, and \$8 in all other parts of the State; in manufacturing, laundry, restaurant and hotel occupations, 25 cents less than the foregoing except that the lowest rate would not go below \$8, was adopted as the wage for that class of service. The difference in the wages paid in the different cities is accounted for by the difference in the cost of living. The Commission made a very careful investigation as to the cost of board, room, clothes and necessary expenses in the different cities and based its judgment on the information gained during the investigations.

The employers quite naturally were opposed to any change in the present method of paying wages, but the employer members of the mercantile board proposed that the minimum wage be established at \$7 per week. They defended their position on the ground that \$7 per week is a decent living wage for all girls living at home and that these constitute the great majority. They overlooked the fact that the girl not living at home would be subjected to all of the privations and temptations that were really the basis for forming the minimum wage law. The girl living at home and being provided for out of a cooperative family purse could not very well be taken as the basis for establishing a wage rate for those who have to depend upon their own efforts.

The decision of the court in granting the injunction has been referred to by a, to the court, friendly press as a reaction against "social justice" through which reckless legislation asserts itself in numerous ways. There was nothing particularly new in the ruling of the court, which, to judge

from press reports, is based wholly on the belief that wages do not influence morality, that an established wage would take employment from the inefficient and that the State can not assume guardianship of its people until the laws are changed, and, further, that the law would interfere with the right of private contract and therefore be unconstitutional. The statement of the court that the actual workings of the law would be apt to increase immorality if girls are dependent upon wages, has been interpreted by an interested press to mean that a minimum wage would drive out of employment every one who did not meet the extra requirements made necessary because of the minimum wage law. This has been described as common sense asserting its superiority over hysteria. The fact that the inefficient wage-earner is employed is sufficient proof that the employe is earning all of the wages that has been paid and that, so far as she goes, she is a most desirable employe. To crowd out of employment the lower paid will be to force the State to assume its duty of guardianship and thereby compel the employer to pay his pro rata to the community for the help and maintenance of the inefficient employe, so he better pay wages and receive some benefit.

It may have been hysterical for the Minnesota legislature to come to the relief of the insufficiently paid employe. There is quite a bit of this hysterical legislation enacted because the "common sense" of the employer will not influence him to pay a living wage. Wages for women, for the most part, has been fixed on the basis of what will support a woman living at home, which, reduced to a definite meaning, is about what pays for her clothes. But all women do not live at home; they are self-supporting and, whether they are weaklings or not, they have to live. The employer is perfectly willing to employ them at a wage that does not provide the living. He pays what he has to pay as his proportion and leaves to their judgment, or lack of it, the making up of the necessary deficit. Low wages may have no effect on morals, but it is not difficult to understand that want and privation have a wonderfully weakening influence on the most moral person. Too many make the mistake of thinking only in one direction, sexual, when they refer to morals. That's the least of it. It generally has been found that when absolute want drives, the road of least resistance is chosen, however certain it may be to become rocky before the end of the journey.

All the drivel about poverty and chastity going hand in hand ought to be expurgated from every reported investigation. The statements for the most part come from persons who never felt the need of money and they prattle about low wages and sin not being co-partners as if they really understood what they were saying. Do the investigators, without first-hand knowledge of what low wages, starvation, temptations and the like mean, expect they are going to have the victims confess their shame? If they do they expect considerably more than they would tell about themselves under any circumstances.

The proper way to look at the question of the minimum wage is to base it on living costs and not fix that wage rate on the rye bread and sausage diet either. But without the minimum wage law, rye bread and sausage are high living for the most of

them. It might also be said that if low wages does not increase immorality in the employe, it certainly has among the employers.

The State can not assume the guardianship of its people, is another fiction of the court, not peculiar to Minnesota, for the State very promptly assumes the regulation of its citizens whenever their conduct becomes a menace to the community. Low wages may force immorality and the State be powerless to assume guardianship until that immorality befouls the community, when the State very promptly can assume the right of regulation and become the guardian of the immoral one. The State only has the right to punish crime, not to prevent it, applied to low wages and evil results, seems to be neither good law nor common sense. If it is an overthrow of hysteria and the triumph of common sense to assert that the State has no right to see that its people shall live from their wages without adding in some way to them, then the logic of the reasoning should further be carried to a point where the State consistently could not punish wrongdoing because it did not have the right to prevent it. This "father of the family" reference to the State is out of place in the discussion. It is a mighty poor father that forces his child to do wrong and then punishes him for doing it.

The right of private contract, that old, time-worn, dishonored, legal bogey that was put in the Constitution, we hope, for the protection of all the people, has again been dragged out in front to serve the same old, unholy purpose. Illegal, of course it is; does it not take from the employer and employe the right to bargain without hindrance for work and wages? But without the minimum wage law the employer can make the bargain and the employe can accept it or leave it. This is legal; it also is immoral. That in refusing to make a contract he may starve himself and his family or commit crime to supply his family's needs, is not an interference with the right of private contract, nor is it legal. The right of contract, however, is one of our constitutional rights that must be preserved at all hazards. But does not the absence of the minimum wage law allow the employer to interfere with the right of private contract in that he makes his contract without regard to the rights of the employe? The State assumes the position of assisting to coerce men and women to work for inadequate wages and then advises that there is no legal remedy to improve the situation.

The State will allow a man to get drunk, but as long as he does not interfere with the safety of the public's health, wealth or morals, he is not molested. When he does become a menace he is jailed. A person may be ill, but as long as his illness does not imperil the health, wealth or morals of the community he is not disturbed; if his complaint is contagious he is isolated and guarded that his disease may not be carried to the public, but an employer may make a wage bargain that means starvation, degradation, immorality, disease and the debasing effects of them all thrown on the community and the State dare not prevent, because it is not the father of its people, nor dare it interfere with the right of private contract. A decision of the kind to which reference has

been made amounts only to so much judicial talk and an evident misunderstanding of the spirit of the moral law of humanity that has declared, "if a man works he shall also eat."—The Railroad Trainman.

NEED FOR AN ARMY.

I knew it all the time and have mentioned it a few times, but I didn't expect to have my humble little speech verified by so high an authority as big Bill Taft—Professor Taft—who, if my memory serves me right, was once president of the U. S. governing company, our favorite American monopoly, with headquarters in Washington, D. C., where all the lesser monopolies and trusts go when they want to get "busted," for the amusement of the "common people," the good of the party and dividends in general.

Bill made a speech recently in Chicago, which I am not going to impose on you, except a few words which are significant.

There is an old saying that the truth will out, which is sometimes true. When it does "out" it usually gets the criminal in trouble. In the present case let us hope nothing serious will happen to Bill, for a guy that will let the truth out even once in a while is really a valuable man to have in the enemies' camp. So let us hope they don't can him, unless they run short of embalmed beef for the big army the plunderbund is now so ardently agitating for.

In the course of his spiel Bill was making a plea for a large army, a topic which every man on the pay roll must warm up to good and hot if he wants to keep the pie cards coming.

Said he:

"We need an army for its moral influence if for nothing else. In a nation of 100,000,000 there are liable to be riots, mobs and insurrections which cannot be regulated except by the presence of an army."

The truth will out. There is plain speech for you. I hope you understand it. "Moral influence" is good. It throws a religious glamour over the gunmen.

And Bill wants to "regulate" the "rioters." One would think he had in mind to keep them in step, and to prevent them from treading on each other's toes as they tore into some grievous wrong that needed righting. That's the way they say it in the college where Bill hangs out. You and I would say "shoot 'em up," but that wouldn't be polite. It wouldn't be "good form," but it would be direct action on the thought that Bill inadvertently let out.

"There are liable to be riots, mobs and insurrections," and we need an army to put them out of business. We need a bunch of men who know how to handle the machine guns; so we can "regulate" the rioters and insurrectors, that are liable to be. But who are liable to be the rioters and insurrectors? That is the question that interests me. And why should there be riots and insurrections? is a complimentary question, and they both may be answered together.

Was it train robbers or holdup men that Bill had in mind? No; the big robbers have no fear from the small fry whose little business big business has throttled. It is not the little robbers that the big robbers fear. Who is it, then? Might it not be the robbed,

the victims who are fleeced by big business at every turn of their lives?

Remember it is big business that wants the big army. You and I are not clamoring to get a soldier each upon our backs for the fun of feeding him.

So long as the victims do not organize, they are easy and do not need to be held down while being held up. The only danger the organized robbers need to fear is the organized victims. Therefore it is for the safety and protection of their business that monopolists are clamoring for a large army. For there is already an organization of three millions, perfected only because each individual member has discovered that he is being robbed by the plunderbund.

The three million organized workers are the only element the robbers have to fear, and it is therefore clear that it is organized labor Bill and the bunch are after. Organized labor is the only element in society that even acts in a manner which Bill and the gang term "rioting and insurrection."

It is a common thing nowadays for the plunderbund to have some capitalistic pie-eating Governor declare a bunch of strikers who are successfully picketing a struck job to be "in a state of insurrection." They did it in the three recent miners' strikes in West Virginia, Michigan and Colorado.

It is a convenient way to deprive men of their civil rights just at the time when they need them most, just at the time when a full exercise of these dearly bought civil rights would bring them victory over their exploiters.

Is it any wonder that we who have scented the robbers of our toil, and have begun conceit; seizing, invading, pillaging, ruin-making attempts at the stopping of said robbery, should look with suspicion upon the "arguments" of the employing class that they want a big army to repulse foreign invasion?

Big Bill was "indiscreet"—he blundered. He told us that the real purpose of the army after all is to put down "mobs and insurrections." And the government makes mobs and insurrections out of the honest attempts of the oppressed workers to stem the rising tide of oppression by strikes and boycotts.

They want a big army to keep the workers in subjection. They know the power of organization and they fear that power in the hands of Labor. They want soldiers enough to establish big garrisons near every industrial center in the country. These are the strategic points they want to cover.

They want to keep these garrisons as a "moral influence, if for nothing else," to "regulate" the conduct of the working people.

The workers are getting on to their dope and are not going to be awed into silent and meek submission to the will of Rockefeller and the band of highbinders in Wall Street.

Organization is the order of the age with the workers, and for every soldier the plunderbund puts into the garrison outside the city we will add a thousand to the industrial army on the inside.

Onward and upward, fellow workers. The native invaders are preparing their trenches. Now for a mighty army of industry to establish, defend and maintain our rights.—Jay Fox, in the Timber Worker.

We should not be surprised if the child who is tied to a machine develops a case of "wheels" in after life.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the purpose of including violence and threats and destruction of property is included in this species of restraining orders and injunctions, not because there is any attempt made to restrain men from committing violence or the destruction of property, but it is included to insinuate, to indicate that the men would do this, and it is made the convenience by which and under which the right of persuasion, solicitation and argument may be denied. It is an attempt to couple evil with good, to couple wrong with right, so that the mind of the people may be confused and the denial of rights ordered by a court, by a judge."

President Gompers discussed at length the Clayton law. In referring to its declaration that: "The labor of a human being is not a commodity or article of commerce," he said:

"There was a time when men were sold in slavery; there was a time when children were sold in slavery; there was a time when the concept of courts was that the laborer had no rights which the employer or his master was bound to respect, but all through the ages the struggle has gone on, and on, and on, and men have died full of faith that is in them, and full of hope of deliverance some day from the yoke of judicial usurpation. The time has come, on October 15, 1914, when the President of the United States affixed his signature to the law that upsets the old-time judicial notions, procedure, decisions and precedents. It upsets the old-time political economist's conception of the human being. There was a time, and not so long ago, it was declared that labor was a commodity to be bought and sold in the open market. Now the law of the United States holds that the labor of a human being is not a commodity or an article of commerce, and it is time that Judge Anderson should know it and respect that law as well as any other law of our nation."

Declaring that he would not violate or transgress the neutrality suggestion of the President of the United States, President Gompers made this comment on the European war:

"Sufficient it is for us to know that it is a conflict which must, we hope, when it ends, have some compensating influence for all the sacrifices of human life which it has and will entail; that the satisfaction may come to the people of the world that this blood-letting and this wholesale destruction of human life, that out of it may come at least, that the institutions of these countries may be democratized; that they shall make for political freedom, that they shall make for a larger understanding of responsibility to the people and make for an everlasting peace which shall recognize as well as establish for all time the brotherhood of man."

"Before leaving that subject, I ought to say that the convention of the American Federation of Labor, which closed a little more than a month ago, declared emphatically its position regarding international peace and war. It took cognizance of conditions prevailing, and undertook to communicate, and did communicate with the representatives of the organized

labor movement of the whole world for the purpose of endeavoring to find a way out that shall recognize international peace as the basis, founded upon the political, industrial, economic, social and moral welfare of the people of all the countries of the world."

Wooden Cages Condemned.

District officials of the United Mine Workers' Union, at a meeting in Wilkes-Barre, Pa., condemned the use of wooden "cages" in coal mines. This action was taken because of the killing of thirteen men, on December 9, by being plunged down a 500-foot shaft. At the meeting it was shown that one feature of this disaster was not made public, and contradicts the statement of the company officials that the accident was caused by an explosion of dynamite.

According to the unionists, testimony of employes at the inquest showed that the guides on the carriage fitting over the guides fastened to the walls of the shaft were not held in place, and the cage swayed from side to side three and one-half inches. Two inches is the highest possible figure that will permit the cage to avoid striking the side of the shaft. Under these conditions the cage swayed so far to one side that it struck an abutting rock or coal. The weight of the men was suddenly shifted to the opposite side of the cage and the floor gave way.

Miners insist that this accident would have been impossible had the framework of the cage been made of steel, and it was agreed that demands be made on the companies for this style of carriage, that lives may be saved.

Trade-Unionist Defends Illiteracy Test.

A vigorous defense of the illiteracy test embodied in the Burnett immigration bill was the feature of a recent address in the House of Representatives by Congressman Buchanan, a member of the House labor group.

The trade-unionist questioned the motives of some people who are pleading for "the poor foreign working people," but who remain silent when these same working people, after coming here, "are now being exploited and robbed by the greedy system."

"A part of that same foreign element of whom they speak is to-day on strike in Colorado, Ohio, Michigan, and other places, trying to protect themselves from those vicious corporations and financial pirates who, through their far-reaching methods of fraud and deception, have induced these people to come here, and are now forcing upon them a yoke of industrial slavery such as never before has been experienced in this American country."

"Why is it that men plead with such apparent sincerity of purpose for the poor, ignorant people of the foreign countries, yet fail to raise their voices to secure protection for them in this country from the industrial combinations that are exploiting them and forcing them to work under conditions that are almost unbearable?"

The speaker declared that the great industrial combinations opposed this legislation because they want cheap, ignorant labor. "They want to get the people that

are uneducated, because they are more easily controlled and are more helpless under their process of exploitation. Years ago the steel trust's employes were composed of English-speaking people, while to-day over 90 per cent. are foreigners, who are used to beat down existing living conditions."

In answer to the charge that our forefathers were illiterate, and that for this reason the Burnett bill should be opposed, the speaker showed that conditions have changed by the influx of new types:

"The chief motive of the old immigrant in coming to America," he said, "was to escape religious and political persecution, to acquire homes here, and to establish their posterity upon the land. The old immigration in the main represented a sturdy, intelligent, lofty-minded, and high-spirited citizen, who would not submit to the tyranny of their native countries, and therefore fled here and cast their lives and fortunes with us. They entered almost every line of activity, many of them going on the farms, and were quickly assimilated."

"The new immigration, on the other hand, is actuated by no such ideals. The bulk of the new immigrants have not sought homes here, have not assimilated well, if at all, with our people and institutions, but the tendency has been to settle in colonies in the industrial centers of our country. The reasons for the new immigrant coming here are largely economic. Being induced by the highly-colored pictures of prosperity in this country, as portrayed by the agents of the big business interests at work in all parts of Europe, they have sought to take advantage of the high-priced wage in this country, to make a competence and then return to their former homes. The old immigration, as I have said, sought homes in America; the new seek jobs; the old expected to remain, but the new expect to return."

COAL EXPORTS FROM U. S.

The United States, which produces 40 per cent of the world's coal, exports annually 27,500,000 tons, or about 5 per cent of the output of last year, the total export in the fiscal year being valued at \$86,000,000, or less than half the value of the coal exports of the United Kingdom, and slightly less than those of Germany. Exports of domestic coal have doubled during the last decade, having increased from 8,482,867 long tons in 1904 to 19,664,080 tons in 1914, the latter total being with one exception (1913) the largest on record. In addition to the exports consigned to foreign countries, domestic coal laden on vessels engaged in foreign trade for use as fuel amounted in 1914 to 7,811,913 tons and shipments to Hawaii and Porto Rico aggregated 133,501 tons, making the total shipments out of mainland ports 27,609,494 tons, with an aggregate valuation of \$85,925,001. Anthracite coal supplies about one-third of the total exports in question, and while about thirty countries appear as points of destination, Canada is the chief foreign market, having taken in 1914 \$20,500,000 out of a little less than \$21,000,000 worth exported. Bituminous coal is exported to about forty different countries, but chiefly to Canada, Cuba, Panama, Mexico and the West Indies.

ONE MAN'S VIEWS.

The don't-watch-the-clock,-etc., economists are "amoosin' cusses," all right. Listen to this from the Reverend (?) Madison C. Peters:

Before any demonstration of ability or any indication that the job seeker is needed practically every one seeking a situation asks first: "What's the salary? How long are the hours?" thus prejudicing the would-be employer by showing plainly that the salary and short hours rather than opportunity are of most concern.

Now, Bill, when next you strike the boss for a job shoveling coal or stowing lumber, be sure and doff your cap and smile ingratiatingly at him. Whatever you do, don't ask him what wages he is paying or how many hours a day he expects you to work. That may "prejudice" him against you. Pitch right in and ask no questions should you, haply, be favored with permission to go to work. The boss will see to it that you are not overworked and that you get union wages, or better. Indeed he will. The Reverend Mr. Peters says so. In fact, he intimates that the greatest trouble the bosses have is to get a sufficiency of good workers to make happy with big wages and short hours.

No, Bill; the Reverend Madison C. Peters does no useful work. He's one of those high-salaried, aristocratic sky pilots who, like Drs. Aked and Parkhurst, enjoy eight months' pleasant ease and four months' vacation every year. That's why they are so eminently qualified to preach to people who do perform useful labor. Their aloofness from work is what gives them that "perspective" without which nobody can be a real uplifter.

How true it is that "custom reconciles us to everything"! Here we are, the European war only a few months old, and already the daily recitals of battles and carnage have ceased to be the leading topic of news with us. Even the Italian earthquake catastrophe failed to duly shock us, so callous have we become in our conceptions concerning the value of human life. Yes, truly, and to paraphrase, "War is a monster of so frightful mien, as, to be hated, needs but to be seen; but, seen too oft—," etc. And, with consummate cunning, the tools of the armament trust have chosen the present time as the most propitious for the success of their machinations to commit this nation irrevocably to the curse of militarism. Yet it is only a few short years ago that we ushered in the Twentieth Century with rhapsodies on the glories and blessings it was going to bring mankind! How about that, fellow workers? Are you going to bestir yourselves and help make real the early promises of the young century? Or, are you going to assist the reactionary forces by your supineness to force the world back into barbarism and away from democracy?

How have the mighty fallen! Publishers who but yester-year or so paid Roosevelt a dollar a word for his lucubrations are now offering any one of his books—and take your choice—free with one year's subscription to their respective magazines. No wonder Teddy crawled into his shell and declared himself "the privatest of private citizens." A hint like that is enough to discourage an even more strenuous popularity-seeker than the "Kernel."

How do you like the idea of having to pay more for your bread, Bill? Ah, cut out that

profanity, old man! Look at the other side of the shield. Remember the "bumper crops" we had last year? Well, just think of the fortunes the wheat speculators have made because of those crops. Rejoice with them that Prosperity is still within the grasp of those who will only reach out for her. Be an optimist, Bill, and thank your lucky stars it ain't worse. One doughnut less with your chicory sludge ain't going to break you. Besides, we may have more "bumper crops" this year.

Over in England if you can't go to war the next best thing is to get drunk as often as you can afford it. You see, the Government has assessed a special tax on liquor. Says Lloyd-George, Chancellor of the Exchequer:

"Every man who drinks a half pint will be contributing toward carrying on the war."

So you see, you don't need to go to war to be a patriot. Just stay at home and cultivate a thirst, and there you are. "England expects every man this day to do his duty," etc. Incidentally it must be pretty rough on the poor teetotaler.

A fund is being raised in Chicago and other Eastern cities to bring European war orphans over to America. Guess the mill and mine owners must be running short of child labor material. What with race suicide and starvation, children are not so plentiful as they used to be. Yep; we're a great nation.

The Krupp armament firm will not employ union labor or permit a Socialist in the town it owns. There's a reason. Union men and Socialists are needed in the trenches at the battle-front so that the Krupps may go on declaring 12 per cent. quarterly dividends.

A Washington man was fined \$5 for leaving his mule unsheltered over night. Wonder if the courts will regard that as a precedent when dealing with the cases of homeless men forced to sleep out of doors these cold nights!

If Capitalism is still the boss of the earth when we get that international court of arbitration a-going, it's a cinch that there will be one law for the big nations and another for the small ones.

How would "psychological relief" do for that "psychological depression"? *Similia similibus curantur*, you know.

Rewards are not given to the deserving; they are seized by the powerful.—Ex.

If everybody had his due most of us would be in clover.

Capitalism must go.

F. H. BURYSON.

In the great depths of the ocean the temperature is little above freezing, no matter what it may be at the surface. When the dragnets which are used in the work, are brought to the surface containing specimens of animals and fish inhabiting the deep, most of the creatures are dead. In fact, all those from the deeper points are killed by removing them from waters of great hydrostatic pressure to continuously decreasing pressures.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News

In his report to the Governor, Labor Commissioner Starling of Texas recommends that "teeth" be inserted in the law relating to safety devices on machinery. At present the law empowers inspectors to only "suggest" that appliances be installed, and this has proven ineffective.

The average length of life in this country is fifteen years greater now than it was thirty-five years ago, said Dr. Victor C. Vaughn, of the University of Michigan. Crime he characterized as a disease due to heredity and environment, and the way to eradicate crime was to treat it as a disease and to disinfect its breeding places. Dr. Vaughn said the death rate from tuberculosis had decreased 54 per cent. since 1880.

The Chicago, Burlington and Quincy Railroad objects to the safety appliance act applying to its switching trains in yards, and is resisting the payment of a fine of \$300. The company says the law was only intended for through trains, and that its use on switch trains hampers transportation. Besides, power brakes cost money. Attorney-General Gregory has filed a test suit in the United States Supreme Court to settle the question of how far the law extends.

According to Thomas Duffy, member of the State Industrial Commission of Ohio, labor unions and employers in that State will oppose amendments to the workmen's compensation act in favor of the liability insurance companies at the coming session of the Legislature. The State official predicts that both employe and employer will join with the commission in insisting that all proposed amendments to the law be separated from the proposal designed to allow the private insurance companies in.

A coal company in Cleveland, operating mines in eastern Ohio, has served notice on striking miners that they must vacate houses owned by the company or be evicted. The strike has been on for several months and was caused by a demand of the operators in the eastern section for a lower rate than that agreed to between the miners and operators of western and central Ohio. This rate was agreed to by the latter operators on the miners' promise that it would be enforced throughout the State, and the present strike is not only a demand for a living wage but an effort to carry out pledges made with employers. The strike has been indorsed by the United Mine Workers.

A lock-out of New Orleans printers employed on the Times-Picayune, Daily States and Item has followed an attempt by these workers to establish a five-day law for the benefit of their idle fellow craftsmen. To this change the publishers objected, claiming it was against the contract and "disorganized their forces." The printers offered to submit the question to arbitration, but the publishers refused, demanding that the law be first repealed. This was followed by a demand that the union call a meeting of its members, at which time the publishers asked that the five-day law be rescinded, wages reduced, and the priority law be abrogated. An immediate answer was requested, and when the printers objected they were locked out.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire BuildingSecond Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Michal
Andersen, Salve
Anderson, Fritz
Anderson, J. -330
Butler, R.
Bucknam, J. W.
Bartlett, H. N.
Bluhaen, Sigurd
Carey, Arthur L.
Christensen, Christ
Christensen, Fred
Danielsen, C.
Denten, E. L.
Doughty, G. P.
Ehler, James
Erikson, H. -837
Elsted, John
Edikson, Johan
Gustafson, Taevo
Gudmundsen, Chris
Haeklin, C. R.
Hansen, Henry
Hansen, Olaf
Haglund, Sigurd
Hansen, Kils
Hermansen, Gustaf
Holm, Fred
Halst, L.
Holmmes, Leo
Hubner, H.
Holm, H.
Hebly, S. D.
Jacobson, Johan
Jahnke, Otto
Jensen, S. G.
Johansen, A. -1797
Johanson, Carl
Johnson, A. W. -2186
Jegstrop, H.
Jensen, L.
Johansen, Geo. W.
Johnson, Hilmer
Johansen, Ludwig
Krosmeier, F.
Kroth, W.
Kristensen, Magnus
Kruse, E.

Larson, Harry
Larsen, Conrad
Lynn, Charlie
Lambert, E.
Larsen, Fred
Marc, Thorwald
Mathisen, Sigurd
Mickelson, M. D.
Moen, Tryger
Muler, F. W.
Monroe, Wallace
Macdonald, W.
Martinsen, K.
Mikkelsen, K. 1620
Nerlin, Geo.
Nelson, Oscar
Nielsen, P. L.
Olsen, A. M.
Olsen, O. P. -1141
Okhuysen, J. H.
Petersen, Jas.
Pakko, Emil
Porter, Albert
Ramstad, L.
Rasmussen, Vigo
Ranjald, G. F.
Rogers, W.
Rasmussen, Arthur
Rommedal, K.
Sack, Hans
Schmah, M.
Schager, E.
Shager, E. L.
Slipners, P.
Soderberg, A.
Sundblad, K. J.
Swain, R. P.
Swenson, L. G.
Smith, T.
Scott, J. S.
Strauss, W.
Tighl, Lawrence
Tjolsen, M.
Thompson, W.
Wallace, A.
Wold, J. J.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERSPrivate Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil
Dobblin, H.
Doering, E. W.
Hansen, Johannes
Iversen, Iver
Johansson, Charles
Johannsen, Christian
Karthaus, Otto
Linea, W.

Line, Victor
Murphy, Daniel
Nyhagen, Julius
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Pearson, Fred
Sweeting, Jack
Wehrmann, Wm.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

Herman Schulze

CIGAR MANUFACTURER

Cigars at Wholesale and Retail

439 SECOND STREET

Corner F EUREKA, CAL.

White Labor Only

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING

Reasonable Rates

Front Street, between C and D

EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

Erikson, Anton
Lomas, Richard
Lawrence, Harry

Melander, G. L.
Nilsen, Nils
Thorsen, Fredrik N.

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Messboy R. Tennant.

INFORMATION WANTED.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS,
TOBACCO, ETC. Call at his old Red
Stand on Water Street, Port Townsend.
Next door to Waterman & Katz, just
around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.	Landstiter, Paul
Anderson, Otto	Lindeman, K.
Anderson, Gust	Leine, Viktor
Anderson, W.	La Boye, M.
Bjorkbon, F. C.	Lyle, Alex.
Beuter, H.	Lovends, Jack
Backman, B. W.	Marx, Thorwald
Chevnavsky, Mike	Meckermann, Ernst
Carlsen, Herald	Meniricke, Fritz
Christensen, C. A.	Masters, C.
-1223	Melder, Johan
Carlsen, C. E.	Meyerdierk, Heinrich
registered L.	Michaelsen, John
Dolany, Willie	Moller, Anders
Douda, C. W.	Moller, L.
Davey, Charles	Martensen, H. C.
Evman, A.	Melts, John
Elaesen, Sam	Nilsen, Axel
Edstrom, John	Norberg, John
Ericson, O. H.	Niemela, John
Felsh, Henry	Neilsen, Chr.
Fujun, F.	Olsen, John An-
Gyntev, John	dreas
Geigev, Jos.	Olsen, Olive J.
Helenius, Osvay	Olsen, Ansgar
Henricks, Waldemar	Olsen, Arthur
Helmer, Fred	Osborn, Charlie
Heinig, Hans	Olsen, John A.
Hansen, H. F. C.	C. Perssons, Oscar
Hansen, O.	Palmer, Jas. H.
Hansen, John	Pensgaard, Emil
Hedlund, Albert	Rod, Halldan
Hellman, Albin	Rhode, Fritz
Hasters, C.	Rasmussen, Thor
Hecher, W.	Sorensen, Peter
Jordan, O.	Saer, E. A.
Jasnase, E.	Staad, Claude
Jakansa, C. R.	Stardahl, J.
Johnsen, Carl	Swanson, Emil
Jahnke, Otto	Sandstitter, Paul
Johansen, Anton	Swansen, John
Johnson, Carl	Snyder, Jack
Kristensen, Gust	Tully, A.
Kristensen, Otto	Urvso, Geozzep
Kronstrand, H. A.	Tanford, B. A.
Krause, Ernst	Thomel, Martin
Kikun, Alexander	Westengren, C. W.
Kijen, Magnus	Walter, John
Knudsen, Richard E.	Welsen, John
Kevmagovet, Anatch	Wilson, R.
Kavvanen, Waino	Westergren, C. W.
Kelly, Palvic	Widersen, Ernst
Keane, M.	Wheeler
Luchman	

Aberdeen, Wash., Letter List.

Andersen, -1172	Nordgren, Chas.
Andersen, -1776	Olsen, Morten
Andersen, Oscar	Osman, P. A.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, J. A.
Arnell, John	Pettersen, Karl
Batchall, Alex	Peterson, J.
Bowen, J. J.	Peterson, Nels
Carlson, Sven	Rundblad, Oscar
de Lange, Ingolf	Robarts, Isaac
Ellefson, Otto	Slattery, Wm.
Erikson, Sigurd	Sim, Gunder
Ernandes, Frisco	Schmidt, Heinrich
Eriksson, -333	Simonsen, Isak
Evensen, Krist	Scheftner, Bernhard
Forde, S. C.	Sundquist, Walter
Gronros, Oswald	Sormato, Matti
Gueno, Pierre	Thomsen, Th.
Hansen, Ove Max	Toves, H. C.
Hansen, Erick	Thorne, John
Hvid, Einer	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Jacobson, Arthur	Walder, Olsen N.
Johansen, Hans	Packages.
Kustel, V. J.	Glazer, Y.
Kallas, A.	Gorgensen, Olaf
Latz, K.	Hansen, John
Malm, Gust	MacGuire, O. F.
Munsen, Fred	Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE
UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure

Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - WASHINGTON

Headquarters for

UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts
of Wilhelm Brannemann, born at
Dockenhuden, Germany, in 1882,
please communicate with Hans Mar-
tens, No. 1892, Sailors' Union of the
Pacific, San Francisco.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

"You were with papa a long time.
Did he seem reluctant to give me
up?"

"No. Before I asked him for you
I talked half an hour about the way
the war was going to affect dress
goods and foodstuffs."

Home News.

The Keystone Watch Case Com-
pany was acquitted on January 2 by
the United States District Court of
Philadelphia of the charge of being
a trust. It was enjoined, however,
from engaging in a boycott to fix
prices, the court having found that it
refused to sell goods to jobbers who
violated its rules regarding prices.

By refusing to review the verdict
of a lower court, which fined a loan
agent \$100 for violating the "loan
shark" law, the Ohio Supreme Court
has dealt these money lenders a
deadly blow, according to lawyers
interested in the case. The loan
agent was fined because he required
a railroad employe to give a lien
on his pay for three years, amount-
ing to approximately \$3,500 to pro-
tect a loan of \$35.

The Illinois workmen's compensa-
tion act was held unconstitutional on
December 30 by Judge Crow of the
State Circuit Court at Belleville.
Legislative records fail to show that
the bill was printed in the Journal
before the final passage. This was
the ground on which the decision
was based. Through this decision
the family of a killed workman, in
whose behalf a suit was brought,
have been denied redress.

Actual construction of the Govern-
ment railroad to connect the Alaskan
coal fields with the coast, authorized
by Congress last March, will be
begun during the coming spring, ac-
cording to a statement by Secretary
Lane of the Interior Department,
following a conference at the White
House between President Wilson and
Mr. Lane, and William C. Edes,
Lieutenant Frederick Meare and
Thomas Riggs, Jr., comprising the
Alaskan Engineering Commission.

The Registrar of San Francisco
has prepared a tabulation of the
foreign-born registered voters in the
city, who number 42,147. The list
shows that 10,378 were born in Ger-
many, 9509 in Ireland, 3435 in Eng-
land, 2622 in Canada, 2580 in Italy,
2243 in Sweden, 1621 in Austria,
1627 in France, 1394 in Russia, 1155
in Scotland, 1055 in Denmark, 975 in
Switzerland, 826 in Norway, 501 in
Australia and 349 in Hungary. Other
figures are: Belgium, 117; Greece,
168; Holland, 147; Finland, 241;
Wales, 168; Turkey, 109; Roumania,
162; Portugal, 124; Mexico, 115; New
Zealand, 130; China, 14; Japan, 13;
India, 21; Spain, 60; South Africa,
15; Africa, 4; at sea, 30; Iceland,
3. Fifty-five alien countries are in
the list, indicating the cosmopolitan
makeup of the city.

Provision for the construction of
two great dreadnaughts, six torpedo-
boat destroyers, sixteen coast de-
fense submarines, a seagoing sub-
marine, a hospital ship, a transport
and fuel ship at an aggregate cost
of \$53,168,828, is made in the naval
appropriation bill as agreed on by
the House Naval Committee. All
told, the bill carries \$145,500,000, of
which \$22,903,998 is directly appro-
priated for new construction. While
the construction program falls far
below the plans urged by Repre-
sentative Hobson and other advo-
cates of a larger navy, it includes
the two battleships asked for by
Secretary Daniels and provides for
more auxiliaries than the Secretary
had contemplated. Chairman Pad-
gett protested that the committee
was "running wild" with appropri-
ations.

INFORMATION WANTED.

John Erik Nordberg, a native of
Sweden, age about 26, supposed to
be sailing on the Pacific Coast, is
inquired for by his brother Harold,
care of Sailors' Union of the Pa-
cific, San Francisco.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-oper-
ation: Augustin R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco.—5-13-14.

Axel Peterson, F. Lundberg, J.
Gustafson, M. Garcia, crew of the
steamer Riverside, at the time she
towed in the "Oceana Vance," kindly
call at the office of the Charles Nel-
son Co. for money due them.

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash. 1-27-1915

Iwar Westerberg, aged about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

"I'm sorry Jack's coming here to-
night, for I'm going to the theater
with Harry."

"But I thought you were engaged
to Jack."

"I know it, but since we have been
engaged we can't afford to go to the
theaters."—St. Louis Post-Dispatch.

Domestic and Naval.

All previous records for the trip from New York to Charleston, S. C., were broken recently by the Clyde line steamship "Comanche," Capt. C. W. Devereaux, which made the run in forty-five hours.

The number of vessels that sailed from Cape Town direct for American ports during the past fourteen years is as follows: 1901, 68; 1902, 81; 1903, 44; 1904, 18; 1905, 12; 1906, 9; 1907, 61; 1908, 4; 1909, 6; 1910, 9; 1911, 11; 1912, 9; 1913, 7.

It was reported from La Paz, Mexico, by wireless via San Diego, Cal., that five men were killed and eight seriously injured on January 21 on board the armored cruiser "San Diego," when a boiler tube blew out after a steaming trial of four hours had been completed.

The old wooden British warship "Britannia," which for many years was used as a training ship for naval cadets at Dartmouth, has been sold. She is about 6,200 tons displ., built of oak at Portsmouth in 1860, and coppered to about 15 in. above present waterline, and has about 700 tons pig-iron ballast on board, dimensions 260 ft. by 60 ft. by 45 ft. 6 in.

It is estimated that the disorganization of the transatlantic liner service through the war is causing the Sandy Hook pilots a loss of between \$10,000 and \$15,000 a month. Fortunately for the pilots there has been a large increase of neutral tonnage since the war started. Particularly is this true of ships flying Dutch, Greek, Italian and Scandinavian flags.

The Cunard Line is said to have paid a premium of £10,000 to insure the "Lusitania" for £2,000,000 on her voyage from England to America and back again. This is one of the highest prices ever paid for a single marine insurance policy. The insurance expires on the return of the steamship to port in England and will cover a period of about three weeks.

The underwriters concerned have appropriated \$3,000 for the dispatch of a wrecking steamer of the Merritt & Chapman Wrecking Company to float the "Kelvindale," which stranded on Anegada Reef, Island of Tortola, while on a voyage from Montevideo for New York. The "Kelvindale" is leaking badly and her cargo is being jettisoned. Tortola is the largest island of the Virgin group.

The steamer "Fukuju Maru" reported by wireless that she had rescued and was bringing to Kobe 170 persons, comprising all the passengers and the crew of the Peninsular and Oriental Steamship Company's steamer "Nile," which ran ashore on a reef in the Inland Sea. It is believed the "Nile" sank after she was pulled off the reef near Iwaijima. The vessel was on a voyage from London to Yokohama. She was in command of Captain Powell.

It is reported that extraordinary results as to fuel consumption have been obtained by the East Asiatic Company, of Copenhagen, with their motor ship "Fionia." This vessel's fuel consumption is said to have worked out in actual sea service under ordinary every-day conditions at 0.35 pound per brake horsepower hour. This would be a record for consumption in marine engineering, and in order to be sure about it the public would be glad of further particulars.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest	Anderson, Axel
Ahl, Theodore	Anderson, Emanuel
Albertson, Chris	Anderson, F.
Albors, Arne	Anderson, Hilding
Abrahamson, Anton	Anderson, Johannes
Amundsen, David	Anderson, S. M.
Amundsen, J.	Anderson, A. -1060
Andersen, A. O.	Antonsen, H. -1783
Andersen, Ballo	Apps, P.
Andersen, E. -1896	Arntsen, Julion
Andersen, Jon	Aronson, Albert
Andersen, K. P.	Asp, G. L.
-1717	Attel, Alf
Andersen, N. -1549	Axelsson, William
Andersen, Nela	Azevedo, Manuel T.
Baardsen, T.	Blumel, W.
Baek, Edward	Bodagh, A.
Bakmyhr, Gustav	Boisen, Knud
Bausback, Erwin	Boy, Geo.
Behne, W. A. -1316	Brynjulfsen, H. B.
Benter, H.	Buas, Thomas
Berghalm, Edward	Buckly, J. J.
Berntsen, Julius	Bucow, C. W.
Bjorklund, Erik	Burndez, Charles
Bjorseth, K. B.	Bynum, Joe
Bion, Antton	
Caen, P.	Christensen, Erling
Cains, Ernest	Christensen, Hans
Calico, John	Christensen, Otto
Campbell, Donald	Christensen, Willi
Campbell, George	Christiansen, L. P.
Carlson, P. S.	Cirul, Mick
Carlsson, Adolf M.	Claus, Charles
Carlstrom, John	Clausen, Chr.
Carrera, Pete	Cokinoros, John
Carron, Ed.	Cornelius, Leonadt
Carter, J.	Connolly, Stephen
Cellan, John	Conner, T. O.
Cesnen, Max	Contreras, Julius
Chotard, Emile	Corregan, Robert
Christensen, Alfred	Crasiglio, G.
Danielson, E.	Digman, Carl A.
Danielson, Eric	Dixon, John
Davis, John	Domke, Wm.
De Bare, Henri	Dracar, Ed.
Debus, Fredrick	Ducks, G.
Eby, Ivar. D.	English, John
Echhoff, Otto	Enokson, Marcus
Echlin, L. W.	Erikson, C.
Edgerton, Jack	Erikson, E.
Egeland, Olav O.	Erikson, G.
Eggers, John	Erikson, Konrad
Eklund, S. W.	-333
Ekdott, Harold	Erickson, J. E.
Ellassen, John A.	Erland, Oscar
Ellefsen, Otto	Ervin, Arthur H.
Ellingsen, Fred	Eskildsen, Lars B.
Elofson, John	Eskildsen, Nils P.
Fabruoski, Theodore	
Fagerli, Otto	Fjellman, Georg
Falch, Axel	Flenkenburg, Uno
Ferguson, J.	Fraser, Thomas
Fisher, Wilhelm -707	Fredholm, Chas. J.
Fitzpatrick, Patrick	Forsgren, Carl
Fjellman, Geo.	Fyren, G. P. Von
Gendo, G.	
Gerner, Hans	Gregory, Joe
Giesler, Fred	Griffall, Peter D.
Gillholm, Albin	Gronlund, Oskar
Gleiminger, Edward	Gullransen, Bjorn
Grantley, C. W.	Gundersen, Andreas
Gravit, C. J.	Gustavson, G. B.
Hakanson, John	Harrison, Frank
Haldin, F.	Harvard, O.
Hallen, Victor	Haskins, C.
Halvorsen, Hans	Haugland, Harald
Hammargren, Oscar	Hawkins, Fred
Hannus, Alex	Heckman, Fred
Hansen, Chas. G.	Heesche, H.
Hansen, C. T.	Heldal, T.
Hansen, Henry	Heldt, Charles F.
Hansen, H. L.	Helinius, Oscar
Hansen, Jens	Helsten, Carl
Hansen, Marius	Hendriksen, William
Hansen, Martin	Hermansson, -1622
Hansen, Nells	Hiltwood, A. S.
Hansen, W. H. C.	Hine, Jack
Hanson, Hans	Hogan, A.
Hanson, H. M.	Horstedt, Charles
Hanson, N. Kaberg	Holberg, Alf
Hanson, Pet	Holmberg, Karl
Hansson, Lars	Holmqvist, F.
Hansson, Thom.	Holst, R.
-2383	Huse, E.
Iklvalko	Hyde, Carl
Irving J.	
Jackson, August	Irwin, Robert
Jacobson, Martin	Iversen, Iver
Jakobsen, Anders	
Jakobsen, Joakem	Johansen, Johan
Jakobsen, R.	Johansen, Thos. W.
Jamisch, Ed W.	Johansson, A.
Jann, E.	Johansson, O. -1908
Janssen, H. E. R.	Johnsen, C. B.
Jarosinski, Filiks	Johnsen, C. -1593
Jensen, Just	Johnson, D.
Jenkins, John B.	Johnson, F. -1723
Jens, Otto	Johnson, Ray W.
Jensen, Carl	Johnson, Theodore
Jensen, C.	Johnsson, C. J. -1566
Jensen, Erik	Johnston, P. E.
Jerdoe, Soren	Jones, Berthon
Johannessen, Anton	Jonsen, Halvor
Johansen, Carl J.	Jonson, E.
Johansen, J. -2021	Jonsson, K. A.
Kaare, P. J.	Jonsson, Robert
Kallio, Frans	Jorgensen, Jorgen
Karlson, Martin	Kocharlin, Jacob
Kathv, Albert	Koch, Harry
Kayser, Frank	Kokkala, Herman
Keating, R.	Kollo, M.
Kelly, E.	Krape, O.
Kimeral, H.	Kristensen, K. D.
Kindlund, Otto	Kristiansen, F.
Klatt, Herman	-1059
Klette, Ernst	Kristiansen, Hans
Knapp, Livius	Kristiansen, Jakob
Knudsen, Daniel	Kristian, A. W.
	Kron, F.
	Kylander, Herman

Lagsa, Emil	Lidsten, Chas.
Lahke, John	Lindelop, Charles
Lake, F. -1670	Lindgren, I.
Lapouble, J. P.	Lindholm, Axel
Lapschies, Edward	Lindroos, Oskar
Larsen, Alfred	Lindroth, Erik
Larsen, Axel B.	Liscum, Chas. -1778
Larsen, F. S.	Lofgren, Richard
Larsen, K. L.	Luoma, Wain
Larsen, Martin	Lundin, Charles
Larson, C.	-1054
Lewis, R. W.	
Maatson, Olaf	McKenna, B.
Maatta, John	McMaio, Victor
Macrae, Alexander	Mehrtens, Herman
Madsen, Christ H.	Mennicke, Fritz
Madsen, Ludvig	Meriult, Gaston
Magnusen, Ernst	Meyer, Ernest
Markus, Godfred	Meyer, Frank
Markley, Paul	Mikkelsen, K. -1620
Marmion, J.	Miller, James
Martens, Hans -1892	Moe, John
Martens, Paul -2262	Monahan, Patrick
Martin, H.	Moore, Albert
Mathiesen, N. L.	Moore, J. C.
Mathsen, Ludvig	Mortensen, Georg
Mathsen, Olaf	Muller, A. R.
Mayes, J. B.	Muller, Fred
McGregor, John	Muller, John
McKeating, R.	Murray, C. P.
Naujack, Fritz	Nielsen, Niels
Nelson, Alvin	Niemela, John
Nelson, C.	Niemeyer, Oscar
Nelson, C. J.	Nilsen, Emil
Nelson, E. C.	Nilsen, J. C. -1210
Nelson, Robert	Nordstrom, Johan
Nelson, O.	Norman, Olaf
Nelson, W.	Norr, N. P.
Nerberg, Kristian	Norris, Edward
Nessen, J. -702	Norton, Edgar
Newschander, Karl	Nyberg, Erik
Nicholson, J. E.	Nygren, F. H.
-1125	Nylander, R. E.
Nielsen, Andreas	Nyman, Oskar
Nielsen, Carl	
Oberg, Maurits	Olsen, Ole, 1047
Oetjen, Fred	Olsen, Paulus
Oettchen, F.	Olsen, Ragnvald
Ohle, Hugo	Olsen, Siegfred
Ohlsen, E. V.	Olsen, T.
Ohlsen, P. -570	Olson, Barthel
O'Keefe, Ed.	Olsson, C. G. -1101
Oleson, Ed	Olsson, H. -794
Olsen, Eugene	Olsson, G. B.
Olsen, Gus -562	Ojstedt, S.
Olsen, Harry -885	Ommenson, E.
Olsen, Jorgen	Osterberg, S. H.
Olsen, M. B.	Owen, Fred
Parson, Herman	Petersen, Otto
Paulsen, Alex.	Peterson, Otto
Pedersen, Didrik	Petersson, Chas.
Pedersen, H.	-1901
Pedersen, Halfdan	Petersson, Conrad
Pedersen, Henrik	Petersen, Bjorne
Pedersen, Johan	Petersson, Karl
Pedersen, P. -1245	Petersson, R.
Petersen, J. A. -515	Plant, Bellie
Petersen, John A.	Plom, Charles
Petersen, Karl L.	Porath, Ben
Petersen, Olav -1595	Pring, Carl
Peterson, L.	Publicatus, August
Peterson, O.	Pulman, Charles
Peterson, Oscar E.	
Quin, C. B.	Quin, R. C.
Raalsen, Fred	Ripper, Harry
Rakov, Stephen	Rodenbeck, A.
Reilwall, A.	Roery, Frans.
Reed, J. W.	Ross, Rudolf
Richard, John	Rulse, -
Riech, Fritz	Rundquist, O.
Ries, Heinrich -1146	Rutte, Peter
Rimmer, Chas.	
Saarinen, E. 2581	Smalmborg, Otto
Sammola, Vano	Smith, John
Sand, Bernhard	Smith, Max
Sand, Torger	Solyst, Martin O.
Sandbeck, E. C.	Sorensen, Marius
Sanderson, Geo.	Sorensen, S. P. -2722
Sanne, Rudolf	Spanos, James
Saunders, James	Stinesen, Harald
Sauza, Custodio	Stintman, John
Schaffer, Hugo	Stoff, Fred
Scheachte, Alfred	Strand, Charley
Scheffler, Samuel	Strandquist, Louis
Schellenberg, H.	Suarinen, Frank
Schrader, Fred	Sunderlin, Ax.
Schruester, E.	Sundhouse, Joe
Schulzer, Paul	Sundi, Oscar
Scott, James S.	Sutherland, Peter
Selbert, H.	Sutherland, A.
Selander, C. G.	Sutherland, W. -2398
Senter, W.	Swane, Albert H.
Shager, Ernest L.	Swan, A.
Sherry, J. H.	Swanson, C. H.
Shrene, Elwood	Swarthy, Norman
Tallbom, John	Tiller, Edw.
Tammar, Krispin	Themens, William
Tammar, P.	Thomas, Edward
Tarm, E.	Thorsen, Jens
Taanase, E.	Thorsen, Rolf
Thearin, John E.	Tollefsen, Hans
Thes, Rudolf	Traynor, John
Thomson, G. E.	Tylund, Carl E.
Tierney, Pat	
Uderkull, C.	Uppit, Walter
Ulmar, John	
Vangelder, William	Von Heinz, Hendrick
Viberg, John	Voorhies, Firman
Vleg, Theodore	
Wakrum, John	White, Fred
Walter, John	Willarts, Fred
Wank, Romano	Willmorn, W.
Warner, Chas.	Winberg, Oscar
Warner, Wil	Winters, Harry
Wee, William	Whitot, J.
Weltz, Hill	Winton, J. A.
Wendy, Geo.	Woldhouse, John
Westlake, S. G.	Wold, Olaf -1285
Zankert, Karl	Zornig, Harry
Zebe, G. V.	Zwakten, Rudolph
Zimmerman, Fritz	Zweiberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Amunsen, Daniel	Bjornsen, Conrad
Anderson, A.	Carlsen, Jacob
Anderson, Andrew	Carter, H.
Anderson, Gust W.	Ceelan, John
Athanasie, Michal	Christoffersen, Olaf
Belling, Oscar	Ellefsen, Otto
Berling, J. B.	Erikson, E.

Finnelly, Wm.	Pedersen, Ellif
Hansen, Karl	Petersen, Georg
Hansen, Marius	Petersen, Olav
Hansen, O.	Raasch, O.
Hawkins, Fred	Rarly, Frans
Hendriksen, Hag-	Rathke, Reinhold
bart	Relursen, A. L.
Henningway, Geo.	Ruter, Peter
Hofgaard, Hans	Sanne, Rudolf
Hushy, Lars	Schroder, Aug.
Johansen, Emil	Schultz, Fred
Jorgensen, Oluf	Swanson, Ben
Klette, E. F.	Seibert, H.
Laas, J.	Skoglund, Hendrick
Lucey, James	Sorensen, Pete
Morris, O. R.	Strandquist, Louis
Nielsen, E. S.	Strandin, A. W.
Olsen, Andrew	Tanum, H. -793
Olsen, Arne	Wakely, R. E.
Olsen, Carl -1101	Whiteside, Fred
Olsen, Ed.	Winkel, August
Olsen, W. S. -1229	Wolters, Johan
	Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Sandy McPherson and wife were discussing his drinking habits, when she said to him:

"Sandy, you know I never mind much when you get gentlemanly drunk, but only when you get so beastly drunk. Sandy, when you see you have all you want, why don't you ask for lemonade or sarsaparilla?"

"Well, I'll tell you, Annie," said Sandy, "when I get all I want I can't say Sarsaparilla."

Unfair.—Sol—Vell, then, I wish you the same as you wishes me.

Ikey—There you are, Sol. Beginning it all over again.—Modern Society.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund..... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Telephone Kearny 1534

Hotel Albion

NICELY FURNISHED ROOMS

Rooms from 30c and Up a Day and \$1.75 and Up a Week. Hot and Cold Water. Free Baths.

BELL AND ELEVATOR SERVICE ::
25 Clay Street, San Francisco

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

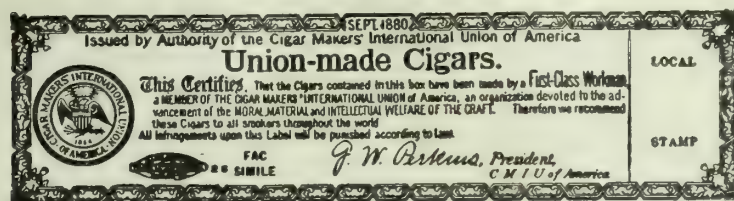
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

Here is a good one—and it actually happened—showing the love of many of the colored brethren for big words and high-sounding phrases, entirely regardless of the meaning thereof.

My friend Con Connors, of the Government Printing Office proof-room, hired one of these descendants of Ham to do some work for him. The man discoursed eloquently about a job he had recently done for someone else, in the course of his remarks using a number of

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

2 for 25c

UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust	Israelson, Ernest
Anderson, Erik	Johnson, Martin
Albertsen, Hans	Johnson, John E.
Christian	Jacoma, Carmelo
Andersen, E. W.	Janssan, J. Axel
Bernhard, Oscar	Jensen, Ole
Colbert, M. J.	Kathy, Albert
Cohn, W. R.	Kramer, Fred
Christensen, Pete	Mareple, John
Certz, Emil Aii	Magnussen, Magnus
Elmi, A.	Osterlund, Carl
Ekeland, Will H.	Olson, John
Eriksen, Earl	Schultz, F. J.
Eriksen, Oille E.	Saalmann, Joe
Findley, Joe	Schlachte, Alfred
Fritsch, Leonard	Teraelson, Ernest
Gundaker, Sam W.	Wilson, Herman
Grabrova, Anton	Wallin, E.
Happner, H.	Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
sen	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasm's O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromness, Oscar

large and mouth-filling words.

Con, smiling good-naturedly and pretending great interest in the narrative, remarked to the gentleman from Africa:

"I suppose, then, that you did that work very inadvertently?"

"Yes, sah," he said, as he drew himself up proudly and assumed a look of vast importance. "I suttunly did. I does all mah wuk dat way."—Washington Trade Unionist.

News from Abroad.

The Panama Canal has entered into a contract with M. Rovetto of Genoa for the purchase of the remaining French scrap left by the Chicago House Wrecking Company, at the price of \$5.25 a ton.

Mr. Muhatmad Yusuf Ismail, of Bombay, has intimated his intention to start and maintain at his own expense a small training ship in Bombay Harbor for the sons of Indian seamen, irrespective of caste and creed.

The Turkish Parliament has voted mobilization credits of \$190,000,000, says the Constantinople correspondent of the Tageblatt, and has authorized the Government to immediately float \$25,000,000 of this amount at 6 per cent.

The French military decree forbidding the use of absinthe has had such a beneficial effect upon the population that the cabinet has approved a measure for submission to Parliament making permanent the prohibition of the sale of absinthe and similar liquors.

An oil field has been discovered near Gijon, in the province of Aviedo, Spain, according to El Mundo. A prospector was boring for coal, when a column of liquid gushed up, shooting to a great height. Almost immediately it caught fire, and is still burning.

Sir Henry Howard, who has been appointed British ambassador extraordinary at the Vatican, is the first representative Great Britain has sent to the papal court in four hundred years, and the English Protestant Alliance has lodged a protest with the Government against this reversal of policy. He has been an attache in the diplomatic service since 1865, and has held positions of unusual honor and power. He has served in this country, The Netherlands, Guatemala, Greece, Denmark, China, Russia, and France. During the period 1896 to 1908 he was British minister at The Hague and Luxembourg.

Striking the rocks off Tampico on the night of January 7th, the private yacht "Wakiva," owned by Edward L. Doheny, Los Angeles oil magnate and president of the Mexican Petroleum Company, was wrecked and abandoned. The yacht was valued at \$75,000. According to the dispatch, the yacht had started from Tampico at 7:30 o'clock on the night of January 7th for Galveston, Texas. On board were H. Walker, the legal representative of the Mexican Petroleum Company and its associated companies, and the crew. The wreck occurred a short distance from Tampico. A hurried call for assistance was made, and Walker and the entire crew were rescued.

The close of the fifth month of the war in Europe has brought no decisive action, and no talk of peace. The endurance struggle continues, with fortune apparently favoring the Allies. Germany has been unable to take Warsaw, or advance against the Allies in France and Belgium, her commerce and shipping have been driven from the seas, and her fleets cling to their harbors. Austria has been driven from Serbia, and is slowly yielding to the Russian forces in Galicia. Turkey has made no effective campaign, but still holds the Dardanelles. And Egypt apparently is quiet. Germany, however, though herself unable to advance, holds her opponents in check.

With the Wits

Perplexed.—Inquisitive Incubator Chick—Say, do they figure your birthday from the day you're laid or the day you're hatched?—Puck.

Too Well Prepared.—"My dear old fellow! What's the matter? The sea's like a duck-pond!"

"I know, old boy—but I've taken six—different—remedies."—Punch.

He Knew.—The "Swanky" One—I'm smoking a terrible lot of cigars lately.

The Other (with conviction)—You're right, if that's one of them.—Tit-Bits.

Filial Fondness.—"What is in the mail from daughter?" asked mother, eagerly.

"A thousand kisses," answered father, grimly, "and sixteen handkerchiefs, two waists, and four batches of ribbons for you to wash and mend."—Kansas City Journal.

A Daughter's Laughter. With increasing amusement he laughed.

Because of his daughter's wild laughter;

Then he said: "Tho I seem to be daught,

I am sure that my daughter is daughter."

—Ladies' Home Journal.

Where Autos Fail.—A farmer was recently arguing with a French chauffeur who had slackened up at an inn regarding the merits of the horse and the motor-car.

"Give me a 'orse," remarked the farmer; "them traveling oil-shops is too uncertain fer my likin'."

"Eet is prejudice, my friend," the chauffeur replied; "you Engleesh are behind ze times; you will think deefairt some day."

"Behind the times be blowed," came the retort; "p'r'aps nex' time the Proosians are around Paris and you have to git your dinner off a steak from the 'ind wheel of a motor-car, you Frenchmen'll wish you wasn't so bloomin' well up-to-date!" —Sacred Heart Review.

Joint Accounts

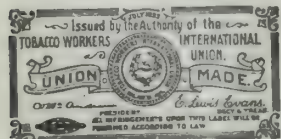
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

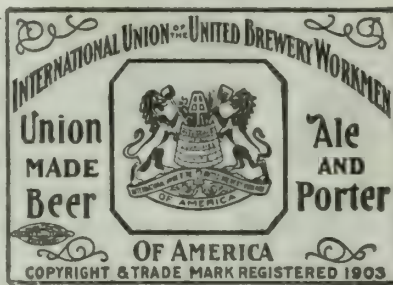
THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

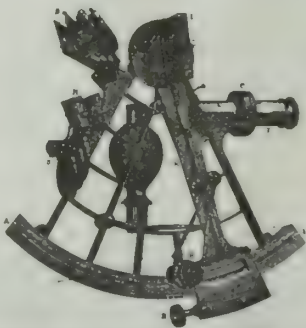
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Free and Free.

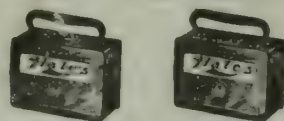
ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



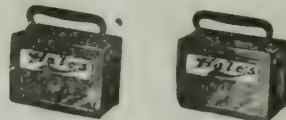
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 21.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 3, 1915.

Whole No. 2315.

WHY DO MEN ORGANIZE?

An Eloquent Sermon Upon the Uplifting Force of Unionism.

It seems almost foolish to be asked the question "Why do men organize?" But there are those who manifest good reasoning faculties, who do not seem to understand that men organize because we are compelled to; because it is impossible in this age of centralization of forces to stand as individual working people, while every form of business enterprise is thoroughly organized, working in co-operation.

In this competitive age, business being done on such a large scale, all successful business is compelled to join with a centralized organization as a matter of protection, from a dollar and cents point of view, as well as an assurance of success. If men are permitted to protect their interests from the dollar standpoint, then how much greater is the need of labor organizing from the human angle of the question.

We all know that the tendency of large employers is to buy labor as cheaply as possible, and to substitute any class of labor for that of skilled labor, provided it is cheaper, without question. Were it not for labor organizations, those who toil would be in worse position than were the chattel slaves of not so long ago. We must bargain collectively if we are to be free.

If you will go with me to a country where labor is not permitted to organize, I will show you a country where the standard of manhood is low, the standard of morality still lower, and human aspirations at their lowest ebb. I will show you also universal misery among the working people; a government the picture of cruelty and tyranny; people with a low order of intelligence, just as cruel as their government, and just as criminal and selfish. On the other hand, go with me to the country where labor organizations are most generally recognized and where they are the strongest, and I will show you a country where the standard of manhood is at its highest; the citizenship most excellent; morality of high standard. You will find there the vineclad cottage, with music and culture, and love of country and home.

Low Wages Kill Morality.

Morality does not thrive where wages are low. Morality cannot thrive in unsanitary habitations, neither will it develop on inferior or unwholesome food. Children of high order are not born under that class of surroundings. If we would have a better generation, consequently a better nation, we must prepare better surroundings in which future citizens are to be born and reared. The boys and girls of the slums to-day will be the fathers and mothers of to-morrow, and the boys and girls of the sweatshop districts will be the parents of a generation of unskilled workers.

The appeal to our endeavor is happiness, and we realize that real happiness cannot come in spots, it must be universal. No broad-minded, conscientious person can be happy while others are miserable. That much-wished-for time will only be near when all shall have plenty to eat and drink and know from whence they shall be clothed and have a place on which to lay their heads. Then shall hope spring anew in the

hearts of all mankind and men will rejoice in the reign of universal equity.

Our problem is the problem of life. No question is of such magnitude to the human family. In it you are vitally interested, you must be.

The moral question depends to a great extent on the bread and butter problem. That human beings shall hunger in a land that is productive enough to feed the world, is almost beyond belief. Yet in our land, blessed with productive soil and natural opportunities, want stalks abroad. To abate that unnatural condition is one of the great objects of organized labor. Organization of the units of industry, and then education as to the needs of the human family, and the understanding of economic needs and the remedies of wrong philosophies, must occupy the attention of workingmen and women. We must take hold of the situation as we find it, and by organization of the great wealth-producing classes and by education to the point of understanding of the human needs, correct wrongs and establish right and justice even as we are able to apply correct principles. And let me remark here, that correct principles cannot be dreamed into practical operation; we must know; we must think clearly without prejudice; we must act.

Vote Not Cure-All.

You cannot vote intelligence into the human family, neither can you by joining any particular political party have a great deal more brains than you had before you professed the faith. The greatest need of the masses is to have knowledge of practical needs, and then they will not have to be told how to vote—that duty will take care of itself.

In the trade-union movement we have learned that the greatest advancement we have made comes from the fact that we have strong organizations and force recognition by united demand for our rights. The rules or unwritten laws we make by organized effort far excel in effectiveness any laws labor has attained by political action.

We must recognize the fact that organization is primarily necessary before either the industrial or political strength of the people will be manifest. And I am bold in making the statement that if all who labor would organize, and by education and unity claim their own, very little political action would be necessary. Do not misunderstand me as saying that I do not believe political action necessary, but I hold such action not so necessary as that of thorough organization of labor's forces, and an understanding of the things possible through collective effort. I would not by any means dispense with any political rights, for political rights, like the right to strike, put in our possession a weapon the use of which—or the threat of the use of it—ofttimes brings splendid recognition of labor's rights that cannot otherwise be obtained.

That political action alone will solve the problems confronting those who labor is sheer folly. Australia tried the political route in curing human society's ills, and lost sight, for the time being at least, of labor unions, and

as the unions waned, their political strength diminished and the humane measures established by legal enactments began to be discarded. Then the cry went up from labor's political forces as well as the remaining unions, "Back to the unions, the basis for all political and industrial strength of the hosts of labor."

Strong Organization Necessary.

The power that enables us to achieve results for labor is in strong intelligently conducted organizations. Sometimes our weapons are crude, and sometimes they seem to be—and are—unwisely used; but they are all that we have, and if they are not very modern it is not our fault. To be compelled to continually fight oppression well fortified in its position, while we are poorly equipped, is a long and weary contest; and one cannot expect much change in the methods and weapons, until there is a greater awakening to the realization of human rights by the slumbering masses who are only indirectly affected by the contest.

Public inconvenience and suffering is held up by the opponents of organized labor as one of the great sins in an attempt to influence unthinking non-combatants that labor's fight is not a righteous cause. And because of the indirect suffering of the public many schemes have been proposed to curtail our rightful liberties in carrying on contests to give to the laboring millions justice and the right to live in decency and comfort. The public, feeling the sting of the onslaught, oftentimes without thought of the justice of our position, condemns us and thereby aids in our defeat. There must come from the source of public opinion more expression of knowledge of human needs, and an awakening to the realization that the people must demand of wealth recognition of labor's rights. People must more and more realize that a greater value must be placed upon human flesh and blood than upon paltry dollars.

In the wild scramble for wealth, human weal, as a general proposition, has been forgotten. In the glamour of the power and prestige for which wealth is sought, oppressed humanity has been trampled under foot, and left mangled and bleeding. The real opponents of the labor movement have never considered the matter from the angle of just dealing. Justice is not one of the component parts of those whose mission is the destruction of unionism. Theirs is a mission of destruction in the interests of self-aggrandizement and power regardless of suffering and death.

Unions Greatest Uplifting Force.

Men all agree that happiness is the final goal and to aid in bringing that much-sought for ideal the trade-unions are playing a greater part than all other forces combined. Let me present these facts: The labor movement has redeemed from worse than slavery millions of struggling working people; giving them hope, sunlight, health, education and happiness; shortening their hours of toil that they might have time to recuperate, to strengthen vitality; giving time to associate with friends and family; regaining vitality to bring forth a vigorous generation; gaining time to properly direct inquiry into

the philosophy of life for future citizenship, and in many other ways aiding society as a whole to make strides towards higher and better living.

Besides shortening the working day and giving relief from arduous toil, the trade-unions have forced better compensation for labor performed, so that men and women and children have been able to be better fed, better clothed and better housed. The result of this plan is better health, better morals and better citizenship, the greatest requisites toward a higher civilization. Trade-unions have made better conditions in which people must work; they are taking the children from the factory and the shop, giving them a little sunlight and opportunity for education and development. You ask, "Is it labor that is forcing the recognition of those principles?" I say yes, most emphatically. Every concession that has been accorded to the toiler, every law on the nation's statute books, every law of State and municipality in the interest of those who labor, are there as a direct result of organized labor's efforts and demands.

Help for Womankind.

The trade-union is making an effort to give to women who are compelled to enter industry a wage consistent with respectable, healthful living, and as fast as possible organized labor intends to gain for women equal pay with men for equal work. Do you know that to-day women get less than half the pay that men receive for the same work? Can you figure out how it takes less food, clothing and shelter for a woman than it does for a man? Then why the difference? The answer is, the old custom of making women the burden bearers and drudges, with the only recompense, that of her keep.

I ask that you judge the workers by their ideals and not by their faults. Organizations are composed of human beings with all the frailties and weaknesses of the human family. I have only this excuse to offer for the mistakes of labor: Who has greater right to make mistakes than he who by oppression, for generations, with bended back, with no opportunity for understanding has been compelled to toil incessantly, for barely an existence? As we are permitted to enjoy a little more of daylight and to revel in the sunshine and the flowers we become better equipped to know right from wrong and to apply the Golden Rule. As our efforts have been rewarded by the elimination of wrong, and our burdens have been lightened, the people have grown in moral stature and in the understanding of right living. There is nothing so elevating as liberty, as justice; nothing more humiliating than poverty, than charity. For justice we shall continue to strive to the end that happiness shall be universal; that poverty shall be driven from the land; that man shall be magnified in industry, and that American woman shall not be robbed of her natural right to be the queen of the home and mother of the greatest race the world shall ever see.—C. O. Young, in the American Photo Engraver.

Among the most curious, as well as wonderful, of garments are the fishskin dresses worn by wealthy women of the gold tribe along the Amur River in East Siberia. These women produce some extraordinary ornaments, designs, and embroidery. The dresses mentioned are composed of several layers of fishskin, the undermost representing the skin of the garment proper, the uppermost showing the ornaments in their cut-out forms. Between these two layers there is another layer that serves to throw out distinctly the beautiful qualities of the ornaments. The pieces of fishskin that form the ornaments are usually blue. The front and back of the dress is adorned with these cut-out pieces of fishskin sewed with fishskin thread.

Erfurt is appropriately called the "Blumenstadt," or Flower City, of Germany. Almost three per cent of the population is engaged in commercial horticulture. While vegetables and flowers for sale are grown on a large scale, of much vaster proportions is the business in flower and vegetable seed. The larger Erfurt seed firms ship to almost all parts of the civilized world, the United States importing large quantities of Erfurt horticultural products.

The movement to reduce the hours of labor will continue as long as labor itself continues to be merely physical exertion for the maintenance of animal existence.

THE CASUAL LABORER.

An investigation just concluded by the Commission of Immigration and Housing of California marks an advance in the method of dealing governmentally with casual labor and the problems arising from seasonal employment in industry. On behalf of the State government, and as the agent of the United States Commission on Industrial Relations, the Commission has been studying the general character of the seasonal and casual labor force, the unskilled laborer as an individual, and the conditions under which he works and lives. Not only has the Commission, through its investigators, interviewed employers, members of labor unions, and officials, but has had men working in labor camps, and traveling over the State as itinerant workers, with the aim of coming into actual contact with conditions and getting a real insight into the problems involved.

The result of the investigation, including the findings of the field agents, statistical summaries of several hundred biographies obtained from casual workers of various types, tabular information on living conditions in labor camps, and recommendations for remedial action, is given in a report the Commission has prepared. In addition to pointing out the importance of the fact that the make-up of California industry demands a mobile and elastic labor force able to supply a demand in the summer and fall months, at least 50,000 greater than that in the winter months, the report deals with the effect of these variations on the character of the laborers, and emphasizes how unnecessary much of this seasonal fluctuation is.

That living and working conditions in camps and "on the road" between jobs, together with the habit of casual labor engendered by this way of living, tend to reduce the migratory white worker to a condition in which he is physically and mentally unfit for steady labor, and to make him an inefficient industrial factor, is asserted. As a result this class of labor is finding itself unable to successfully compete in reliability and productive utility with alien labor—Asiatic and Mexican—in many of the important agricultural industries. Of importance, also, in this regard, is an alleged discrimination on the part of employers in certain districts against white labor in favor of Asiatics.

Some startling figures as to the "turn-over" and the average length of jobs in various industries are contained in the report. A complete turnover of the labor force in one month is very common, while in some cases as many as 300 men are hired in a month to keep up a constant working force of 75. The loss to the employers and to the community because of this constant shifting, this bringing in of new and inexperienced men, is enormous. The cost of our system of casual labor falls not alone upon the worker, though he feels it most acutely, but stands as an enormous waste in industry.

A condition of dormant unrest among white casuals was also found to exist, an unrest usually imperceptible, but flaring up occasionally into compelling prominence as it did at the Durst hop fields near Wheatland in August, 1913. Played upon as this unrest has been by various leaders and factions, yet is its strength

such that it cannot be ignored, based as it is upon a deep-seated feeling of class injustice.

A discussion of the attempted organization of the unskilled laborers by the American Federation of Labor and by the I. W. W. is included in this report. Both have reached a limited number, but neither has effectively touched the mass life of the seasonal migratory worker in California. Though organization is highly desirable, the difficulties in the way of welding this diverse mass together are so many that no such form of organization as we have in the more highly skilled trades is possible.

The normal seasonal fluctuations in the demand for labor are needlessly intensified by the holding of land in large tracts, the devotion of large districts to one or two principal crops, the failure of American ranchers to farm intensively, and the absolute failure of communities to realize their obligations toward labor and to appreciate the economic waste involved in the present haphazard method of obtaining labor. The vicious method of land development in farms too small, at prices too high for investment returns, to men without adequate working capital or adequate agricultural knowledge, that has been practiced in the opening up of much of our land, is one of the baneful underlying causes of present evil conditions.

The remedies for these conditions suggested by the investigators of the Commission include various methods of regularizing employment and eliminating whatever of casualty can be eliminated from our industries, with measures to facilitate a sane development of our land. With an increased crop diversification and intensification of farming not only will the land support more people, but the people actually living on the land will do the work on it, without having to call in thousands of landless men to work for a month or two. The experience of certain districts in California has demonstrated that it is possible to-day for communities to co-ordinate agricultural industries and regularize employment so that fixed local working forces for doing the seasonal work of the vicinity can be built up.

It is urged that vagrant riding of trains, and tramping, be done away with, while means of transporting laborers in other ways, more conducive to their self-respect and to the efficiency of the labor market organization be provided in connection with the State Free Employment Agencies proposed by the Commission of Immigration and Housing.

As a basis for the immediate practical reforms that are suggested in the report, there must be a change in the attitude toward the casual laborer on the part of the employer and the community, with a breaking down of the economic barriers that have prevented him from leaving the ranks of the landless. While the existence of a vindictive class consciousness has a basis in fact, all reforms are but superficial palliatives.

In addition to the use to which this report will be put in attempting to remedy conditions in California, it will be submitted to the United States Commission on Industrial Relations and will conclude the work done by the Commission of Immigration and Housing for the Federal Government.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Dangers on Great Lakes.

The excursion and passenger boat interests on the Great Lakes are among the most bitter opponents of the Seamen's bill, now pending in the United States Senate.

Last week a memorial was presented from the Michigan Legislature against the Seamen's bill, in which it was urged that proposed laws against Great Lakes shipping were unnecessary, as "steamers are passing and repassing each other at very short intervals, so that assistance is always near at hand in the case of any accident."

In answer to this claim, Senator La Follette had inserted in the records last year's report of Chicago public school authorities on "Lake Boat Excursion Dangers," which stated:

"It was found that the boats only carried lifeboats and liferafts to save the lives of 30 per cent. of their passengers, and this means that a boat licensed to a capacity of 2600 to 3000 passengers during the excursion period—May 15 to October 15—would be able to provide liferafts for less than one-third on board if the boat was crowded to its capacity. These boats are crowded to the rail on holidays and week-end trips. Life preservers are plentiful, but life preservers are not adequate protection for small children. The crews are small, and unless there is amended national legislation to compel excursion boats to increase their lifeboat equipment, personal safety on an overcrowded Lake Michigan excursion boat is a risk in which humanity must depend upon fate as to whether it would be numbered among the 'one-third saved' or the two-thirds that would be dependent upon life preservers. Among the latter would doubtless be many children with only a circle of cork around them to float their frightened souls to rescue."

Many Unemployed Women in California.

The pleasing prospect of seeing the Panama-Pacific Exposition without being out of pocket has prompted 10,000 women to file applications for employment with the fair, while the number of positions that will be open to women is limited to 1000. The applicants hail from every corner of the world and many of them, without waiting for an answer to their application, have come to San Francisco and are helping to swell the ranks of the army of unemployed in California this winter.

These figures are shown in a report made on unemployed women by the California branch of the Association of Collegiate Alumnae and filed with the Commission of Immigration and Housing of California, which is acting as a clearing house for the reports of various committees investigating the problem of unemployed. This survey of the situation includes the Panama-Pacific Exposition, employment bureaus, department stores, factories, women's unions, institutions, boarding houses and relief associations. The report shows that labor conditions among women have never been so bad in San Francisco as they are this winter.

In no established business has there been reported an increase in the number of positions available for women, while in many instances there has been a marked decrease with no prospects of any immediate change for the better. The employment bureaus investigated reported conditions very bad, with no relief in sight. From sixteen department stores the committee learned there had been an increase in the number of applications for work and a decrease in the number of positions to be filled.

One store received from October 24 to December 4, 1914, inclusive, 177 personal applications from women for work, of which 110 were made by Eastern women who are in San Francisco and jobless, the majority of them attracted here by the Exposition. Another large store received so many applications from without the State that a circular letter was sent broadcast, advising young girls and women without families not to come to San Francisco in the hope of obtaining employment.

The women's unions included in the investigation are sending letters to all the branch unions urging that members be discouraged from coming to this city. The outlook for clerical work for women, stenography and bookkeeping, was even more discouraging, showing between fifteen and twenty thousand unemployed women stenographers and office assistants who are destitute.

The reports find that owing to an impression throughout the United States that during the Panama-Pacific Exposition year of 1915 there would be a large demand for women in all kinds of employment in San Francisco, there has been a great influx for months of women and girls to San Francisco. The Commission of Immigration and Housing of California urges that women and girls without means or an assured position should not attempt to see the Panama-Pacific Exposition by paying their way by their labor.

Favor Compensation Law.

In its favorable report on the question of workmen's compensation to the Missouri Senate, a commission appointed by that body exempts from the proposed law's operation domestic service, farm labor and employment of three or less employees. The commission says:

"The social principle upon which laws (compensation) are founded is that industry should bear the burden of its accidents and distribute the cost upon the consumers of its products, as it does other cost items. One of the principles of justice upon which this proposition is based, is that modern industry is so well organized that this distribution can be easily, intelligently and universally done. It therefore follows as a corollary, that there should be no compulsion to any employment which is not so organized that it can easily, intelligently and universally distribute this cost."

The commission shows by figures that a compensation law not only has humane qualities, but it possesses merit as a tax-saver. Statistics from California, Wisconsin

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Australian labor papers state that there are 20,775 Chinese and 3470 Japanese in Australia.

According to the latest available statistics Chile has 547 labor organizations.

Trade unions in the United Kingdom with a net membership of 932,576, excluding those serving with the Navy, Army, and Territorial forces, reported 26,771 (or 2.9 per cent.) of their members as unemployed at the end of November, 1914, compared with 4.4 per cent. at the end of October, 1914, and 2.0 per cent. at the end of November, 1913. At the end of July last the percentage was 2.8.

A recent issue of "Freedom," London, England, has the following pointed comment: "The rise in prices owing to the war appears to be making our Poor Law Guardians nervous, and economy in the paupers' dietary has been ordered. The average cost of feeding a pauper is 4s. 6d. a week. Has it ever occurred to these same Poor Law Guardians, who are so anxious to save the ratepayers' money, just how much it costs the country to feed the paupers we maintain in high places? There is, we understand, no talk of retrenchment in that direction."

The arbitration bill now before the Australian Federal Parliament provides that organizations may apply to the High Court for a declaration of the existence of a dispute. When an alleged dispute is submitted to the Arbitration Court an application may be made to the High Court (a) in the case of a dispute by plaintiff by the complainant organization or association; (b) in any other case by any party to the proceedings, or by registration for a decision as to whether the dispute, or any part of a constitutional dispute, exists, or is threatened, is impending, or probable. The jurisdiction of the High Court may be exercised by any of the judges sitting in chambers, the decision of the judge is to be final and conclusive, it is not to be subject to appeal to the High Court in its appellate jurisdiction, and is not to be challenged, appealed against, reviewed, quashed, or be called in question, or be subject to prohibition or mandamus in any court on any account whatever.

According to the British Labor Gazette large numbers of skilled and unskilled laborers are out of work in Canada at the present time, and it is undesirable for any emigrant to go there now. Manufacturing conditions during October showed further improvement, and some establishments which had been closed down resumed operations, but many factory employees still remained out of work. Wages in many places have been reduced. The busiest establishments were cotton and woolen mills and flour mills. Coal mining was fairly active, and more miners are being employed at the metal mines at Cobalt and in British Columbia. Some thousands of extra laborers were being employed on railroad construction and in civic works, but in spite of this there has been a noticeable increase in the number of unskilled laborers out of work. Many women in Vancouver have been working at reduced wages. The strikes of molders at Smiths Falls (Ontario) and of sheet metal workers at Toronto are still unsettled.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monson, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Apelquist, Otto
Andersson, Hilding
Andree, Ernest A.
-1410
Ahlmán, Christian
Anderson, David C.
Billington, Martin
Bringsrud, Maria
Boy, A.
Brusbard, E.
Christensen, Martin
Carlson, Carl
Chilton, Harry
Carlsson, C.
Damiano, Alex
Danielson, E.
Ellisen, Emil
Ellisen, Sam
Felsch, H.
Fasholz, Dan
Galleberg, Martin
Gustafson, Alf
Hansen, S.
Hansen, Gilbert
Hedstrom, Torvid
Hanson, John L.
Hellstrom, O.
Hansen, H. T. -1446
Headstrom, J. F.
Hansen, Sigvarth
Jordan, H. S.
Johanson, Albert
Johansen, John
Johansen, Gunner
Jeter, V. B. -983
Johnson, Edw. A.
Lauritsen, Ole
Larsen, Hans
Lutzen, Valdemar
Larson, Axel -1768
Lindeman, Gus
Lindner, J. -1750
Lindeman, J.
Lassen, Alf
Meesman, J.
Menter, Wilhelm
Malm, Gustaf
Manning, Krist
Mikelsen, Andrew
Nilsen, Martin
Nikander, Knut
Nelson, Ernest C.
Nelson, Axel
Nielsen, Ole
Olsen, Emil Frederik
Owen, Fred
Ogilvie, Willie
Olsen, Ole Wilhelm
Olsen, Harald
Penningrud, Ludvik
Peterson, H.
Pedersen, Olaf
Rugg, A. P.
Rasmussen, J. -446
Rendelmann, Alfred
Skaanes, Egil
Stenroos, A. W.
Schlachte, Alfred
Svensen, S. -1717
Svenningsen, S. N.
Swanson, E.
Sassi, W. (Reg. let.)
Sorgenson, H. P.
-1498
Staff, Louis
Schultz, Axel
Thom, Edmund
Tonnesen, P. -100
Torjusen, Gunv. -41
Toren, Gustaf A.
Tvedt, Olaf
Wahlberg, Rudolf
Wilson, Willie
Zimmer, Walter
Ziegler, Fred
(Photos & Packages)
Anderson, David C.
Ellisen, Sam
Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton
Anderson, O.
Birk, Harry -1284
Dauda, Ch. W.
Engenis, John
Elofson, John
Erickson, E.
Hansen, Eugen
Hansen, Jens
Johnson, Albin
Jorgensen, C. M.
Martinsen, John
-2191
Nielsen, Chr.
Olsen, John
Ostergard, F.
Pedersen, Carl -149
Rasmussen, Elif S.
Strand, Conrad

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

There is a prospect that the Holland-America line may come to this Coast and make San Francisco a terminal or port of call. The Chamber of Commerce is working to bring this about, and the prospects for success are said to be good.

The Republic of Panama has filed a note of protest with the British minister resident, against the violation of her neutrality last month, when British and Japanese warships entered San Miguel Bay and other Panama waters to take on coal and supplies.

Again in possession of the "Monteagle," requisitioned by the British government at the beginning of the war, the Canadian Pacific Railway will resume its transpacific service February 24, when the "Monteagle" will sail from Hongkong for Vancouver. The first voyage from Vancouver to the Orient will begin March 27.

The American steamer "Leelanaw" has been purchased by Texas parties through Sudden & Christenson, and is to be delivered to her new owners at Galveston. The "Leelanaw" is a vessel of 1,377 tons net, built at Newcastle-on-Tyne in 1886. She was launched under the name of "Earnwell" and after stranding on the Atlantic coast and being repaired she got American registry.

Upon a decision of the Supreme Court of Washington, in a case appealed from Tacoma, will rest the question of whether the legislature could constitutionally exempt vessels registered in that State from taxation. If the Supreme Court affirms the contention of the assailants of the exemption law all steamship companies throughout the State will be affected and probably be compelled to pay back taxes on their vessels since 1901.

Captain A. C. Pederson must answer charges filed against him at Washington with the United States Commissioner of Navigation by German members of the crew of the American barquentine "Puako," who were paid off January 9 at Winslow, following the vessel's arrival from the Hawaiian Islands. The Germans accuse Captain Pederson of ill-treatment, abuse and violence. The charges were mailed to Washington when the barquentine was discharging coal at Mahukona, Hawaii.

A dearth of vessels for the delivery of cargoes on the Pacific is said to be threatening, and should it continue rates may be sent soaring to an altitude never before reached. During the past week seven vessels have been lost to the Pacific Coast trade and more will probably follow. The three steamers of the Boston-Pacific line and four well-known coasters—the American steamers Navajo, Olson & Mahony, O. J. Olson and Leelanaw—have been secured for the cotton trade out of the South. These vessels received rates said to be enormous. In the past few months vessels have been drawn into the Atlantic trade with a constancy that worries local exporters. The different quality of goods to be moved on the Atlantic, the willingness of the belligerent European nations to pay large prices for the goods they must have and the tramp steamers ever ready for such an emergency have resulted in this change, according to exporters. It is their belief that should the movement continue the Pacific Coast will see a price for handling its products never known before.

Flying the Russian flag, the first seen on a merchantman in San Francisco Bay for many years, the steamer "Yaroslavl" of the Russian volunteer fleet arrived in the morning of January 29. She brought 5000 tons of cargo consigned to M. J. Brandenstein & Co., including a large quantity of Chinese exhibits for the Panama-Pacific Exposition. Eight Chinese, who came as passengers on the steamer accompanying the exhibits, were taken to the Angel Island immigration station for examination prior to their being landed. There were also one Polish and two American passengers on the vessel. The "Yaroslavl" was forty-six days from Hongkong via Shanghai and Kobe.

The first big consignment of naphtha to go from San Francisco to the east coast via the Panama Canal is contained in the tanks of the steamer "Richmond" and the barge No. 91 of the Standard Oil Company's fleet, which left for New York on January 31. Both vessels will carry over 4,000,000 gallons of a heavy naphtha, valued at about \$400,000. With the commissioning of the canal it is possible to ship this class of gas from San Francisco to the Atlantic at a profit, according to officials of the company, and similar shipments will follow those of the "Richmond" and the barge. As the "Richmond" has successfully undertaken heavy tows on the Coast, it is not expected that she will have any difficulty on this voyage.

The United States collier "Caesar" brought 500 tons of Government exhibits to the Panama-Pacific International Exposition on January 13.

The display constitutes the largest exhibit ever made by a government in an exposition. It will occupy more than 192,000 square feet, and will represent every department of the Government.

To save the freighter "Delhi" of the Pacific Coast Steamship Company, now hard on the rocks of Strait Island, Sumner Strait, Southeastern Alaska, the steamship "Salvor" of the British Columbia Salvage Company left Vancouver during the week. She carries forty-one officers and men. Captain S. B. Gibbs, agent and chief surveyor in Seattle of the San Francisco Board of Underwriters, is aboard the salvage ship.

United States government action on January 29, stopped the possible exportation of a shipload of arms from San Diego to Carranza forces in Mexico or to foreign battleships waiting off the Pacific coast, according to Collector of Customs Elliott. The latter issued an order to customs officers at San Diego to seize and detain for investigation the schooner "Annie Larsen," just arrived there from San Francisco. The vessel is said to contain 560 cases of rifles, 3750 cases of ammunition and ten bales of cartridge belts. The ship will be held, according to Elliott, until it is ascertained where the arms and ammunition were to have been sent. The action of the Government followed the arrival of ten carloads of arms and ammunition at San Diego two days ago. This shipment of arms and ammunition was consigned to W. C. Hughes, and arrived from New York over the Santa Fe. The "Annie Larsen" belongs to the Olson & Mahony Steamship Company and was chartered by them, through Captain John H. Rinder, the local ship broker, to the firm of M. Martinez & Co., commission and custom brokers of San Diego. It is said that the fifteen carloads of alleged contraband arriving at San Diego were consigned to this firm.

Captain Thomas Moore and crew of the steamer "Cordova," which rescued the crew of the wrecked revenue-cutter "Tahoma" in Alaska waters several months ago, have been handsomely rewarded for their service. The officers and men of the "Cordova," as well as of the steamers "Patterson" and "Kodiak," were well remembered by the revenue-cutter service. Captain Moore, in addition to the handsome watch given him some time ago, received an elegant silver tea set. To the officers of the "Cordova" were given cigarette cases of silver, appropriately engraved and having the seal of the revenue-cutter service on the reverse side. Each member of the crew was given a \$10 gold piece. Captain Conrad Christiansen of the "Kodiak" was presented with a handsome gold watch, engraved on the inside of the case and with the seal of the revenue-cutter service on the outside. Each of the officers of the "Kodiak" received a cigarette case similar in every respect to the cases given the officers of the "Cordova," and each man of the "Kodiak's" crew received a gift of \$10. The "Tahoma," which was a new revenue cutter, wintered at San Francisco last season before going on the cruise that resulted in her doom.

Almost as realistic throughout as she was in the days when a man could be transported for stealing a two-penny pie, and hanged for little more, the ancient British convict ship "Success" arrived at San Francisco on January 23 from Philadelphia via the Panama Canal in tow of the steamer "Cricket." The "Success" was launched in 1790, at Moulmain, British Burmah, under the shadow of the old Pagoda, made famous by Kipling. She is built of teak, and although turned out by coolie labor, her builders were good wood workers, for, apart from her stanch construction, there still remains on board beautifully executed woodcraft. It was in 1802 that the "Success" became a "devil ship." From the home of the high potentates of the gilded East she was transformed into a prison for England's criminals, the born malefactor as well as the unfortunate whom a horrible penal system manufactured into an outcast. Until 1851 the vessel was engaged as a convict transport to Australia and then she was permanently stationed as a receiving prison at Hobson's Bay, Australia. In 1890 the "Success" appeared as an exhibition ship, and her visitors, according to Captain Smith, have numbered 15,000,000 people, including the King of England and the Kaiser, who were aboard in company prior to the war clouds. In 1912 the vessel crossed the Atlantic under her own sail. The voyage out here from Philadelphia took thirty-four days, the "Success" being the first vessel to pass through the canal in 1915. On the way up the coast heavy weather was encountered, and after one hawser parted, the "Cricket" and her tow were compelled to seek shelter in Magdalena Bay until the storm subsided.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 3, 1915.

BOYCOTTING VS. BLACKLISTING.

A few weeks ago the United States Supreme Court held that a nation-wide boycott conducted by the organized workers against an unfair hat manufacturer was "a conspiracy in restraint of trade," and was therefore unlawful, illegal, etc.

A few days ago the same Court held that it was perfectly lawful and legal for manufacturers to boycott (blacklist) a worker because the latter had chosen to better his lot by affiliation with a labor organization.

Boycotting goods is illegal. Blacklisting workers is legal. Yet the special pleaders for "the interests" have the splendid nerve to tell us that there is "one law for all."

Briefly stated, the latest anti-labor decision of this country's highest tribunal is that employers have the legal right to require employees to renounce their union affiliations, and have the legal right to discharge employees who refuse to do so. To the credit of three men it should be noted that Justices Hughes, Holmes and Day dissented from this outrageous verdict. The decision was in the case of the so-called Kansas Coercion statute, which was held to be unconstitutional; and, according to Justice Day, similar laws of California, Colorado, Connecticut, Indiana, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oklahoma, Oregon, Pennsylvania and Wisconsin and in Porto Rico are thereby invalidated along with the Kansas law.

Once more the thoughts and desires of men who lived in the Eighteenth Century and drafted the United States Constitution have been "judiciously" interpreted and used as a club to stay the progress of the workers of the Twentieth Century. Once more we have been furnished with a striking object lesson (1) that the interests of labor and capital are not identical, and (2) that when property rights conflict with human rights, the latter must take a rear seat.

The slogan of the American Federation of Labor is "Labor Omnia Vincit." But how can Labor conquer as long as Eighteenth Century ideals are permitted to stand as an

immovable bar against progress and silence the workers' hopes and aspirations in the present and the future?

THE NAVAL RESERVE.

According to recent press dispatches, the navy of the United States has fallen into fourth position of power in the list of the world's navies; now being superseded by England, Germany, and France.

The testimony of a great number of persons who are considered naval experts, recently given at Washington, shows that the United States is second to the British as regards ships, but woefully deficient in other important respects.

Assistant Secretary of the Navy Roosevelt admits that it requires an addition of 18,000 men to the personnel of our naval forces in order to place it upon an efficient war footing.

Admiral Fiske goes further and warns the nation that it would take five years to get the fleet into a proper condition for war.

Admiral Dewey and others, who must be presumed as competent authorities, are continually sounding the warning to our lawmakers of our naval inefficiency.

The most startling feature of unpreparedness for defense of our shipping and ports, is the fact that this country has no trained reserve of officers or men to draw upon in case of necessity. We have no merchant marine personnel from which such a reserve might be recruited.

The shortsighted policy of our government has for years driven American boys from the ships, and American ships from the seas. We are now confronted with external circumstances both serious and ridiculous. With enough raw material and manufactured goods to supply the warring nations of Europe, and all other sources made impractical to them, we are compelled to see our commodities shipped in foreign bottoms.

We tamely submit to the indignities and drastic restraints heaped upon our commerce by some of the belligerents. We suffer in meekness the unjust, domineering attitude of a nation which is making every effort to eliminate the flag of all other nations from the ocean highways; knowing all the time that if it should come to a climax we are powerless to back up our protests owing to an inadequate naval force and a corresponding scarcity of merchant vessels.

The present war has had a tendency to focus attention upon our national defenses, and we are reluctantly compelled to recognize a condition which is actually distressing and requires immediate remedy. This journal has for over twenty years sounded the warning and appealed to Congress after Congress for amelioration of this deplorable state of affairs.

We have urged the question from every angle of national character, from commercial points of view, and from a standpoint of humanity; but up to the present our efforts have been unavailing in the face of the powerful opposition of shortsighted shipping interests. Now that these matters are of vital importance to our national existence it may be well to heed the following impressive warning, given by Admiral Dewey before the House Committee on Naval Affairs:

It can not be too often repeated that ships without a trained personnel to man and fight them are useless for the purposes of war. The training needed for the purpose is long and arduous, and can not be done after the outbreak of war. This must have been provided for long previous to the beginning of hostilities; and any ships of the fleet found at the outbreak of war without provision having been

made for its manning by officers and men trained for service, can be counted as only a useless mass of steel, whose existence leads to a false sense of security.

Surely, there is food for solid thought in this oft-repeated warning. And while we are confronted with these alarming conditions, a navy inadequate, scantily manned, and with no reserve or source of reserve, we are at the same time compelled to observe the high standard of efficiency maintained by the Japanese, and the almost inexhaustible supply of trained seamen for the ships of these aggressive little people. Common prudence would suggest that in the matter of manning as well as in ships we should keep at least a little ahead of Japan. Our statesmen are satisfied, however, to let it go with a declaration that Japan is a country in a class by herself in building a powerful and efficient navy.

As long as American shipowners sail their vessels under foreign flags; as long as American seamen are displaced by Mongolian crews, and as long as the American dollar supersedes human rights, we are likely to be without an American Merchant Marine and a nucleus for a Naval reserve.

The administration shipping bill will not remedy the situation. The various mercenary schemes proposed by R. P. Schwerin of the Pacific Mail Steamship Company are, of course, impossible because that coolie lover frankly accepts as inevitable the domination of the seas by Asiatics.

The only proposed legislation that will encourage American boys to seek a livelihood as seamen and at the same time make it possible for properly manned American ships to compete with foreign vessels, is the Seamen's bill.

Congress has it within its power to put the matter squarely up to the President by the passage of the La Follette Seamen's bill (S. 136).

Will they do it?

Their platform pledge says yes; echo answers "Will they do it?"

SLIGHTLY INACCURATE.

In discussing the subject of specialization in education the San Francisco Labor Clarion says among other things:

We hear much in these days of the German vocational training schools. They are highly praised, and doubtless have contributed much toward her wonderful industrial development, but the German system can not be picked up bodily and planted in the United States because of the different ideals and environment of the people. Every German is brought up and educated for a specific work, with little or no choice in the matter. The child must learn a trade or a profession and remain a craftsman or professional man, so that it will be found impossible to bring such a system into a country where a Lincoln rose from a railsplitter in the wilderness to one of the grandest characters in the world's history among statesmen.

The Labor Clarion's dissertation on German vocational training is interesting and would be an important contribution to literature if it were based upon facts. It so happens, however, that "every German is 'not' brought up and educated for a specific work." The German public schools, which educate the great mass of her people, do "not" force anyone to learn a trade or a profession, and the average German child has as much choice in selecting a trade as has the average child in this country. Finally there is absolutely nothing to the Clarion's assertion that in Germany a person "must remain a craftsman or a professional man."

Apart from these slight inaccuracies our contemporary's article is O. K.

THE DIGNITY OF LABOR.

The dignity of labor has been proclaimed by schoolmasters, elucidated by politicians, and shouted abroad by loud-mouthed orators for a very considerable number of years. It is surprising, however, to note the limited number of persons who show any keen desire to enjoy the majesty with which manual labor is presumed to be endowed. As a matter of fact, in general practice the reverse is the case. The average individual who toils not, nor performs any beneficial service for society, frequently assumes an attitude of superiority over the toiler which is seldom questioned by the latter; and for some unexplainable reason, where the insignia of labor is exhibited, it is met with an attitude bordering on contempt which is accepted by the recipient as a matter of course. Altogether, there is too much of a tendency to look upon manual labor as being something akin to dishonor, and an acknowledgment of social failure, or lack of intelligence.

It is generally accepted in everyday life that the wearer of overalls is mentally inferior to the individual who sports a well-groomed appearance, or one who does not show any outward signs even slightly suggesting a connection with useful labor. Usually the pay of the overall-wearing mechanic greatly exceeds that of the white-collared clerk or office employe, but the manicured and well-groomed individual resents the suggestion of even a social equality with the horny-handed son of toil. This psychology is continually growing, and to such alarming proportions that the youths of today look with disdain upon the selection of any calling in which they may be compelled to forego the boiled shirt and comfort-destroying collar.

A great number of vocational and correspondence schools appeal to the spirit of the ostentatious youths in their elaborate advertisements, contrasting the supposed better condition of the so-called trained man with that of the party generally pictured in overalls, holding the dinner pail in one hand and the notice of discharge in the other. The inferred contrast presented by these imaginative advertisements are altogether misleading. The man in overalls is really the one who enjoys the best conditions, greater independence, and generally higher standard of living. The mechanic enjoys the privilege of establishing a stated number of hours as a work-day, and knows when he is to begin and when he is to finish work. The office employe is subject to the tender mercies of the boss at all times, and is compelled to work whenever and wherever the boss may desire; the slightest exhibition of protest results in discharge, and frequently a long period of unemployment owing to the system of references required from that class of employes when seeking employment. Even the wages of the average office employe are considerably lower than the remuneration of the average mechanic.

But notwithstanding all the disadvantages and indignities suffered by the white-collared office gentry, they are considered by all classes of society as superior to the man who toils with his hands; a premium being placed upon ostentation and a situation created calculated to make the youth ashamed to embrace a calling of actual usefulness. The respect for personal adornment and corresponding disrespect for the insignia of labor shows a pressing need for a new training of social

thought. It is necessary to teach the world the debt it owes to the real workers and compel a greater respect for the man in overalls. This teaching is as necessary amongst the ranks of labor as in other strata of society, and the dignity of labor would be a force if the toilers would learn to recognize that honor and compel that recognition from others.

THE CEMENT BILL AGAIN.

The so-called Cement bill, providing for dust-proof containers for Portland cement manufactured in the three Pacific Coast States, has been re-introduced in the Legislatures of the three States.

It will be remembered how, two years ago, the hired medical experts (?) of the Cement Trust managed to persuade the legislators that, so far from being injurious, cement dust was really beneficial to the health of workers employed in that industry. In the language of Abraham Lincoln, it is impossible, however, to fool all the people all the time, and the Cement Trust "experts" at present find themselves in an unhappy predicament. The curative quality of cement dust has been greatly overplayed—in a word, it has met the fate of Dr. Friedman's cure for tuberculosis.

Both the Senate and the Assembly committees of the California Legislature have promptly reported the bill out with favorable recommendations. As during the previous session, the Cement Trust's lawyers and doctors pleaded delay, but this time their ingenious pleas fell upon barren ground. In the meantime the California Legislature has adjourned for the constitutional recess, and the battle on the floor of the Senate and Assembly chambers will not take place until March.

In substance the Cement bill, as introduced in the Legislatures of California, Oregon and Washington, reads as follows:

AN ACT

To Protect the Health of Persons Employed in Handling Portland Cement, and to Provide for the Manner of Packing the Same.

Section 1. All Portland cement manufactured in this State shall be packed in paper sack containers or other equally dust-proof containers, and the commissioner of the bureau of labor statistics shall have the power to issue orders to prevent the loading or unloading of any Portland cement in or for any vessel in any port in the State of California, or in or for any freight cars, or any railroad or railway in the State of California if such Portland cement is not packed in the manner herein provided, and any person, firm or corporation who shall disobey such order shall be guilty of a misdemeanor.

Sec. 2. Any person, firm or corporation who shall violate or fail to comply with the provisions of this act, shall be guilty of a misdemeanor, and shall, upon conviction thereof, be punished by a fine of not less than fifty dollars or more than two hundred dollars, or by imprisonment for not more than sixty days, or by both such fine and imprisonment. Except, however, in case of corporations, the imprisonment when imposed, shall be imposed upon the officers or agents thereof committing such offense, or causing, suffering, or permitting the same to be committed.

Sec. 3. The commissioner of the bureau of labor statistics shall enforce the provisions of this act.

Sec. 4. This act shall take effect November 1, 1915.

With the country's attention centered upon the President's veto of the Immigration bill and his strenuous efforts to have the Ship Purchase bill enacted into law, the long-pending Seamen's bill is again in grave danger of being sidetracked. The Senate and House conferees at present guiding the destiny of the Seamen's bill are evidently marking time—and every hour brings nearer the unchangeable date of adjournment. Patience may be a virtue, but the Seamen's bill has mocked at patience until it has almost ceased to be a virtue.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 1, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping dull, with plenty of men ashore.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Jan. 25, 1915.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 25, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 25, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 25, 1915.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 25, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 25, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 25, 1915.

Shipping and prospects poor.

HARRY OHLSSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 18, 1915.

No meeting; no quorum. Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 28, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. Donated \$10 to the striking Timber Workers in Port Angeles, Wash.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 20, 1915.

No meeting.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 20, 1915.

No meeting. Shipping dull; many men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Jan. 25, 1915.

No meeting. Prospects poor; few men ashore.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

DIED.

John H. Johanson, No. 1028, a native of Sweden, age 37, died at San Francisco, Cal., January 26, 1915.

THE GOOD-FELLOWSHIP OF WAR.

What the Man from Mars would have to say about the European war would doubtless make savage reading—if he maintains the same sweet reasonableness and sanity on that subject that have been attributed to him in other matters. There are many points upon which his comments and queries would prove most instructive. One of these is suggested in a recent newspaper story, which retails the "social intercourse" between hostile trenches in France and Belgium and the amenities of hostility. What would he say to the amazing fact that these people who are killing and maiming one another exhibit countless times a spirit of friendliness toward, and even affection for, the men of the other side? What, indeed, can any reasoning beings think of this state of affairs—those most of all who spend their waking hours breathing anathemas against a hated foe and who dream at night of demons? There is no reasonable explanation for this queer twist in human nature, save that it is probably as easy to love those we kill as it is to hate those who have never harmed us. As the writer, Herbert Corey, says, in his correspondence to the New York Globe, "the only evidence of hatred one discovers on either side is in safe civilian shelter, well back of the lines." A few examples of the fact that "men seem to be killing one another in perfect good nature—almost in fellowship," are given:

Some one told the other day of a Scotch sergeant commanding the guard over a detachment of German prisoners. One prisoner had the toothache.

"Poor mannie," said the Scotchman sympathetically, "I ha' a bit o' wire here. Open yer mouth and I'll soon ha' it out for you."

Thereby displaying a bit of Christian charity, of a certainty. But the same Scotchman had half a dozen or more notches on the butt of his gun. He explained that, like so many of the better shots, he was keeping a wee tab on the Germans he had killed. Lately his shooting had fallen off. He thought his rifle was out of kilter. He had missed two men lately at less than one hundred yards—fair standing shots.

On one part of the Calais battle-line the German and English trenches have been worked by traverse to within fifty yards of each other. The head that protrudes over either embankment is very apt to be drilled. Therefore the men had to get along on cold snacks. It was impossible for the cooks to get near them with their buckets of hot stew.

"Let's call it off for the dinner-hour," the English called over the intervening space to the Germans.

The enemy agreed heartily. No Englishman can get hungrier than a German. A daily armistice was agreed to, to begin at a given hour and end at a given hour. A signal for the beginning and end of the daily truce was arranged. So that at 12 and 6 o'clock each day the firing stopped, and the men crawled out of the wet, nasty trenches and sat about in the sun and ate and shouted military jokes across the way to each other. When the hour was over, they returned to their burrows and began popping away at one another's heads.

Both sides are musically inclined. The Germans have the better bands and more of them. Reports from a score of places have told of the evening concert, in which the Germans furnish the melodies and the Englishmen a large share of the applause. This does not happen every evening. But some days the British find themselves absolutely starved for music. By various devices they make their need known to the enemy.

"Let's have a sing-song, what?" is the English way of putting it.

Usually the Germans agree. That evening, after firing has stopped—for a part of this

factory efficiency with which war is carried on nowadays prescribes that rifle-firing is of little value after dusk—the German band parades to a point between the lines. There they play until they are tired—German airs for the most part, but invariably mixing in a few of the favorites of their hostile hosts. An especially good band is certain of enthusiastic applause. Sometimes the Germans have only phonographs and no band. The difference is one of degree only. The canned-music hour is amicably enjoyed by both sides.

"We are singing 'Tipperary' all along the line," they told me in Berlin.

It's a catchy little air is "Tipperary," and the simple words are easily learned. So many of the Germans know English that weeks ago they had picked it up from hearing the fellows in the other trenches sing. They usually sing it better, too, for music is recognized as an aid to the warlike spirit in Germany. The Briton is a singularly toneless bird, but because he likes music he makes an excellent audience. Almost every night, after the day's work is done—these model soldiers refer to fighting as work—some one in the German lines is certain to begin singing the simple little ditties of the Fatherland. If the trenches are near enough a request will be shouted over:

And so they sing the army song of England, and tired English soldiers sit in the darkness and listen. Sometimes, though not often, they join. On at least one occasion the artillery duel was called off in order that the singing might not be interfered with. In any case, the big-gun work always slackens with the darkness. It is said that there is no record of either side firing upon the other side's concert. Shells have, of course, dropped among the singers. But then, they came from a distance, and the artillerymen were not held responsible. They didn't know.

It often happens that the opposing trenches have been pushed so near each other that neither side dare attempt rifle-fire. In that case a stalemate is reached. The men sit about in the bottom of their trenches, out of danger from everything except exploding shrapnel. They have nothing to do but sit. Days become impossibly long and dull. Then they arrange target-matches. Each side puts up a proper target. The best riflemen on either side take turns in firing. The other men keep themselves hidden, but watch the score. Each side signals the result of each shot. There is a story of one angry rifleman who threw down his gun and started single-handed to storm the German trenches.

"The sanguinary triflers," he roared at his protesting comrades. "They signaled me bull a 7!"

The Englishmen are particularly well supplied with "bully beef" in tins. The Germans all have sausage. As soon as a wounded German begins to convalesce he is placed on a diet of pork sausage and beer. I've seen this in the Berlin hospitals. Sometimes the English digestion rebels at more bully and the German epicure wishes to vary his sausage with beef. So then some hungering man runs up a little individual flag.

"A four-pound sausage for three tins of beef" is the usual ratio of exchange.

A neutral point—marked by a tree or a dead man—is selected, and the dieticians leave their guns behind and take their food forward. As the processes of war can not be halted just because two men want a change of provender, the exchange is usually arranged upon a company scale. That night there is gluttony in France.

Near Lille a farmer had located his cow-stable in a sheltered hollow. Naturally enough, the shells and rifle-bullets passed safely over the calm bovine heads. The trenchers on either side discovered the lacteal mine awaiting them in the hollow and arranged a *modus vivendi*. Diplomatic representatives from Scotland and Bavaria met and drew lots for the animals. Night and morning, milkmen in kilts and milkmen in greeny-gray visited the hollow and milked the cows. When on the fifth day the German charge swept forward, the dour Scotchmen held to their trenches like badgers. The milkman encouraged them:

"Wud ye let they Dutchies ha' the wee coos?" he demanded, angrily.

Two little groups, one German and one French, were entrenched within a few yards of each other in the Argonne forest. Over them hung that frightful odor that is characteristic of war. The wounded were everywhere. The Frenchmen ran up a white flag.

"Will you cease firing for an hour?" they asked. "Our lieutenant is dying, and the noise pains him."

So the Germans ceased, and in a little more than an hour a young man walked forward from the French trenches and bowed like a courtier to the enemy.

"It is over now," said he. "We thank you, for we loved him."

And as the French soldier returned to his men the German captain rose in his place, his hand at the salute.

Even more confusing than the above example of "the good-fellowship of war" is the following account, submitted by an Associated Press correspondent, and appearing in the New York Times:

A British soldier relates a remarkable story of how the English and Germans hobnobbed in the same trench a few miles south of Ypres.

There were a handful of Germans and a smaller handful of Allied forces. Trenches were but a few yards apart, and in these for more than a week the men of both sides had been bored and inactive. They amused themselves as best they could—exchanging messages, swapping newspapers and tobacco, hurling back and forth greetings and epithets.

More days passed and still neither side received orders either to attack or to withdraw. Some sort of co-operation seemed necessary. Accordingly, the Germans hoisted a white flag, and, advancing under this, entered the Allied trench for a conference. The result was that an agreement was reached that it would be more comfortable for all to live in one trench until one side or the other received orders.

The Germans moved over bag and baggage, and for a number of days all went well. Under the strange circumstances friendships sprang up. Both factions dreaded the arrival of a messenger.

One day a messenger came and plans for the renewal of hostilities were hastily made. But the messenger proved to be only a bearer of mail and newspapers for the Germans. All gathered round while a German began to translate the latest dispatches from Berlin. Unhappily for the harmony of the gathering it referred to Ostend by its German name "Kales," and spoke of bomb-droppings on various French towns and of contemplated air-raids on Great Britain.

The English frowned and growled; the French grew excited. Both sides had by agreement laid aside their rifles, but both sides still had their fists. Both used them. A free-for-all fight followed, and the unique compact came to an end.

LIFE AND CEMENT.

It is said that dust-proof containers for cement will cost companies \$900,000 a year. The loss in human life and health through the inhalation of cement dust has not been estimated in money terms, but it is certainly more than enough to outweigh \$900,000 a year. Nobody can buy a man's health, once it is ruined, or his life, once it is lost.

The cement container bill has been recommended for passage by committees of the California Senate and Assembly. Let's hope the Legislature will put life above cement, and pass it.—San Francisco Bulletin.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

NO COMPULSORY ARBITRATION.

From time to time the question of compulsory arbitration in connection with disputes arising between employers and organized labor is discussed.

Those favoring the passage of a national law that would compel labor to abide by the decision of an arbitration court are found almost exclusively among the employing class, but to some extent the principle is supported by the public, who see in the strikes of labor an injurious effect on their interests.

These two classes look solely at the question from the standpoint of their own interests, without considering its effect on the rights of the working people.

But organized labor has its side to present and to protect, and hence the application of the principle of compulsory arbitration does not appeal to us as a just method of securing industrial peace, and should an attempt be made to embody the principle in our laws, either State or National, the most energetic opposition of labor organizations may be expected.

That such an attempt is to be made we learn from reports, of the ultimate object of the Federal Commission on Industrial Relations. It has been stated that one of the chief recommendations that this commission will make to Congress will be the passage of a national compulsory arbitration law and the creation of a national commission, both with the design to end industrial strikes.

As understood by organized labor such a law would result in tying the workers to their tasks, though they might feel that the conditions imposed were unjust and oppressive, and we are very strongly of the opinion that a law that would deprive the workers of the right to strike—their chief weapon of defense—would not for long promote industrial peace.

Such a law would demand that the workers must not strike, must not cease work; must continue to work; must remain at their task and toil, no matter how burdensome, unjust or onerous the conditions, they must continue to work without interruption.

Under the imposition of such a law it is self-evident that the liberty of the worker would be sacrificed, and in the State demanding this sacrifice it would be supporting a principle contrary to its fundamental law against involuntary servitude.

Industrial peace cannot be bought at such a price. Stripping the workers of the power of self-defense would not bring industrial peace and progress.

Organized labor, strong and able to formulate demands and make agreements, has done more to bring about effective mediation, and hence peace, than any other instrumentality.

When the employers want industrial peace, they have the means ready at their hands in the recognition of the trade unions as the proper agency and by meeting with representatives of united labor in deciding on wage scales that will insure fair wages and give to the workers a voice in deciding the value of their labor power.

Organized labor wants industrial peace through the voluntary character of mediation and conciliation, and not through the loss of its liberty.—The Garment Worker.

ON THE BRINK OF ETERNITY.

This is the most moving letter written during the war. The writer was a French cavalry officer and the letter was addressed to his fiancée, a young American girl in Paris. It was written as he lay dying, after being wounded in a cavalry charge. It is a wonderful letter. Here are excerpts from the letter published in the New York Call:

"There are two other men lying near me, and I do not think there is much hope for them either. One's an officer of a Scottish regiment and the other a private in the Uhlans. They were struck down after me, and, when I came to myself, I found them bending over me, rendering first aid.

"The Britisher was pouring water down my throat from his flask, while the German was endeavoring to stanch my wound with an antiseptic preparation served out to them by their medical corps. The Highlander had one of his legs shattered, and the German had several pieces of shrapnel buried in his side.

"In spite of their own sufferings they were trying to help me, and when I was fully conscious again the German gave us a morphia injection and took one himself. His medical corps had also provided him with the injection and the needle, together with printed instructions for its use.

"After the injection, feeling wonderfully at ease, we spoke of the lives we had lived before the war. We all spoke English, and we talked of the women we had left at home. Both the German and the Britisher had only been married a year.

"I wondered, and I suppose the others did, why we had fought one another at all. I looked at the Highlander, who was falling asleep, exhausted, and in spite of his drawn face and mud-stained uniform he looked the embodiment of freedom. Then I thought of the tricolor of France and all that France had done for liberty. Then I watched the German, who had ceased to speak. He had taken a prayer-book from his knapsack and was trying to read a service for soldiers wounded in battle."

The letter ends with a reference to the failing light and the roar of the guns. It was found at the dead officer's side by a Red Cross file and was forwarded to his fiancée.

It was reported some time ago that the "Kronprinz Wilhelm" had sunk the French bark "Anne Marie," of 137 tons register, along with the "Union" (s. v.) 2023 tons register, and steamers "Bellevue," 3814 tons and "Mont Agel," 4803 tons. It now appears that the sinking of the "Anne Marie" did not occur, but in her stead the German converted cruiser sent to the bottom the French steel bark "Anne de Bretagne," 2061 tons register, built in 1901 and laden with a cargo of timber from Frederickstadt to Melbourne, insured in London against war risks for £14,000. The "Mont Agel" is the first French steamer to fall a victim to the Germans. She was insured in France for £33,900. The "Bellevue" (Br.) was insured in England for £30,000. It is also reported that the French steel bark "Marechal de Villars," 1941 tons register, bound with Welsh coal to the west coast of South America, has been sunk in the South Atlantic.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.1401 W. Ninth Street
MILWAUKEE, WIS.151 Reed Street
CHICAGO, ILL.314 N. Clark Street
ASHTABULA, O.74 Bridge Street
TOLEDO, O.54 Main street
DETROIT, MICH.7 East Woodbridge Street
PORT HURON, MICH.517 Water Street
CONNEAUT, O.922 Day Street
OGDENSBURG, N. Y.70 Isabella Street
NORTH TONAWANDA, N. Y.152 Main Street
SUPERIOR, WIS.1721 N. Third Street
BAY CITY, MICH.108 Fifth Avenue
ERIE, PA.107 E. Third Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

sin and Massachusetts are used to illustrate this point. It is shown that in these States there were 84,633 accidents in one year covered by compensation law, and only forty of them reached a law court. The commission makes this comment:

"On the basis of 50,000 accidents a year in Missouri, only eighteen would get into the courts, whereas now such cases constitute more than 10 per cent. of all judicial business."

Opposition to a compensation law is assured. Meetings have been held between Kansas City and St. Louis business men for the purpose of making plans to fight the proposal. The familiar claim is made that the law would put "an unreasonable burden on industry."

Unionist Tells Story of Belgium's Misery.

At the last meeting of the A. F. of L. executive council it was ordered that the following appeal be printed in the American Federationist and the A. F. of L. Weekly News Letter:

"NEDERLANDSCH VERBOND VAN VAK-VEREENIGINGEN.

"(Dutch Federation of Trade Unions).

"Headoffice: Reguliersgracht 80, Amsterdam.

"Amsterdam, December, 1914.

"To Trade Union National Centers:

"Dear Sirs and Brothers: It is more than four months now since the Belgian people were, against their own will, forced to take part in this war which has set aflame the larger part of Europe. For more than four months this war, with all its horrors, has completely paralyzed the economic life of that little country, plunging the whole population and especially the working classes into the most pitiful misery.

"It will scarcely be necessary to explain to you in detail the general conditions prevailing in a country so ravaged by the war. You have, no doubt, learned all this from the daily press of your own country.

"It appears necessary, however, to call your attention to the consequences this war has had for the Belgian laboring classes.

"Work had been stopped in all factories and workshops the first day hostilities commenced, condemning the employes who were not called upon to defend their country, to the terrible consequences of complete unemployment.

"One part of the country after the other has been conquered and occupied by German troops. Wherever battles and other military engagements took place, the inhabitants had to leave their dwellings, fleeing to some other city or to some other part of the country, under continual fear that they might soon be compelled to flee anew to some new place of refuge.

"It will be easily understood that under such conditions unemployment has developed to such an extent that the trade unions are powerless and unable to effectively fight the miseries accruing therefrom.

"Everything necessary has been suggested and done by all public boards where the workers are represented, with a view of providing for the maintenance of this unhappy, semi-starved population. Food has been distributed on a very modest scale and, once in a while, money as well.

"All this, however, is in no way sufficient to keep the workers, their wives and children alive. Extreme misery prevails all round and this threatens to become more acute with the approaching winter.

"The Belgian trade unions have used every possible means to save their organizations from complete destruction and to support their members during these tragic moments, but there is a limit to everything and the means at the disposal of the Belgian trade unions are entirely exhausted.

"The National Centre of the Trade Unions of Holland (the Nederlandsch Verbond van Vakvereeningen), after thorough examination of this sad state of affairs, has decided to issue an urgent appeal for help on behalf of the Belgian fellow-workers. We have been communicating with the management of the International Federation of Trade Unions (President Carl Legien in Berlin), whom we informed of our intention. Whereupon we received his immediate reply that he had taken notice of our plan.

"We now approach your organization, dear sirs and brothers, praying that you might render whatever help you can give to the Belgian unions who at the present moment are undergoing the most serious and sinister trial.

"Will you kindly take cognizance of the fact that our Belgian friends have been brought to these terrible conditions without any fault of their own and we are convinced that you will do everything within your power to render practical help to the Belgian working class which desires nothing else but to be permitted to continue quietly their efforts for the improvement of their economic conditions and their struggle for social liberation.

"Will you kindly forward your contributions as early as possible to the above address, to be sent to the Belgian trade union centre from here. Let us express our sincere thanks in advance for all you can do.

"Awaiting your early reply, we beg to remain,

Yours fraternally,

"J. Oudegeest, President.

"On behalf of the Dutch Trade Union Centre."

Mothers Plead for Peace.

The mothers of men made passionate pleas for peace among nations at a large meeting in Washington last Sunday. Among the speakers were Mrs. Carrie Chapman Catt, Mrs. Charlotte Perkins Gilman, Mrs. Harriet Stanton Blatch, Mrs. Pethrick Lawrence, of London, Mme. Rosika Schwimmer, of Austria-Hungary, Mrs. Kate Waller Barrett, Dr. Howard Shaw, and Jane Addams. The meeting was marked by scathing denunciation of war and its horrors by these eloquent women, who spoke from the standpoint of motherhood, and the grief in thousands of homes. The spirit of the meeting was shown in Mrs. Lawrence's epitome of war, which, she declared, was "murder, rape, pillage, cruelty, waste, and degeneracy."

In resolutions it was declared that as women are custodians of the life of ages, they have pre-eminently the right to protest against the ravages and spoils of war.

A program was adopted for the purpose of enlisting all American women in arousing the nations to respect the sacredness

of human life and to abolish war. To this end it is urged:

The immediate calling of a convention of neutral nations in the interest of early peace.

Limitations of armaments and the nationalization of their manufacture.

Organized opposition to militarism in this country.

Education of youth in the ideals of peace.

Democratic control of foreign policies.

The further humanizing of governments by the extension of the franchise to women.

Concert of nations to supersede "Balance of Powers."

Action toward the gradual organization of the world to substitute law for war.

Substitution of an international police for rival armies and navies.

Removal of the economic causes of war.

THE U. S. COAST GUARD.

The United States revenue cutter service, organized when Alexander Hamilton was Secretary of the Treasury, passed out of existence on January 29, and was replaced by the United States coast guard.

All along the Atlantic and Pacific littoral the former revenue cutter officers received information that they were now coast guard officers, although their rank remained unchanged, and that their vessels henceforth would be termed coast guard cutters.

These instructions carry into effect the provisions of the law recently passed by Congress and signed by President Wilson whereby the revenue cutter service and the life-saving service are merged into one organization. By this law the new service becomes a part of the regular military establishment of the United States, and in time of war it passes under the direct control of the Navy Department.

All life-saving stations will be controlled hereafter by the coast guard, and all life-saving crews will be made up of regularly enlisted men detailed from the new organization. Heretofore the life-saving service has been carried on the civil list.

The coast guard comes into being with a total personnel of 4300, combining highly educated officers and trained seamen from the revenue cutter service and the best surfmen in the country in the life-savers. The training and development of the new body will devolve upon the former revenue cutter officers, and its active management will be directed by a Captain commandant, corresponding to the office which controls the revenue cutter service.

Holland's safety in time of war lies in her ability to flood great tracts of land. William of Orange flooded the country in 1574, and by so doing drove out the Spanish invaders. The same policy was adopted on the occasion of the French invasion of 1672. The movement of a lever at Amsterdam is sufficient to open every dike and dam in Holland simultaneously, it is said, to put under water within the space of a few hours the whole country from Naarden, on the Zuyder Zee, by Utrecht to Geertruidenberg, at the mouth of the Meuse.

Demand the union label upon all purchases!

EARTHQUAKE AND WAR.

Why should upholders of war be horrified at the work of the Italian earthquake? Nature has only wrought havoc, in a mild sort of way, of the same kind as they would rejoice to hear had been committed in war by an army of their countrymen. The universal horror at the awful calamity implies condemnation of the "patriots" spreading similar calamities elsewhere. It would be as sensible and humane for those who applaud the soldier and rejoice at his victories to be joyful at news of the earthquake. Sympathy for earthquake victims comes with ill grace from those who approve of similar destruction elsewhere. Coming from the heads of belligerent governments, it seems like hypocrisy.

It is with mixed emotions that one reads the accounts of the earthquake in Italy. The descriptions of death and disaster are painfully familiar. Wherein, indeed, do these accounts differ from the operations in northern France or Belgium? There is the same killing of men, women and children, the same wounding and maiming, and the same destruction of property. So nearly alike are the two calamities that if the distinguishing military terms be omitted, a reader might be puzzled to know which was caused by man, and which by Nature. The motive only is lacking. In the one case the destruction is the deliberate planning of men; in the other it is the work of insensate Nature. Had the Italian towns been destroyed by the enemy's siege guns, there would have been a spontaneous uprising throughout the kingdom. A million men would have been under arms within twenty-four hours, eager to lay down their lives to avenge their stricken countrymen. Now, they can only bow their heads in sorrow at the affliction that has come upon them.

There has been noticeable for some time a growing restlessness on the part of the Italian nation to enter the war. The people have now secured some of the fruits of the war without a formal declaration of hostilities. They have their wounded, their dead, and their wasted cities. Will that not satisfy them? Suppose by some cataclysmic act of Nature the earth along the battle line in northern France and Belgium should engulf a million men. The world would stand appalled. Nations that are now gloating over their feats of arms, and bestowing praise and honors upon their generals for the injuries inflicted upon their opponents, would be bowed in humiliation in the presence of such a disaster. Yet this war means the destruction of more men than that; and accompanying it a yet greater number of wounded, together with a vast destruction of property.

Of all the disasters, from the overwhelming of Pompeii to the present day, history records nothing approaching the destructiveness of the present war. It may indeed be doubted if all the calamities put together would equal it. It is only in some widespread pestilence, like the black-death, that we can find any such destruction of human life. Even then there was lacking the wounded and the wasted property. It would seem as though the science that has done so much to prolong human life, by wiping out pestilences, and bettering social and industrial conditions, had at the same time provided a means of inflict-

ing greater suffering than it cured. How like insensate Nature are maddened men!—The Public.

AUCTION OF WAR PRIZES.

The first sale of captured German steamers was held in London January 5. The total amount obtained for the five steamers, particulars of which are given below, was £130,725, which is the largest sum realized in many years at any auction of shipping property. It is reported that owners who attended the sale in the hope of picking up bargains were disappointed. The very favorable terms offered by the British Government—namely, 25 per cent. down and 75 per cent. over three years at 4 per cent.—undoubtedly encouraged buyers to pay more than they otherwise would have done. Furthermore, the present earning power of boats should be taken into consideration in any appraisal of shipping values. Particulars of the boats follow:

"Schlesien," 5536 tons gross, 3528 net, carries about 8750 tons on about 24 ft. 8 in., built and engined at Flensburg in 1907, S.S. No. 1 in 1911, steams about 11 knots, previously owned by the North German Lloyd, Bremen, and now lying at Plymouth; "Ulla Boog," 1698 tons gross, 1030 net, carries about 2630 tons on about 17 ft. 10 in., built and engined at Rostock in 1908, steams about 9 knots on about 13 tons, previously owned by the Dampfsch. Ges. Ulla Boog, G.m.b.H. (Mr. Otto Zelck), Rostock, and now lying at Cardiff; "Marie Glaeser," 1317 tons gross, 813 net, carries about 2300 tons on about 16 ft. 11 in., and has discharged about 741 standards, built and engined at Rostock in 1905, steams about 8½ knots on about 11 tons good Durham coal, previously owned by the Dampfsch. Ges. Marie Glaeser, m.b.H. (Mr. Otto Zelck), Rostock, and now lying at Glasgow; "Franz Horn," 1314 tons gross, 836 net, carries about 2150 tons on about 17 ft., built and engined at Rostock in 1898, steams about 8-9 knots on about 10½ tons Welsh coal, previously owned by Mr. H. C. Horn, Schleswig, and now lying at London; "Nauta," 1137 tons gross, 708 net, carries about 1700 tons on about 15 ft. 3 in., built and engined at Tonning in 1903, previously owned by Mr. J. H. Jensen, Flensburg, and now lying at Grangemouth. The "Schlesien" was sold to W. Thomas, Sons and Co., Ltd., London and Liverpool, for £65,200; the "Ulla Boog" was purchased by Messrs. J. W. Baird & Co., West Hartlepool, for £23,150; the "Marie Glaeser" was also sold to Messrs. J. W. Baird & Co. for £18,225; the "Franz Horn" was knocked down to Messrs. Fredk. Jones & Co., Cardiff, for £11,600; the "Nauta" realized £12,550, the purchasers being Messrs. Roberts and Cooper, Brierley Hill, Staffs.

On January 6 at London there was offered for sale by auction the German prize S.S. "Wilhelm Behrens," 1259 tons gross, 795 net, carries about 2100 tons on about 17 ft., built and engined at Rostock in 1897, steams about 8½-9 knots, previously owned by Mr. F. W. Fischer, Rostock, and now lying at Glasgow. She was sold to Mr. A. Calbert, Goole, for £11,550.

If Tom Hood had lived in the Southern States he would probably have chosen the child worker as the theme of his "Song."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 34 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Trade unions have no desire to destroy the "temple of labor" and perish in its ruins, said P. J. Byrne of Pittsburgh in a defense of trade unions before a meeting of his associate master painters of Pennsylvania. The speaker defended the unions, which, he said, were proceeding along rational lines.

Organized labor in Alabama will urge the following laws before the Legislature: A compulsory education bill, mechanics' lien law, taking convicts out of the mines and putting them on public roads work, a compensation law, strengthening the mining and child labor laws, provisions for a State constitutional convention.

As part of their campaign to reduce the cost of living, officers of the National Housewives' League announce they will open a general meeting place in New York for members, and classes will be formed. There will be a staff of domestic science teachers. Moving pictures will be shown to demonstrate proper and improper cooking methods and sanitary and insanitary methods employed by dealers. There will be lectures on poultry, fish, marketing and all things pertaining to household matters.

President Kennedy, of District No. 7, United Mine Workers, has been appointed on a committee by State mining authorities of Pennsylvania to accompany the commission that will investigate the killing of seven men in a mine last summer by gas. Unionists declare that this accident was twice whitewashed by coroners' juries, and they have continually insisted that the mine was run in an illegal manner. The mine workers in this section have recently established a legal bureau and accidents are now being investigated in a vigorous manner.

The Hon. Alphonse P. Ardourel, member of the Colorado Legislature, is the latest to offer a remedy against strikes. According to the United Labor Bulletin, this warlike solon will include strikes in the list of things treasonable. The penalty will be death. Mr. Ardourel has it all figured out. At the present time there is no penalty for resisting armed cossacks or private armies in the pay of corporations. By defining this as "rebellion," and making Colorado the first State in the Union to provide a penalty for treason against the State, the legislator is confident that agitators will disappear and this commonwealth will become the proverbial land of milk and honey.

Commissioner Garst, in charge of the enforcement of the Iowa workmen's compensation law, is heading a movement that favors the State fund plan for meeting fatality and accident claims. Private insurance companies, as can be expected, are opposing this theory, as is the Iowa Manufacturers' Association. In defending the State fund idea, Commissioner Garst said: "In my judgment the amount charged to the employer under existing manuals has been and is grossly excessive, it having cost the employer from 50 to 100 per cent. more than it should at a fair rate. At the same time, the compensation allowed the injured employe is ludicrously small. The compensation law was supposed to have been enacted for the benefit of the employes of the State. If this is true the first consideration should be given to their interest."

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO. 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Michal	Larson, Harry
Andersen, Salve	Larsen, Conrad
Anderson, Fritz	Lynn, Charlie
Anderson, J. -330	Lambert, E.
Butler, R.	Larsen, Fred
Bucknam, J. W.	Marc, Thorwald
Bartlett, H. N.	Mathisen, Sigurd
Bluhaen, Sigurd	Mickelson, M. D.
Carey, Arthur L.	Moen, Tryger
Christensen, Christ	Muier, F. W.
Christensen, Fred	Monroe, Wallace
Danielson, C.	Macdonald, W.
Denten, E. L.	Martinsen, K.
Doughty, G. P.	Mikkelsen, K. 1620
Ehler, James	Nerlin, Geo.
Erikson, H. -837	Nelson, Oscar
Elsted, John	Nielsen, P. L.
Edikson, Johan	Olsen, A. M.
Gustafson, Taavo	Olsen, O. P. -1141
Gudmundsen, Chris	Okhuysen, J. H.
Haeklin, C. R.	Petersen, Jas.
Hansen, Henry	Dakko, Emil
Hansen, Olaf	Porter, Albert
Haglund, Sigurd	Ramstad, L.
Hansen, Kils	Rasmussen, Vigo
Hermansen, Gustaf	Ranjald, G. F.
Holm, Fred	Rogers, W.
Halst, L.	Rasmussen, Arthur
Holmes, Leo	Rommerdal, K.
Hubner, H.	Sack, Hans
Holm, H.	Schmah, M.
Hebly, S. D.	Schager, E.
Jacobson, Johan	Shaker, E. L.
Jahnke, Otto	Silpnors, P.
Jensen, S. G.	Soderberg, A.
Johansen, A. -1797	Sundblad, K. J.
Johanson, Carl	Swain, R. P.
Johnson, A. W. -2186	Swenson, L. G.
Jegstrop, H.	Smith, T.
Jensen, L.	Scott, J. S.
Johansen, Geo. W.	Strauss, W.
Johanson, Hillmer	Tight, Lawrence
Johansen, Ludwig	Tjolsen, M.
Krosmeier, F.	Thompson, W.
Koch, W.	Wallace, A.
Kristensen, Magnus	Wold, J. J.
Kruse, E.	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Staderson, John C.	Murphy, Daniel
Carson, James	Olsen, Martin E.
Isakson, Karl	Peterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wenne, K. J.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Melander, G. L.
Lomas, Richard	Nilsen, Nils
Lawrence, Harry	Thorsen, Fredrik N.

NOTICE.

The following named member of the crew of the "Santa Clara," who were on board of her at the time she picked up the "Roanoke," can get his salvage by calling on Attorney F. R. Wall, 324 Merchants' Exchange: Messboy R. Tennant.

INFORMATION WANTED.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

"John, did you read about this Denver millionaire giving his wife a diamond tiara?"

"No."

"It's in all the papers. Why don't you keep posted on current events?" —Pittsburg Post.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE

CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.

Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Bjorkbon, F. C.
Beuter, H.
Backman, B. W.
Cnevnovsky, Mike
Carlsen, Herald
Christensen, C. A.
-1223
Carlsen, C. E.
registered L.
Dolany, Willie
Douda, C. W.
Davey, Charles
Eymann, A.
Elaesen, Sam
Edstrom, John
Ericson, O. H.
Felsch, Henry
Fujun, F.
Gynte, John
Geigev, Jos.
Helenius, Oseav
Henricks, Waldemar
Helmer, Fred
Heinig, Hans
Hansen, H. F. C. C.
Hansen, O.
Hansen, John
Hedlund, Albert
Hellman, Albin
Hasters, C.
Hecher, W.
Jordan, O.
Jasnase, E.
Jakansa, C. R.
Johnsen, Carl
Jahnke, Otto
Johansen, Anton
Johnson, Carl
Johnson, Gust
Kristensen, Otto
Kronstrand, H. A.
Krause, Ernst
Kikun, Alexander
Kjien, Magnus
Knudsen, Richard E.
Kevmagovet, Anatch
Kavvanen, Waino
Kelly, Falvic
Keane, M.
Luchman
Landstiter, Paul
Lindeman, K.
Leine, Viktor
La Boye, M.
Lyle, Alex.
Lovends, Jack
Marx, Thorwald
Meckermann, Ernst
Meniricke, Fritz
masters, C.
Melder, Johan
Meyerdielk, Heinrich
Michaelsen, John
Moller, Anders
Moller, L.
Martensen, H. C.
Melts, John
Nilsen, Axel
Norberg, John
Niemeta, John
Neilsen, Chr.
Olsen, John An-
dreas
Olsen, Olive J.
Olsen, Ansgar
Olsen, Arthur
Osborn, Charlie
Olsen, John A.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rod, Halldan
Rhode, Fritz
Rasmussen, Thor
Sorensen, Peter
Saer, E. A.
Staad, Claude
Stardahl, J.
Swanson, Emil
Sandstitter, Paul
Swansen, John
Snyder, Jack
Tully, A.
Urvso, Geozep
Tanford, B. A.
Thomel, Martin
Westengren, C. W.
Walter, John
Welsen, John
Wilson, R.
Westergren, C. W.
Widersen, Ernst
Wheeler

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Anderson, Oscar
Anderson, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefsen, Otto
Erikson, Sigurd
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gronros, Oswald
Gueno, Pierre
Hansen, Ove Max
Hansen, Erick
Hvid, Einer
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Kallas, A.
Latz, K.
Malm, Gust
Munsen, Fred
Nordgren, Chas.
Olsen, Morten
Osman, F. A.
Peterson, J. A.
Pettersen, J. A.
Pettersen, Karl
Pettersen, J.
Peterson, Nels
Rundblad, Oscar
Roberts, Isaac
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Sundquist, Walter
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing
and Renting

ABERDEEN - WASHINGTON

Headquarters for
UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar' Westerberg, aged about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

Home News.

Crops of American farms for 1914, according to the Department of Agriculture, were valued at \$6,044,480,000. The total of farm products was \$9,872,936,000.

Governor McGovern of Wisconsin on December 30 commuted to twenty years' imprisonment the sentence of John Dietz, the defender of Cameron dam, undergoing a life sentence. This makes him eligible to parole in three years. Dietz had fought against the appropriation of a dam on his farm by the lumber trust.

Governor Blease of South Carolina granted on January 9 full pardons to about 1500 persons convicted of crime since January 1, 1911, but out on parole. Eighteen additional pardons were granted to convicts in prison, ten more were paroled and six were given commutations of sentence. On January 11 the Governor issued an order dissolving the State militia.

Colonel Goethals, Governor of the Panama Canal Zone, testified before a House Committee in Washington, that the canal was so well fortified that it would be impossible to destroy the works at either end. The fortifications have cost \$12,000,000, and \$2,000,000 more will be expended. He said the slides in Culebra Cut are proving to be more serious than was at first supposed.

At the present time there are more than 400 national and international congresses and conventions that have chosen San Francisco as the 1915 meeting place. The last of these to choose San Francisco was the National Congress of Vocational Guidance, which wired the Exposition officials on January 13 that it will meet in San Francisco in August. There are now twenty-five educational conventions on the 1915 list.

During the year ending June 30th last a total of 10,302 persons, including 265 passengers, lost their lives in accidents on railroads and in railroad shops reporting to the Interstate Commerce Commission. In addition, 192,662 persons were injured, of whom 15,121 were passengers. In the preceding year 10,964 persons, including 403 passengers, were killed and 200,308 persons, including 16,539 passengers, were injured.

The United States Senate has confirmed Frederick L. Siddons as judge of the Supreme Court of the District of Columbia. Judge Siddons was a member of the law firm that defended Messrs. Gompers, Mitchell and Morrison in the contempt proceedings caused by the sentencing to jail of these three unionists by Judge Wright. Later, Judge Wright resigned while charges against him were being investigated by the House committee on the judiciary, and now, with a justice that is poetic, Mr. Siddons succeeds him.

More than 40,000 square feet of exhibit space will be occupied by the German government at the Panama-Pacific International Exposition. The German display will be divided between the Palaces of Education, Liberal Arts, Varied Industries and Machinery. In addition to these exhibits there will be displays in the Palace of Fine Arts and other exhibit palaces by German industries. The war has stimulated interest in the exposition on the part of Germany, for before the declaration of war Germany was not participating officially.

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

The Akers Shipbuilding Works, Christiania, have completed for the firm of Lorentzen & Co., Christiania, the motor ship "Brazil," built for the Norway-Brazil service. This is the first seagoing motor vessel built in Norway, being 6,000 tons gross, and propelled by two sets of four-cycle Diesel engines.

During the year ended September, 1914, the United Fruit Company shipped from Santa Marta, Colombia, 5,571,826 bunches of bananas, valued at \$2,785,913. American ports received 1,935,546 bunches, 1,627,646 bunches went to Liverpool, 1,472,279 bunches to Rotterdam and 536,355 bunches to Hamburg.

A steamer service is to be opened between Yokohama and the Marshall Islands by the Tanaka Maru Shokai, Sasebo, whose steamer, the "Nippo Maru," was expected to carry 2,000 tons of provisions and other necessities on her initial trip. The "Asia Maru," which is to be sent by the Nishima Shokai, of Tokyo, to load phosphate, and the "Kenkon Maru XI" are to follow.

The Harbin Exchange committee has sent the following telegram to the Russian Minister of Trade and Industry: "The fatal results of the closing of the western frontier of Russia might be alleviated by the opening of the far western ports to the importation of necessary goods from America and Japan, for which purpose it is necessary to make Vladivostok and Nikolaiefsk free ports for the duration of the war."

According to Railway and Marine World (Toronto) reports are current to the effect that the Bethlehem Steel Company is negotiating for the acquirement of the Canadian Vickers, Limited, plant at Montreal, to enable it to execute orders from the British Government for submarine and other war vessels, for delivery during 1915. It is stated that the consent of the parent company in England has been obtained for the sale, subject to the concurrence of the Canadian directors.

A consular report gives the following information concerning two Diesel motor vessels, to ply between Christiania and Pacific ports from the Panama Canal north as far as Victoria, British Columbia, ordered by Fred Olsen, of Christiania, one of the largest shipowners in Scandinavia, from Burmeister & Wain, shipbuilders of Copenhagen: Length 425 feet, width 55 feet, depth 38½ feet, net tonnage 11,000, speed 11 miles; 12 first-class cabins; contract price, \$1,876,000—one of the vessels to be ready for service early in 1915, the other toward the end of the same year. It is claimed that these vessels are to be the largest Diesel motor vessels yet built.

The two shipments of horses from Mobile that the Seeborg Steamship Company has contracted to make to France will net the concern about \$70,000 clear of all expenses. Seventy-five dollars a head was given the company by the L. E. Campbell Company for transporting the 474 horses that were shipped on the Norwegian steamship "Craheus," and \$80 a head is the price to be paid for the 515 animals to go out on the Norwegian steamship "Viking." At \$75 a head the "Craheus" cargo was worth \$35,400, or about \$30,000 clear of all expenses, while that of the "Viking" can be figured at \$38,625, or a total of \$74,125.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Ahl, Theodore
Albertson, Chris
Amundsen, David
Amundsen, J.
Andersen, A. O.
Andersen, Bale
Andersen, C. M.
Andersen, E. -1896
Andersen, Jon
Andersen, N. -1549
Andersen, Nela
Andersen, Peter
Andersen, F.
Andersen, Gus -1853
Baardsen, T.
Baek, Edward
Backman, Axel
Bakmyhr, Gustav
Bausback, Erwin
Belone, W. A. -1316
Berghaim, Edward
Bjornstrom, Axel
Berntsen, Julius
Bjorseth, K. B.
Blom, Antton
Bohm, Frenk
Caen, P.
Cains, Ernest
Calleo, John
Campbell, George
Carlson, Charles
Carlson, P. S.
Carlsson, Adolf M.
Carlsson, Carl V.
Carrera, Pete
Carron, Ed.
Carter, J.
Cassberg, Gustaf
Cellan, John
Chotard, Emile
Christensen, Alfred
Danilsson, Louis
Danielson, E.
Danielson, Eric
De Bare, Henri
Debus, Fredrick
Eby, Ivar, D.
Echhoff, Otto
Echlin, L. W.
Egeland, Olav O.
Eggers, John
Ekland, S. W.
Ekstedt, Harold
Eliassen, Ed -396
Ellassen, John A.
Ellefsen, Otto
Ellingsen, Fred
Elfoson, John
English, John
Fabruoski, Theodore
Fagerli, Otto
Ferguson, J.
Fisher, Wilhelm -707
Fitzpatrick, Patrick
Fjellman, Georg
Foss, Laurits
Gangserud, O. K.
Gardan, Geo.
Gendo, G.
Gibbons, Joe
Gleiminger, Edward
Grantley, C. W.
Gravit, C. J.
Gregory, Joe
Hacklin, C. R.
Haldin, F.
Hall, Alf
Hallen, Victor
Hammargren, Oscar
Hansen, C. T.
Hansen, Henry
Hansen, H. L.
Hansen, Jens
Hansen, Martin
Hansen, Nels
Hansen, Thomas
Hansen, W. H. C.
Hanssen, Lars
Hanson, H. M.
Hanson, N. Kaberg
Hanson, Pet
Hanson, S.
Harrison, Frank
Harvard, C.
Haskins, O.
Haugland, Harald
Irving, J.
Irwin, Robert
Jackson, August
Jacobson, Martin
Jade, Hans
Jakobsen, R.
Jamsch, Ed W.
Jann, E.
Janssen, H. E. R.
Jarl, H.
Jaroslinski, Filiks
Jenkins, Fred
Jensen, J. K.
Jensen, Just
Jensen, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, Soren
Johannsen, Martin
Johannessen, J.
Johansen, Carl J.
Kalin, Ed
Kallio, Frans
Kallus, Alexander
Karlson, Martin
Kasser, Carl
Keating, R.
Kelly, E.
Keshet, Carl
Kimeral, H.

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

Anderson, Harold S.
Anderson, Hilding
Anderson, Johannes
Anderson, S. M.
Andersson, A. -1060
Andersson, A. -1147
Andersson, Victor
Antonsen, H. -1783
Apps, P.
Arnstsen, Julion
Aronson, Albert
Asp, G. L.
Aspe, Tordier
Attel, Alf
Axeison, William
Azevedo, Manuel T.
Blumel, W.
Bodagh, A.
Bolsen, Knud
Boy, Geo.
Braun, Axel
Brynjulfsen, H. B.
Buias, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Christensen, Erling
Christensen, Otto
Christensen, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinos, John
Cornelius, Leonadt
Connolly, Stephen
Conner, T. O.
Contreras, Julius
Correagan, Robert
Crasiglio, G.
Deising, Ernst
Digman, Carl A.
Dixon, John
Dracar, Ed.
Ducks, G.
Enokson, Marcus
Erikson, C.
Erikson, E.
Erikson, G.
Erikson, Konrad
Eriksson, J. E.
Eriksson, Nils J.
Erland, Oscar
Ervin, Arthur H.
Eskildsen, Lars B.
Eskildsen, Nils P.
Evans, S. C.
Franke, Carl
Fraser, Thomas
Fredholm, Chas. J.
Freltag, Franz
Forsgren, Carl
Fyren, G. P. Von
Grifall, Peter D.
Gronlund, Oskar
Gullbrandson, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gustavson, G. B.
Guthrie, Raymond
Hawkins, Fred
Heckman, Fred
Hedlund, Olaf
Heesche, H.
Heldal, T.
Heldt, Charles F.
Helinius, Oscar
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Hult, R.
Hurtz, Emil
Huse, E.
Hyde, Carl
Iversen, Iver
Johansen, J. -2021
Johansson, N. A. -280
Johansen, Thos. W.
Johansson, A.
Johansson, A. O.
Johansson, O. -1908
Johnsen, C. B.
Johnsen, C. -1593
Johnsen, Walter
Johnson, D.
Johnson, F. -1723
Johnson, Oscar
Johnston, P. E.
Jones, Bertham
Jonson, Elvor
Jonsson, K. A.
Jonsson, Robert
Jorgensen, Jorgen

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michal
Beling, Oscar
Berling, J. B.
Bjornsen, Conrad
Carlsen, Jacob
Carter, H.
Ceelan, John
Ellefsen, Otto
Erikson, E.
Finnely, Wm.
Fredholm, Chas. J.
Graham, H.
Hansen, Alek
Hansen, Karl
Hansen, Marlus
Hansen, O.
Hawkins, Fred
Hedberg, Albert
Hendricksen, Hagbart
Henningway, Geo.
Hofgaard, Hans
Johansen, Emil
Jonson, Halvar
Jorgensen, Oluf
Klette, E. F.
Nielsen, E. S.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Olsen, W. S. -1229
Pedersen, Ellif
Pedersen, Georg
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rearsen, A. L.
Ruter, Peter
Sanne, Rudolf
Sehroder, Aug.
Schultz, Fred
Swanson, Ben
Seibert, H.
Skoglund, Hendrick
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Wakely, R. E.
Whiteside, Fred
Winkel, August
Wolters, Johan
Wurthman, W. L.

ALASKA FISHERMEN, TAKE NOTICE.

Voting on Constitutional amendments and nomination of officers for the ensuing term will take place in the regular meeting of the Alaska Fishermen's Union, Friday, February 5th, 1915.

All members in port are requested to attend.

I. N. HYLEN, Secretary.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts., SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission
INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

PATRONIZE HOME INDUSTRY

Capt. Chas. J. Swanson

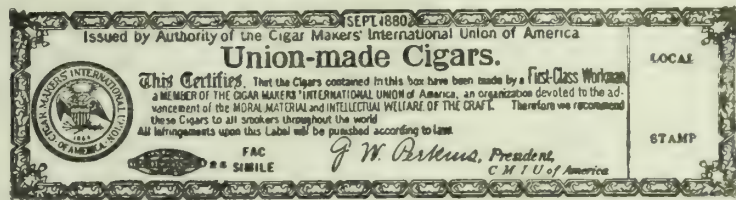
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

One Sunday morning, a deacon observed a boy industriously fishing. After the lad had landed several, he approached and said: "My son, it is very cruel to impale that poor, helpless beetle upon that sharp hook."

Said the boy: "Oh, say, mister, this is only an imitation! It ain't a real bug."

"Bless me!" replied the deacon. "Why, I thought it was a real bug!" The boy, lifting a fine string of

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type

2 for 25c

UNION MADE

ALASKA FISHERMEN.
San Francisco.

Anderson, Gust	Israelson, Ernest
Anderson, Erik	Johnson, Martin
Albertsen, Hans	Johnson, John E.
Christian	Jacoma, Carmelo
Andersen, E. W.	Jansson, J. Axel
Bernhard, Oscar	Jensen, Ole
Colbert, M. J.	Kathy, Albert
Cohn, W. R.	Kramer, Fred
Christensen, Pete	Mareple, John
Certz, Emil Ali	Magnussen, Magnus
Elml, A.	Osterlund, Carl
Ekeland, Will H.	Olson, John
Eriksen, Earl	Schultz, F. J.
Eriksen, Ollie E.	Saalman, Joe
Findley, Joe	Schlachte, Alfred
Fritsch, Leonard	Teraelson, Ernest
Gundaker, Sam W.	Wilson, Herman
Grabovae, Anton	Wallin, E.
Happmer, H.	Witte, Myer J. T.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
son	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gustav	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmis O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromness, Oscar

fish, said: "So did these suckers!"—Judge.

Quick Work.

"Factories have efficiency down to a fine point these days."

"Um."

"They can make a trolley car in sixteen hours, for instance."

"I made one in two minutes the other morning," said the suburbanite.—Pittsburg Post.

News from Abroad.

Chinese trade has been so deranged by the European war that much suffering has been caused in that country. In some provinces the selling of wives and children has grown to such an extent that President Yuan Shi-kai has issued a mandate to provide some relief for the starving.

William Morris Hughes, the acting Premier of Australia, has issued an appeal for more recruits, says the Melbourne correspondent of Reuter's Telegram Company. In his appeal he says: "Every available man is needed for the front as soon as possible. The German power is not yet shattered and remains resolute, with its strength unimpaired."

Rumors of revolt against the Haitian government, that have been current for some time past, have culminated in incipient civil war. President Theodore caused some trouble in his capital, Port au Prince, by attempting to draft citizens for his army, but resistance ceased when the draft was abandoned. General Vilbrun Guillaume, one of the candidates for the presidency, has secured possession of Cape Haitien. The United States gunboat "Wheeler" is at Port au Prince; and the armored cruiser "Washington" has been ordered to proceed to Haiti.

The German airships—for they are thus described by the German official report—which paid a four hours' visit to the coast towns of Norfolk on January 20, dropped twenty or more bombs. The raiders' missiles killed four persons, injured ten or more others, and did considerable damage to property. The report that a fifth person, a soldier, had been killed, proved incorrect. Yarmouth and Kings Lynn, the largest towns visited, suffered the heaviest damage. Eight bombs were dropped in the former town, one of them killing an old man and an old woman, injuring three others and smashing every window within a radius of several hundred yards.

The British Government has announced through its embassy at Washington that if the former Hamburg-American liner "Dacia" proceeded to sea she would be captured and taken to a prize court. Her cargo of cotton will be purchased by the British Government or forwarded to Rotterdam without further expense to the shippers, according as the owners may prefer. The State Department communicated this information informally to the owners of the "Dacia" as a result of a message from Ambassador Page and was notified in reply that the vessel was loading at Galveston, and would put to sea notwithstanding the British Government's position.

Affairs in Mexico took an unexpected turn when Provisional President Eulalio Gutierrez, who had just been re-elected by the convention to fill out the term of Porfirio Diaz, fled from Mexico City in company with Generals Blanco, Robles, and Jose Vascencelos. The convention selected General Roque Gonzales Garza to the Provisional Presidency. It is reported that the discovery of General Gutierrez's participation in a plot to eliminate General Villa is the cause of the convention's action in substituting its presiding officer, General Garza, for its former choice. The new Provisional President is a partisan of the Villa faction.

With the Wits.

Gabe—Why do they say that the ghost walks on pay day?

Steve—Because that's the day one's spirits rise.

Time Wasted.—"Dinah, did you wash the fish before you baked it?"

"Law, ma'am, what's de use ob washin' er fish what's lived all his life in de water?"—Philadelphia Leader.

The Danger.—"Pa, a man's wife is his better half, isn't she?"

"We are told so, my son."

"Then if a man marries twice there isn't anything left of him, is there?"—Boston Transcript.

His Experience.—Mrs. Henpeck—Is there any difference, Theodore, do you know, between a fort and a fortress?

Mr. Henpeck—I should imagine a fortress, my love, would be harder to silence!—London Opinion.

"Please, sir," said the maid to the head of the house, "there's a gentleman here to see you on business."

"Tell him to take a chair."

"O, he's already taken them all and now he's after the table. He's from the installment house."—New York Herald.

Happy Childhood.—A small boy seated on the curb by a telephone-pole, with a tin can by his side, attracted the attention of an old gentleman who happened to be passing.

"Going fishing?" he inquired, good-naturedly.

"Nope," the youngster replied. "Take a peek in there."

An investigation showed the can to be partly filled with caterpillars of the tussock moth.

"What in the world are you doing with them?"

"They crawl up trees and eat off the leaves."

"So I understand."

"Well, I'm fooling a few of them."

"How?"

"Sending 'em up this 'telephone-pole."—Judge.

Secure and Profitable

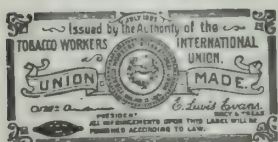
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00 REWARD \$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

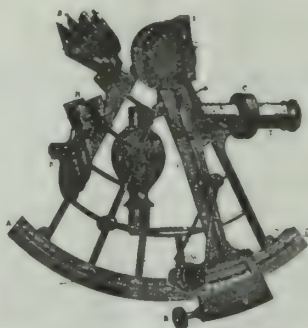
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James H. Sorensen
Jeweler and Watchmaker

ONE BIG STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 5 Stores:

1126-28 MARKET STREET
72 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

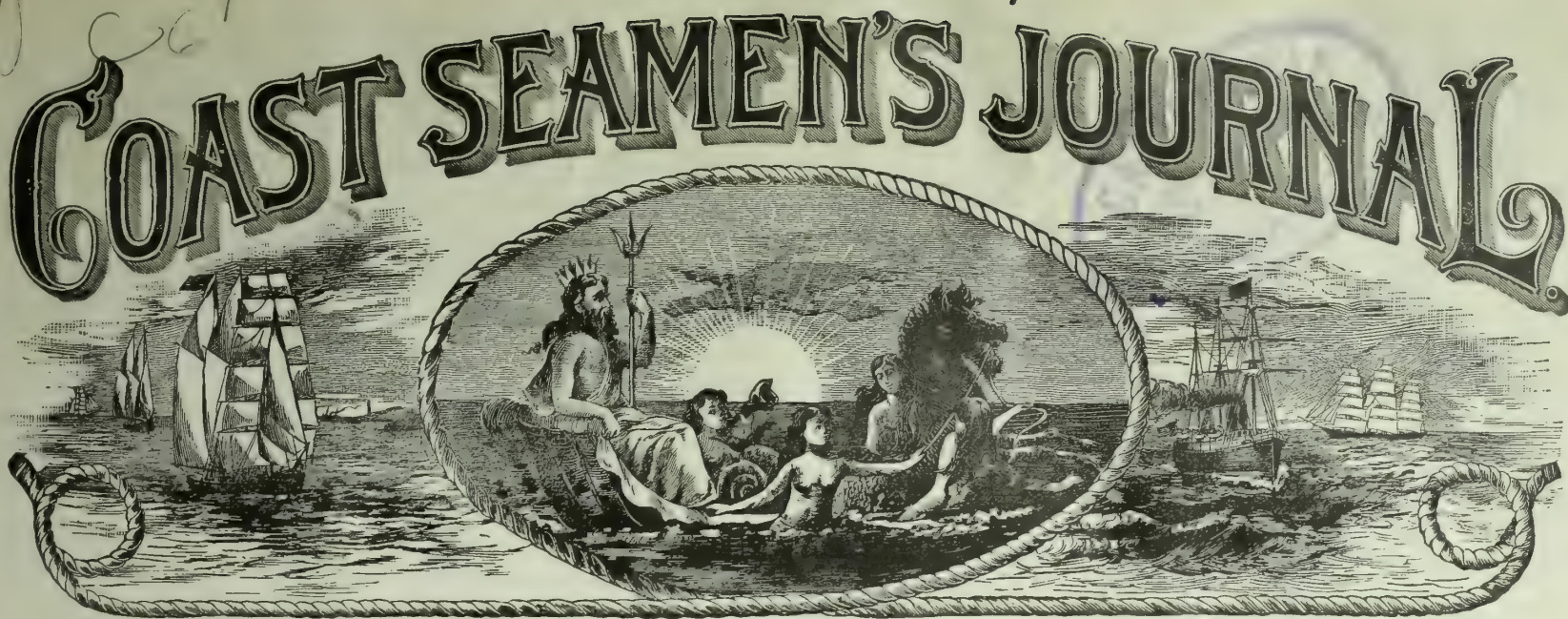
Justice to All. Please Give Us a Trial
and You Will Be Convinced.

CAN'T BUST'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 22.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 10, 1915.

Whole No. 2316.

UNION VS. NON-UNION SENTIMENT.

Some Pointed Comment on the Spirit of Individualism.

With a population of 100,000,000 under its flag, and a total area almost equaling that of Europe, the United States contains large districts, together with considerable strata of society in every district, in which non-unionism is the normal and natural condition of the family breadwinners. In our agricultural States and in the dependencies, wherever, in fact, the landowners and the tiller of the soil are one, or even where the qualified tenant farmer is yet so rare as to be in demand, the principle of trade unionism invariably makes slow headway. Also, among many professional and commercial men, who, though offering their labor for a hire, find it difficult to establish a common scale—the expectations of each being to find himself some day in one of the highly prized places of his calling—the prevailing spirit is decidedly that of competition as against another, though it may be that of combination against individuals not yet admitted to their ranks. Even members of the typical professional society or league who do not term their remuneration wages but fees or salaries, are often unaware of having taken up with trade union principles by organizing and have no sympathy with wage strikes.

In the earlier days of our republic when agriculture was the pursuit of three-fourths of the population, individual initiative, knowledge of one's calling and the virtues of personal thrift were usually sufficient to bring at least a modicum of success. At a time when developing trade unionism was absorbing much public attention in Great Britain and being hailed by the working people there as an institution promising more for their material welfare than any other, Americans in general were as yet bestowing upon the organization of labor scarcely a passing thought. Remedies for low wages or non-employment for our wage-workers of that period were to go West, or to move from place to place, or to change from one occupation to another—in any event to "hustle" "reach out," with faith in the abounding opportunities then existing in the new and rich land. The social spirit encouraged each man to launch out and do for himself. "I paddle my own canoe," was a popular boast.

The individual proved his manhood by getting ahead—which almost invariably meant shrewdness in amassing wealth no matter by whom produced. The oldest of the trade unionists of this country can remember when the maxims which guided men to prosperity in business, or in election to office, were those which imposed injunctions upon each person to work for himself exclusively and avoid entangling alliances with others, especially with any of his weaker brethren. The youngest of our trade unionists may every day hear of people who believe that these maxims still hold good.

Trade unionism in this country has had to make its way against what was undoubtedly the original American spirit—in business. All citizens, including the farmers, were assumed to be in business, producing and selling for themselves. If a man was not in business, he was, if made of good stuff, expected to be on the way through working, skimping and saving,

to going into business, whether in agriculture, trade, manufacturing, or a profession. To a self-made man who ardently held to this conception of society, which involves the principle that to be successful one must "rise," must be an employer, must show his superiority in acquisitiveness over his fellows, the proposition that there should be a wage-workers' combination, possibly to be operative against himself, seemed almost blasphemous breaking away from the moorings of accepted morality. Such a union was, to his mind, contemptible, composed of an aggregation of failures, a startling evidence of social degeneracy. Many men, self-made or made big through heredity, their dependents and those attached to them by social ties, therefore, felt it a bounden duty to stamp out trade unionism, to continue to uphold the ancient precepts that led to the success they worshiped, to proclaim that the possession of property was evidence that the possessor was a mental giant, to hold that an employer's business entitled him to manage it—and the employees—as he willed.

The opportunities existing in a rich, sparsely settled country, the emulation afforded in every community through the example of its self-made men, the social atmosphere in which adulation of the strong and independent was accepted as a phase of truth itself—these were factors giving nourishment to the spirit of non-unionism. Another, and a most notable factor, arose with the appearance of labor organization. It was made possible through the crudities in the form and operations of the first organizations and the natural blunders of their representatives, blunders which persist on occasions to the present time, when the organizations are under an improved discipline.

In the Old World the uprising of labor in any form, through political parties or through trade organizations, could not be met by the arguments springing from equality in voting or in material opportunity, which in this country once had in them some show of reason. In the thickly settled countries the masses have had few opportunities even in education; there has been no semblance of equality among the citizens, except as the poor were equally and miserably poor; the economists and other teachers of the public of Europe have, therefore, favored rather than discouraged labor organizations. Non-unionism, with its wage-workers, was never a normal or natural situation. Unionism, as soon as serfdom was actually put aside, was a logical outcome of working class liberty.

In America, on the other hand, the white masses of wage-workers have passed from the stage of comparative economic freedom of 40 years ago to a social stage approximately that of the industrial countries of Europe. Consequently, the area, social and geographical, for the American non-unionist has been contemporaneously narrowing. The premises for his reasoning in self-defense or apology have been gradually disappearing. His left-over maxims, fitting to a period of crude and mistaken individualism, are no longer appropriate to the times. The lot of one man, year in and year out, in any of our great industries, is the lot

of the mass, in nine cases out of ten, in nineteen in twenty, or in ninety-nine in one hundred.

With few exceptions the day for the industrial wage-worker to study purely personal advantage, the over-reaching of his fellow or promotion and finally partnership through race-horse strain and effort, has gone by. The mass of the workers have covered the whole game of climbing up on the shoulders of others, as taught in the circle which profit by it, with a full set of queries. A few of these are: What proportion of us can possibly win the few glittering prizes ever dangled before the eyes of us all? One of us, or a score in a thousand, is set up above others. Why should we not study for the common betterment the methods which will surely yield equal benefits to the entire brotherhood?

While the hardships of daily experience have been divesting the wage-worker himself of the superstition that the conditions of half a century ago still survive as guides and bases for his hopes, his plans, his activities in getting along in the world, converting him from non-unionism to unionist, the theoretical territory of non-unionism—that is, individualism—still has strongholds in our courts and our colleges. The lawyer dealing in precedents, and the professor looking to history, are apt to see what was, instead of what is. The wage-worker, on the contrary, knows by contact with his tasks of job hunting and job holding, what actual conditions are. Hence, while the college president-emeritus has praise for the non-unionist, the union worker regards him as usually unfaithful to his class, though granting that occasionally he may be a product of the conditions surviving in the side currents of agriculture or industrial life where the general social situation of times gone by has been still to some extent perpetuated.

In this survey of the origin and progress of the two sentiments—non-union and union, individual and co-operative—which in this country bear upon the organization of labor, we arrive at an honesty and principle animating men on either side. The judge on the bench may be acting in accordance with his lights, which are legal tomes, in rendering judgments that are absurd when viewed from the standpoint of the spirit and social needs of today. The old-time college professor, a closet man, may be loyal to ideals of citizenship which were possible when his favorite authorities in sociology gave the world their heavy volumes. The college student, fresh from the farm or from the home of a professional or business man, may lightly play strikebreaker as a lark, or for the extra cash needed to pay his way to a diploma, not realizing his social crime as seen by the organized workers. The journeyman worker coming from a country town may be but following the only custom of which he has had practical knowledge when he takes a job left vacant by strikers, although this is nowadays a rare thing. The usual founts of knowledge and influence from which the plain people in small communities absorb their views of life and its obligations—as represented by the school teacher, the village newspaper, the "influential business men," or the speech-making on patriotic occasions—

are rarely engaged in the active propaganda of trade unionism.

When, however, we mingle among the wage-earners of the industrial centers of the railroad world, the mines, and the undertakings in general requiring workers in large numbers, we speedily find ourselves in a society by itself. It is living in close contact with the harsh facts of to-day; it is educating in branches of economics not usually emphasized in the college curriculum; it is fighting the battle of the worker, pushed hard by conditions of the live labor market; it is animated by a moral code which is the outcome of the necessity of its defensive warfare; it is busy in divers ways with advancing the welfare of not only the organized workers, but of all, men, women and children, in the wage-working ranks.

One is enabled to affirm in sober earnest, that the sentiment of this wage-workers' society in the United States to-day is almost wholly union. The statistics of the present paid-up membership of the American Federation of Labor, the railroad Brotherhoods, and the as yet unfederated unions, show more than 3,000,000 members. But this number does not express the sum total of unionists as it exists in fact. Unionism, in its ebb and flow, is made the more possible to a larger and larger number through union sentiment continually preceding organization itself.—The Iron City Trades Journal.

WOULD GOVERNMENT-OWNED SHIPS HAVE COOLIE CREWS?

(Washington, D. C., Post.)

While Congress is discussing the question of shipping it ought not to lose sight of the bill now pending providing for greater safety at sea and bettering the condition of American seamen. The bill affects many of the conditions which must be considered if the Government is to aid directly or indirectly in providing a merchant marine.

Presumably the United States will not become the owner of ships to be operated by Chinese or East Indians. The American merchant marine should be manned by Americans. How are they to be obtained, if they will not go to sea under present conditions? Obviously, Congress can do more for the merchant marine by facilitating the entry of Americans into the life of a seaman than by providing ships which would be lacking in crews. The navy is suffering from a shortage at this moment, and the merchant marine cannot help the navy by furnishing good men. Practically all the seamen in the merchant marine are disqualified for service in the navy because they are aliens, or for other good reasons.

The Seamen's bill would put all shipping on the same level in American ports. Thus American shipping would be relieved of the handicap under which it suffers at present—that of being forced to pay higher wages than foreign ships. Foreign vessels, in order to get crews, would be forced to pay standard wages or turn the business over to American ships. The rate of wages would be fixed by the law of supply and demand, in which Americans could take care of themselves.

The mere construction or purchase of shipping will not meet the emergency that confronts the United States. Crews must be provided. It is contrary to the American spirit to run up the Stars and Stripes over crews of coolies. The Government-owned steamship lines would meet with overwhelming opposition if it were proposed to shut out American citizens and employ coolies because they will work for starvation wages.

Hand in hand with the proposal to provide ships should go plans for providing crews of reliable, self-respecting Americans.

It is inevitable that the man who works at night should think only in the dark.

WHO IS THE "INLAND OFFICER"?

The unknown and unnamed officer of the "Inland Marine" who is doing some of the literary work for the Steel Trust has again been "called" by Andrew Furuseth.

In the issue of December 30, the JOURNAL published an article under the caption "Furuseth's Rejoinder." That rejoinder, however, has evidently not taken all the wind out of the mysterious "inland officer's" sails. He came back shortly thereafter with another attack on the Seamen's bill. The reply of Andrew Furuseth to the "inland officer's" latest attack is illuminating and well worthy of careful perusal. It is reprinted herewith from the current issue of "The Survey":

The "Officer of the Inland Marine" says in his answer to my criticism that "I do not quite hew to the line." He then goes on to show that it was the gale and not the lack of skill that prevented the boats from being lowered by the vessels that were attending the "Vultorno." He either has not read or he has forgotten that the "Carmania" was the first vessel to arrive and that she lowered a boat from which some of the oars were lost and others were broken. If he be a seaman he should know that this is evidence of lack of skill. The boat, however, threw out a drag and was kept head on to the sea until picked up by the Carmania. This is fairly good evidence that a boat could live if properly handled.

The "La Touraine" lowered one boat in the afternoon or evening. The boat was unable to get near the "Vultorno." It came back, took on board another crew, went along the "Vultorno" and saved people.

Boat No. 2 of the "Vultorno" was lowered with about 40 people. The releasing gear failed to work properly. One of the blocks failed to unhook and the people were spilled out. Boat No. 6 was lowered away with 25 or 30 passengers and some of the crew. It got away from the ship's side, was seen riding the sea astern, but was later lost. Captain Inch ordered the falls cut to prevent any more boats being lowered. In the evening boat No. 5 was dropped. In her was the second mate, two sailors, one American man-of-war's man serving as a trimmer, and a waiter. The boat got to the "Grosser Kurfurst."

The "Vultorno" had six able seamen and six ordinary seamen. Three of the able seamen were burned in the forecabin, leaving her with three able seamen and six ordinary seamen, aside from the licensed officers.

This Officer of the Inland Marine says, "It was not the duty of the seamen to batten down the hatches on the 'Monroe,' this being done by the shore crew which loaded the ship." This compels a doubt as to the genuineness of this officer. On page 102, General Rules and Regulations prescribed by the Board of Supervising Inspectors, April 26, 1912, is said:

"Duty of Masters Relating to Hatches. 24—It shall be the duty of the Master of all loaded vessels to see that all hatches are properly covered and secured as soon as practicable after leaving port. Failure by the Master of any vessel to observe this regulation shall be sufficient cause for suspension of his license on charge of inattention to his duty." (Sec. 4405, R. S.)

Yet this Officer of the Inland Marine says the hatches on these ships are always closed before they leave port by expert men.

His third criticism, on my definition of a harbor, is as wide of the mark as the rest.

The lines of a harbor or port may be placed according to the judgment of the port authorities. That does not interfere in the slightest with the admiralty definition of what constitutes a harbor.

Seamen at the London Conference:

Captain Polis of Germany,—permanent employe of the Hamburg-American Line; Captain J. T. W. Charles, Great Britain,—permanent employe of the Cunard Line; Captain A. H. F. Young,—nautical adviser to the British Board of Trade;

J. Havelock Wilson,—president of the British Seamen's Union;

Captain Harald Pedersen,—commissioner of navigation from Norway;

—and your humble servant, were the only practical merchant seamen at the conference, the personnel of which was mainly commercial experts.

The reference to the Fall River line as being owned by the New Haven Railroad, running parallel with the New Haven Road, and therefore not caring by which route the passengers go, is surely begging the question.

I cannot see that the technical commission with its suggested make-up can be characterized in any other way except as "the shipping interests."

There are several "officers" on board of a vessel. Some are so designated by the law; others by courtesy and custom. Officers of the deck department and of the engineers' department are designated as officers by statute. There are also officers of the stewards' department. They are designated as officers by courtesy and custom. This Officer of the Inland Marine could not be of the deck department, because as such he would have known that the captain is by statute, and the mate by regulation and custom as well as by law, charged with the duty to see that hatches are properly put on and fastened. Those things are not done by experts from shore.

AFTER THE WAR.

The world shudders and lifts a hand that trembles from the very awfulness of war. An armistice follows, the poor cold things that had been men—lovers, husbands, fathers—are gathered in all their hideous mangled loathsomeness and buried. Ten men sit around a council table. The issue is still the same, right is right, wrong is wrong. Both sides give and take. A treaty settles what a thousand battles could not solve. Debt, taxes, pensions, bereavement and poverty follow in an awful train, and two nations build up another army and navy, to insure and protect peace. And the world hugs its mad delusion and squanders the substance of its people for a lie; for a lie, either way you view it. If we are truly civilized, really, the product of the constructive forces of thought and intelligence, then militarism has no rightful place in our scheme of things.

And if militarism is by any possible argument justified, then we are not civilized; we are savages disguised by a veneer of culture; we are barbarians masquerading in "a thing of shreds and patches."—Dr. Thos. E. Green in "Imbecility of Militarism."

Labor will never realize its rights until it recognizes its wrongs.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Shipowners' Claims Answered.

The International Seamen's Union has adopted new tactics in answering the claims of shipowners that the Seamen's bill, now in conference between the House and Senate, is unnecessary. The seamen have taken the owners' objections and paralleled them with some disasters, as follows:

"First—The first claim was that the vessels were so constructed that they would not sink. Therefore, boats for all persons on board and skilled persons to handle them were not needed.

"Our answer is that this is not the fact, and our answer is emphasized by the sinking of the last word in marine architecture—the 'Titanic.'

"Second—They claimed that modern vessels were so constructed and so provided with fire apparatus and fire extinguishers that they would not burn.

"We insist that there are no vessels which will not burn, and that when a vessel must be abandoned because of fire, the only safety is in boats and men to handle them. Our contention is emphasized by the burning of the 'Volturno.' She had boats enough; she had only six able seamen, three of whom were killed, and six ordinary seamen. Men with insufficient skill tried to lower the boats and failed, except in one instance, and that boat was lost.

"Third—They claimed that vessels not going more than twenty miles from shore do not need complete equipment of boats and men.

"To this claim the loss of the 'Monroe' is a complete answer.

"Fourth—They claimed that the Lakes should be exempted because of the nearness to shore and other vessels almost constantly in sight, and because of the wireless and life preservers is all that is needed.

"This contention is answered by the loss of the 'Empress of Ireland,' lost through a collision in the St. Lawrence River, less than three miles off shore, smooth water, wireless working all the time until she sank; help came from shore within two hours, yet 1,027 lives were lost, a very large number of them drowning with life preservers on.

"Fifth—The Lakes should be exempted along with bays and sounds because of the nearness to the beach, and the waters so shallow that all the decks of the vessel would not be submerged if she were to sink.

"The answer to this contention came on the morning of the 22nd of this month on the Potomac, not very far from Baltimore. The steamer 'Maryland' took fire. She had a lookout, one man at the wheel, and an officer on watch. It was 4 o'clock in the morning; everybody else asleep except those needed in the engine-room and the stokehole. The fire was discovered by the second engineer, who informed the mate; the mate informed the master. They aroused the men. But time is precious under those conditions and the fire had too much headway. The master beached the vessel. She grounded so far from shore, about 300 yards, that there could be no

safety except in boats or rafts unless the person was an efficient swimmer. Up to the present it is not known whether anybody was lost. The loss of seven is claimed. It will be difficult to find out because the passenger list was burned.

"On September 1, 1914, the steamer 'City of Chicago' was discovered to be on fire leaving Chicago; the discovery took place when she was at the outer crib; the master ran her back to Chicago, and ran her into the life-saving wharf. He arrived there just in the last minute to save the people, between 250 and 300, and they were saved by other vessels alongside.

"It appears that disasters and accidents have furnished a complete answer to all of the shipowners' claims. The need of skilled men was manifest in the 'City of Chicago,' but still more so in the loss of the 'Maryland,' where the passengers were saved—perhaps all of them—because there were passengers who could and did use the life-saving appliances when the crew failed to use them."

Wages-By-Law Don't Work.

Judge Heydon, of the Court of Industrial Arbitration at Sydney, N. S. W., has created a sensation among workers by his suspension of the functions of New South Wales wage boards. His decision has given a jolt to the theory that wages can be maintained by legal machinery, and the long fight of organized workers has been nullified.

Murmurs of discontent are heard, and one large union—the boilermakers—in mass meeting declared that because the decision "suspended the sittings of the boilermakers' board, and thus denied us the full use of the arbitration act," that they would no longer work under present conditions.

In a front page editorial, the Australian Worker, published in Sydney, makes a protest, because of the decision, and says:

"Judge Heydon, of New South Wales, has practically abolished the wage boards of that State.

"The war, he said, had created a situation so serious that applications for increases of wages were entirely out of the question.

"In a language weighted with judicial gravity, he held that no worker with any sense of his obligations to the community would ask for a higher price for his labor just now; and if any should be found unpatriotic enough to do so, that no board could possibly dream of granting the request.

"He, therefore, suspended the operations of wage boards in this respect, and with a wave of his arm, as it were, wiped out of existence legislation which the workers of New South Wales had been twenty years in winning.

"Judge Heydon blundered horribly when he did away with the wage tribunals and left industry at the mercy of Greed.

"There is not a shadow of justification for such a course. A wage board only acts upon the evidence submitted to it. The employers are represented upon it equally with the workers. The chairman,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A movement is on foot in England to man British ships with British crews, from captain to mess-boy.

Over a thousand British railway platelayers and navvies have left England for the Continent to make good the damage done to the railways.

The industries most affected in England as a result of war, and which consequently are those in which there is most unemployment at present are the printing trades and textile manufactures.

The Argentine Railway companies have limited all work and a large number of employes have been dismissed. In the railway shops work is continued on three days per week "for the want of coal," but the real reason is somewhat different. Part of the tremendous profits made by these companies for many years has been spent on new lines. But these now eat up part of the surplus created on the old lines. Instead of now reducing the high dividends paid hitherto, the companies have limited all work in order to be able to evade such an alternative.

The Russian soldier is the poorest paid in all the world. A private in the ranks of the army of the czar gets \$3.78 a year, compared to the \$180 to \$300 the United States pays its men of the ranks. England pays its privates \$86.15 a year; France, \$20.40; Germany, \$18.80; Austria, \$8.12. Remember these figures are for a whole year and represent the total amount of cash paid the fighting men in that period. A Russian major-general gets only \$762 a year, or about as much as the United States pays its sergeant-majors, the highest non-commissioned rank. Our major-generals get \$8000 a year. The other countries are much more generous with officers of higher rank and pay a minimum of about half the U. S. standard. A better example of the Russian contrast is shown in what is paid an officer holding the title of general over there. We do have a rank that high in the United States. He gets \$1272. The U. S. pays its second lieutenants, young fellows just out of West Point, \$1700 a year.

A letter recently received from London states that 300 members of the Compositors' Union are fighting with the colors. Fourteen hundred of its members were signing the unemployment book in October. Several hundred have exhausted the unemployment benefit which they are entitled to and are now receiving seven shillings weekly from the union, from which sixpence is deducted as subscription. The Compositors' Union pays its unemployed members fourteen shillings per week. This amount being paid weekly to over 1000 recipients is rapidly depleting the funds. A few years back the union, with some 12,000 members, possessed over £70,000. In 1912 the amount was about £40,000. The continuance of the unemployment and other benefits is jeopardized by the abnormal conditions now existing. Only that many members are working short time 3000 men would be signing the unemployment books. A fairly heavy weekly levy on those employed is the means adopted to keep the union in funds and enable it to continue its benefits.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Apelquist, Otto	Moster, Wilhelm
Andersson, Hilding	Malm, Gustaf
Andree, Ernest A.	Manning, Knut
-1410	Mikelsen, Andrew
Ahlman, Christian	Nilsen, Martin
Anderson, David C.	Nikander, Knut
Billington, Martin	Nelson, Ernest C.
Bringsrud, Marain	Nelson, Axel
Boy, A.	Nielsen, Ole
Brusbard, E.	Olsen, Emil Frederik
Christensen, Martin	Owen, Fred
Carlson, Carl	Ogilvie, Willie
Chilton, Harry	Olsen, Ole Wilhelm
Carlsson, C.	Olsen, Harald
Damlano, Alex	Penningrud, Ludvik
Danielson, E.	Peterson, H.
Eliason, Emil	Pedersen, Olaf
Ellisen, Sam	Rugg, A. P.
Felsch, H.	Rasmussen, J. -446
Fisholz, Dan	Rendelsmann, Alfred
Galleberg, Martin	Skaanes, Egil
Gustafson, Alf	Stenroos, A. W.
Hansen, S.	Schlachte, Alfred
Hansen, Gilbert	Svensen, S. -1717
Hederstrom, Torvid	Svenningsen, S. N.
Hansen, John L.	Swanson, E.
Hellstrom, O.	Sassi, W. (Reg. let.)
Hansen, H. T. -1446	Sorgenson, H. P.
Headstrom, J. F.	-1498
Hansen, Sigvarth	Staff, Louis
Jordan, H. S.	Schultz, Axel
Johanson, Albert	Thom, Edmund
Johansen, John	Tonnesen, P. -100
Johansen, Gunner	Torjusen, Gunv. -41
Jeter, V. B. -983	Toren, Gustaf A.
Johnson, Edw. A.	Tvedt, Olaf
Lauritsen, Ole	Wahlberg, Rudolf
Larsen, Hans	Wilson, Willie
Lutzen, Valdemar	Zimmer, Walter
Larson, Axel -1768	Ziegler, Fred
Lindeman, Gus	(Photos & Packages)
Lindner, J. -1750	Anderson, David C.
Lindeman, J.	Ellisen, Sam
Lassen, Alf	Johansen, Nils A.
Meesman, J.	

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Dauda, Ch. W.	Nielsen, Chr.
Engenis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Ellif S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.
Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

Pacific Coast Marine.

The Japanese cruiser "Asama," carrying 500 men, has been wrecked and is breaking up off the coast of Lower California, according to advices received at the Navy Department.

It is reported that Charles R. McCormick & Co. have closed a \$110,000 contract in San Francisco to supply 250,000 standard fir railroad ties to the Denver & Rio Grande Railroad Company. The price is said to be approximately \$12 a thousand feet, board measure, delivered on Western Pacific cars at Oakland Mole. The ties will be saved in the company's mill at St. Helens and shipped in the McCormick fleet of steam schooners.

The members of the commission of the port of Bandon, Ore., are planning extensive improvement of the Coquille River. The rivers and harbors bill carries a Government appropriation of \$76,000 for work at the entrance of the harbor, and the port will take up the work of dredging the river from Bandon, at the mouth, to Coquille, the county seat. The plan is to deepen the channel so that lumber vessels can enter at Bandon and go up to load lumber at the Coquille mills.

Advices from Portland, Or., state that all charter rates records for Portland were broken with the leasing by Balfour, Guthrie & Co. of the Japanese steamer "Kenkon Maru" to load grain or flour for the United Kingdom at 60s. per ton, with the option of diverting the cargo to a Mediterranean port at a rate exceeding 67s. The previous highest mark was established a week ago at 55s. The "Kenkon Maru," which is now on her way to San Francisco from Japan, will be the first Japanese vessel to take a cargo of grain or flour from Portland to Europe.

Captain A. R. Paulsen, who was skipper of the North Pacific Steamship Company's steamer "Eureka," which was lost in the north channel a few weeks ago, has been exonerated of blame for the mishap by Local Inspectors James Guthrie and Joseph P. Dolan. The inspectors found, after an examination of witnesses, that the disaster was unavoidable and not due to poor ship handling. The "Eureka" was proceeding to sea on a proper course and in seaworthy condition when struck by a tremendous comber, which doused her fires and drove the vessel on to the rocks.

The American steamer "Colon," formerly a Mexican vessel, has grounded on the bar at the entrance to the harbor of Topolobampo. The U. S. S. Cruiser "Maryland" responded to the wireless call for help, and is standing by to render assistance. The "Colon" is owned by the American-Mexican Trading Company. She is of 1530 tons. Her commander is Captain Paulsen, and she carries a crew of about twenty men. There were no passengers aboard when she left San Francisco. The vessel formerly was the "Ramon Corral," owned by the Naviera del Pacifico Company of South America.

More than twenty-five vessels which were laid up for several months during 1914 were recommissioned during the month of January and again placed in the coastwise trade. These vessels, which range from 300 to 3000 tons, have been called into activity because of the stimulus received by shipping all over the United States since the first of the new year and the demand for off-shore carriers on the Atlantic, which has been responsible for taking a number of the larger coastwise carriers to the East Coast for the European trade. Among the vessels to be recommissioned after lying idle for some months are the steamers "Tahoe," "Devenport," "San Gabriel," "Helene," "Saginaw," "Carlos," "Daisy," "Gadsby," "Navajo," "Santa Barbara" and "Noyo."

Development work at Islais Creek has assumed proportions that indicate the demands of shipping interests for water-front property in San Francisco. Both the State, city and private interests have undertaken work recently on a large scale in this neighborhood in response to this demand, and a \$300,000 Strous trunnion bascule bridge is nearing completion, spanning the Islais Creek channel at Kentucky street, which will open the property of both sides of the channel west of Kentucky street to shipping uses. The city has undertaken the grading of Army street, and has acquired lands for opening Evans and Jerrold avenues (formerly Fifth and Tenth avenues). The purpose in opening these streets is to provide an easy grade connection between this new water-front property and the Mission district.

Official announcement of the plans for the establishment of a life-saving station at Duxbury reef was made during the week and officers of the Life-Saving Service state that they have received the assurance from Washington that the new plant will be installed within a few months. Word was received that Congress has appropriated \$12,000 for rebuilding the Bolinas station and it was expected further appropriations would be made to properly equip it. Preliminary surveys, soundings and selection of the

site for the new station have been made, Captain J. C. Cantwell, inspector in charge of the Thirteenth Life-Saving district, which embraces the entire Pacific Coast, having given his undivided attention to the work during the past month. The site which has been selected is the same as the one formerly occupied by the life-saving station which was abandoned by the Government in 1885. The property is still owned by the Government, and although it is at present occupied by an artist's bungalow, it can readily be cleared and placed in condition for the construction of the station's buildings.

Advices received from Bristol, the United Kingdom terminal of the Maple Leaf line, announce that the company has decided to strengthen its service to the North Pacific Coast materially with the addition of the "Hall" fleet, consisting of the steamers "Charlton Hall," 4749 tons; "Craster Hall," 4319 tons; "Crofton Hall," 5774 tons; "Foxton Hall," 4147 tons, and the "Howick Hall," 4923 tons. They will augment the present fleet made up of the steamers "Santa Rosalia," "Buenaventura," "Kentra" and "San Francisco," the latter being a brand new carrier. The Maple Leaf line, for which E. C. Evans & Sons are the local agents, has been in operation for three years. Outward from New York to British Columbia ports they handled steel principally. The return route was from San Francisco to Swansea, Dunkirk and Avonmouth, via the California gulf port of Santa Rosalia, where the vessels complete their cargoes with copper shipments. From this Coast to Bristol it is estimated that the time through the Panama Canal is about fifty days, saving from thirty-five to forty days over the former route via Magellan.

The Panama Canal has served notice on the Union Oil Company of its desire to terminate the revocable license under which the oil company has been operating its pumping plant and oil pipe lines on the Isthmus. As a result of bids recently received from eleven oil companies, for deliveries of fuel oil during 1915, recommendations for award of contract have been forwarded to the Washington office, and it is expected that a shipment of two 60,000-barrel cargoes, one for each terminal, will be delivered on the Isthmus between January 10 and 25. A short time ago one of the two new oil tanks erected by the Panama Canal at the Pacific end was leased to the Union Oil Company on condition that it was to be emptied and returned upon request. The oil company has been asked to empty this tank, to fill all of the canal tanks on the Isthmus to their capacity under the present agreement by that time, and to quote a price on any oil that might be required pending the arrival of the canal shipment, same to be covered by a special open market contract. The revocable license, under which the Union Oil Company constructed, and has since operated and maintained a pipe line and appurtenances across the Isthmus in the Canal Zone, was given by the President January 10, 1906.

The Secretary of Commerce has made official announcement that a practical navigable channel from Bering Sea into the mouth of the Kuskokwim River has been discovered by Captain Lukens of the Coast and Geodetic Survey. The Kuskokwim River is the second greatest river in Alaska. It is nine miles wide at its mouth and navigable for over 600 miles inland. The great submerged flats of the delta of this river extend 100 miles out to sea, and it was through this uncharted delta that the surveying steamer "Yukon" made the discovery of the channel which means so much to the commerce of that section of Alaska. The Kuskokwim is one of the three great Alaskan rivers emptying into Bering Sea which has been opened to commerce as a result of the charting operations of the Coast and Geodetic Survey. The mouth of the Yukon was surveyed in 1898 and in a few years that river became one of the greatest commercial arteries of Alaska. In 1909 and 1910 Nushagak Bay was charted and now the Kuskokwim, by far the most dreaded and unknown of these rivers, will no longer be a menace or a mystery to the navigator who has one of the new charts of its entrance about to be issued by the Coast and Geodetic Survey. The survey of the Bering Sea in the vicinity of the Kuskokwim was started in 1911 and continued the following summers of 1912 and 1913. But it was not until the past field season that a surveying vessel succeeded in tracing and charting channels through the great area of the submerged mud flats which make up the delta of the Kuskokwim. In making the survey, Captain Lukens reports he took 14256 soundings, covering an area of over 100 square miles.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:

CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64
SAN PEDRO, Cal., P. O. Box 67
HONOLULU, H. T., Cor. Queen and Nuuanu Sts P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 10, 1915.

THE PRESIDENT'S VETO.

President Wilson's veto of the Immigration bill is worthy of more than passing attention.

To begin with, it is to be regretted that, in disposing of this momentous issue, President Wilson has voluntarily placed himself in a class with ex-President Taft. Giving protection to industry and denying the same protection to labor has been the traditional farce-policy of the old line Republican party. President Wilson has now put his stamp of approval upon that very policy.

The main reason for the veto as given by the President is his objection to the literacy test. In brief, the literacy test provides that immigrants over 16 years of age shall be denied admission to this country unless they can "read in some language or dialect." The essential purpose of the literacy test is to restrict and limit and better regulate immigration, and thus protect the workers in this country from the ruinous competition of ignorant foreign labor.

The principal objection to the literacy test is that it will keep out of this country many immigrants fully worthy of admission even though they are illiterate. In other words, the natives of this country and the foreign-born workers already here must forever compete with the most ignorant labor of the world because any attempt to bar ignorance from our shores might work an injury upon some deserving poor foreign workers.

It is strange, to say the least, that this point has never been raised in behalf of the deserving foreign manufacturers whose goods are practically barred from our shores by a prohibitive tariff in order to protect "our own" infant industries. The tariff exists, as is now well understood, not to protect the workers engaged in these infant industries, but to protect the products of the American and foreign manufacturers located in this country. To quote from the very able argument of Frank Morrison, Secretary of the American Federation of Labor, in defense of the literacy test:

Industry is protected by a tariff, but labor is not; the products of labor are protected, but

we have a free flow of labor coming to our shores all the time; the manufacturers have protection against products manufactured by cheap labor in foreign countries, but labor has no protection against the importation of cheap labor.

The opponents of this measure say that if the products of labor are protected, then labor itself must be benefited, because the manufacturer can sell the products at a much higher price than can be obtained in other countries and will be in a position to pay higher wages to his employees. The protected manufacturer does receive a higher price than the products can be sold for in other countries, and the second contention—that they are thus made able to pay higher wages to their employees—is also true, but the fact is they do not pay higher wages. They pay lower wages.

We find that the most highly protected industries, particularly the industries that are now controlled by trusts, such as the steel trust, rubber trust, sugar trust, packing houses and textile industry, pay to their employees the lowest wage in the country and some of them less than a living wage for a family. A high tariff has nothing to do with the wages paid in these industries.

So the present day situation with regard to protection for American labor and capital is quite clear.

For sentimental reasons labor in America can not be protected from competition with the ignorant foreign workers of the world.

With capital it is different. Sentimental reasons don't count when it comes to the protection of our labor-skinning industries. Capital is protected, and has ever been protected, because the Dollar-worshipping gentry is on top. That it intends to stay on top is indicated by the energetic fight made against immigration restriction. It is a dangerous thing—dangerous to the tariff barons and the financial pirates of this nation—to bar ignorance from admission to these shores.

Ignorance of others is the foundation-stone of their success, and a constant liberal supply of cheap and ignorant labor is their greatest asset in keeping control of the works. The gates are still open, and President Wilson has joined his predecessor in declaring that they shall remain open.

CHINESE OR JAPANESE CREWS?

It appears as if the latest literary effusions of Mr. R. P. Schwerin have made a hit with one or two of the more unsophisticated editors of the interior press. Of course, there is a reason. The affable manager of the Pacific Mail Steamship Company is no novice when it comes to the use of plausible stuff. Besides, he has really remarkable talent for spreading a few weak points and his ability to cover good white paper with adjectives and superlatives is generally acknowledged to be superior to that of any ex-mariner on the continent. Therefore, when some poor inland editor who has never smelled—much less tasted—salt water is confronted with Mr. Schwerin's imposing pamphlet, he is likely to be deceived.

Mr. Schwerin's sole argument against the Seamen's bill is, in effect, that such legislation will "place the transpacific traffic exclusively under the Japanese flag." The vessels flying the Pacific Mail Steamship Company's flag are Chinese to all intents and purposes. They carry Chinese crews, pay Chinese wages and furnish Chinese food and accommodations. If it were true, therefore, that the Seamen's bill would place those particular vessels under the Japanese flag, it would only mean the substitution of one Asiatic crew by another. But it is not true. And Mr. Schwerin knows it is not true. He knows that the Seamen's bill is the only measure pending in Congress which will equalize the cost of operation between all ships touching at American ports. The Pacific Mail Steamship Company, however, does

not desire any equalization. That corporation is operated merely as an auxiliary to certain transcontinental railroad companies, and what is really wanted by Mr. Schwerin is not equal opportunity, but special privilege. So beware, ye editors, of plausible and patriotic (?) yarns upon "American" shipping. If it were more profitable to sail under the Japanese flag, the Pacific Mail Steamship Company would not for a moment continue to fly the Stars and Stripes on its Chinese-manned vessels!

ABOUT "SOCIETY NEWS."

The average "great daily" in this country devotes at least four pages of the Sunday edition to "society" news. This is done week after week, month after month and year after year.

Most of the same great dailies devote from a paragraph to a half a column to Labor news—not regularly but occasionally.

"Society," so-called, is composed of the comparatively few families sufficiently blessed with the world's negotiable collateral to enable them to make an outward showing.

Labor, on the other hand, constitutes the great majority of our country's really useful citizens.

Yet, the doings of the few who have no other useful function in life than to masquerade in society circles, are set forth in great and sometimes sickening detail, while the news of the world of labor is either entirely ignored or presented in a few brief squibs.

There does not seem to be any good reason for this anomalous presentation of news, unless Mr. Average Man is perfectly satisfied to have it dished out in that particular fashion. Newspapers cater to public demand. A great number of them have no particular policy based upon principle. They are quite willing, however, to adopt and establish any old policy, either temporarily or permanently—provided always, that it pays.

This leads to only one logical deduction. "Society" news is given much space and prominence because folks not in "society" want to know and like to read about those actually within that charmed circle. And labor news is ignored by our dailies because few care to read about what happens or transpires among the great mass of commonplace folks known as the workers.

This is a rather severe indictment of the democratic spirit upon which the very life of our country is believed to be based. But what other conclusion can we arrive at without stretching our conscience to the breaking point?

Professor Eliot has a well-developed habit of breaking into print with naive pro-plutocratic utterances. His latest is to the effect that the toilers of this country eat too much meat. All through life this learned old gentleman has championed the cause of the "house of have." In line with that policy he has never lost an opportunity to boost the scab and belittle the organized efforts of the workers. Let us be thankful that Professor Eliot's days of usefulness are nearly over—for the "too-much-meat" argument would seem to indicate that he is now in his dotage.

By their votes men may declare for a good government, but it is only by their labor that they can realize that object.

WHERE EXPERTS DISAGREE.

The medical experts of the Pacific Coast Cement Trust maintain that cement dust has many curative qualities. Other experts, not in the pay of the Cement Trust, have different views upon that subject.

The following statement is by Professor George M. Price of New York, who, according to Professor Jacques Loeb of the Rockefeller Institute and Professor C. E. A. Winslow of the New York State Department of Health, is the best informed person in the State of New York on Industrial Hygiene:

New York, Jan. 18, 1915.
Mr. P. B. Gill, Agent,
Sailors' Union of the Pacific,
Seattle, Wash.

Dear Sir:

Your inquiry to Professor Jacques Loeb of the Rockefeller Institute has been by him referred to Professor C. E. A. Winslow and by Professor Winslow to me.

There has been few studies made as to the effect of cement dust upon the health of the workers. The older hygienists, Popper, Merkle and Hirt, have doubted the injurious effects of cement, especially in causing phthisis. Hirt, however, has found among one hundred workers, that from eight to ten suffered from phthisis and from fifteen to seventeen from bronchitis.

Hoffman in his study on "mortality from consumption in dusty trades," Bulletin No. 79, United States Department of Labor, says, "The health injurious conditions of cement making processes are quite well understood, being due to the dust and to the noxious vapors caused by the process of burning."

Arlidge of England says that inquiry among the workers elicited the fact that after a while they become short of breath and do suffer cough, though not to a high degree, and that on arising in the morning they had to clear their chests by expectorating viscid mucous containing cement dust.

Parry says that those engaged in the manufacture and use of Portland cement are very liable to get the dust into their lungs.

Oliver says the particles of cement are not of themselves so dangerous as they might at first appear and although cement workers do suffer from pulmonary disease, they do not do so to the great extent that might be expected. Probably the harmful effects are largely due to the hygroscopic character of the particles and their alkaline reaction.

Hoffman, basing his figures on only 88 deaths, says that the mortality from consumption was 19.3%.

During 1911, Sidney Smith, colleague of Dr. Collis, medical factory inspector of Great Britain, made an extensive inquiry into the cement industry and reported that on the whole it is a healthy one. This conclusion is similar to that of Dr. Koelch, made after an extensive inquiry in Munich, Bavaria.

There is no doubt, however, that the constant inhalation of cement dust cannot be but injurious to the workers and predisposes them to respiratory diseases. With the progress in automatic and dust-tight cylinders and containers for producing cement, there is no reason why these should not be adopted.

Very truly yours,

G. M. PRICE.

Wages of seamen on the Atlantic coast (and elsewhere) have been stationary for a long while past. In a few instances ship-owners have even been successful in bringing about temporary reductions. In view of these facts the following excerpt from the current issue of the Black Diamond is full of significance:

Where in former seasons it has been possible to make time charters for carrying coal from Hampton Roads to Boston at sixty-five to seventy cents, at the moment ninety cents is the price asked for transportation, and it is doubtful that a shipper would be able to secure this price for a period of months. In fact, it is freely predicted that within the course of a few weeks we may see coastwise rates advance to \$1.25 per ton. It is found that while some years ago there were a great many barges that were used in the coastwise trade, not a few of these have been sunk or diverted to other lines of business, and there have been very few barges built to replace them. Furthermore, the schooner people have built very few schooners in recent years, as they felt the day of schooner transportation for coal for coastwise business had passed.

Demand the union label upon all purchases!

DELEGATE'S REPORT.

To the Sailors' Union of the Pacific.

Greeting:—As your delegate to the Twelfth Annual Convention of the Oregon State Federation of Labor I beg to submit the following report:

W. B. Summerville, president of the Salem Labor Council, called the convention to order in Salem on Monday, January 25, 1915, at 10:30 a. m. and introduced ex-State Printer Harris, who in behalf of organized labor in Salem extended a hearty welcome to the delegates. Governor Withycombe and Mayor White also welcomed the delegates in the name of the city of Salem.

President Burchard then outlined briefly the work of the convention and appointed the different committees. On report of the committee on credentials, 60 delegates were seated, also fraternal delegates from the Washington State Federation of Labor and the Farmers' Co-operative Union.

Many resolutions were introduced and acted upon during the session of the convention.

A resolution asking for a speedy adjustment without delay of the differences between the La Follette Seamen's bill and the Alexander substitute was introduced by your delegate. It was, on recommendation of committee, concurred in and copies forwarded to the members of the Conference Committee and to President Wilson.

A resolution asking for legislation to require cement manufacturers to ship their product in paper lined sacks or other equally dust-proof containers, so that men handling cement need not breathe the cement dust, was introduced by your delegate. It was endorsed by the convention and made a Federation measure, with instructions to the committee on legislation to introduce a bill to that effect into the House of Representatives.

After a lengthy discussion on the Oregon Compensation Act, the convention went on record as being opposed to any changes in the Compensation Act with the exception of making a more diversified classification of rates. Although compensation was welcomed by organized labor, the Employers' Liability Act was not forgotten, the opinion of the delegates being that it be restored to its original intentions, so as to make both employer and contractor liable instead of merely the contractor.

A memorial was introduced to submit to the people of Oregon a constitutional amendment providing that the Legislature cannot change or alter laws passed by the voters by virtue of the power given them through the Initiative and Referendum. The inclination of certain interests to "safeguard" the Initiative and Referendum, so as to get them in such shape that the people could not use them, caused the forming of the Initiative and Referendum League. This organization was effected between the State Federation of Labor, the State Grange and the Farmers' Union, to keep tab on legislation and invoke the referendum on all measures considered inimical to their interests and to initiate measures to their benefit.

By non-concurring in all bills introduced into the House of Representatives, which "should" regulate private employment agencies, the convention went on record as being in favor of the establishment of a public labor exchange and the abolishment of all licensed employment agencies.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 8, 1915.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull, with plenty of men ashore.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Feb. 1, 1915.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 1, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 1, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 1, 1915.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 1, 1915.

Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 1, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 1, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 25, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 4, 1915.

Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping dull, prospects brighter.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 28, 1915.

Shipping slow; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 27, 1915.

No meeting. Shipping dull. Local conditions improving slowly.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Feb. 1, 1915.

No meeting. Shipping very dull.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

It was announced by the Foreign Trade department of the San Francisco Chamber of Commerce that arrangements have been under way and are nearing completion for a new and greatly improved steamship service between San Francisco and Java. The proposed service will considerably shorten the time between this port and the East Indies and it is probable that it will ultimately include a direct line of steamers between San Francisco, Manila and East Indian ports. Although announcement of the name of the concern which is to take up the new service has not yet been made, it is stated by local shipping men that it will probably be the Robert Dollar Steamship Company.

UNEMPLOYMENT.

At the present time there are approximately one million men and women anxious to work but unable to secure employment. Not since 1893, reports the "Trade Digest," has the number of unemployed been so large in the United States. Mayor Kiel, of St. Louis, Mo., estimated that there were 60,000 unemployed in his city alone on December 1; New York City has 175,000 unemployed, at a conservative estimate; Chicago closely approximates New York City in the number of unemployed; Spokane, San Francisco, and other western cities are having unemployed riots; reports throughout Canada are unsatisfactory and the unemployed problem is fast assuming a threatening attitude. In the north, south, east and west conditions are the same, affecting skilled and unskilled labor alike.

Even those having regular employment are often out of work for months. Many are working on short time schedules. Under the direction of President Charles Lammert of the Building Trades Council of St. Louis, as chairman of a committee selected by a conference of citizens to investigate the local unemployed situation, a reliable and thorough house to house canvass was conducted. This committee wanted facts, not theories. About 30 city blocks in a working men's district were selected for this canvass. 2,107 people were visited. Of this number only 779 worked full time, 466 part time, and 862 were idle. Expressed in other words, only 37 per cent. were fully employed, 22 per cent. were partly employed and 41 per cent. were idle. Mr. Joseph A. Parks, of the Massachusetts Industrial Accident Board, in an address delivered at the eighth annual convention of the American Association for Labor Legislation, declared that according to statistical information there are 19,000,000 working people in the United States who earn an average of less than \$500 a year, and who, with their families, represent a population of more than 60,000,000; or about two-thirds of the entire American population.

The foregoing figures by no means give the whole truth, since in the middle classes there are an increasing number of persons who do not work in factories or shops, where statistics of employment are usually sought, but who are often in secret bitterly suffering for lack of remunerative work, and who must keep up appearances just as long as possible in order to keep credit and secure work. Often the bitterest suffering is in this class, of which the general public rarely hears and which statistics rarely reach.

Disguise it how you will; hide it though we may, looming up is the all-absorbing question to face—how can the honest worker be provided with work uncontaminated with pauperism's degrading taint and charity's demoralizing aid? Even official statistics, when shorn of all their complacent optimism, reveal the real nature of the problem. When a factory closes, three-fourths or more of the employees must find work in another factory within a certain time. When the savings of such workers are eaten up and there is still no job in sight, there is nothing but despair and starvation ahead for them. They must then appeal to charity, to the municipal lodging house. The detached condition of the workman in our industrial cities is a constant

source of worry to him. He has nothing to fall back on in time of economic stagnation.

In nearly all large industrial centers we have committees selected and appointed to investigate this problem of unemployment and if possible, to devise some ways or means to alleviate this constantly growing menacing condition of affairs. While all these agencies of municipalities and of civic bodies are investigating and theorizing, the trade union movement—the agency of the worker—is giving practical aid to the unemployed and is actively engaged in reducing the distress of their less fortunate members. While civic bodies are urging employers to employ extra help, the trade unions are providing funds out of which to maintain their unemployed members. While municipal agencies are urging the establishment of labor bureaus and the like, the trade unions are demanding a reduction of working hours, the lowering of speed in the methods of production which saps the physical, mental and moral strength of the workers and which gives greater opportunities for a more permanent employment to a larger number of men and women. While charitable organizations are blatantly displaying their virtuous qualities by tendering their demoralizing aid, the trade unionists are laying a practical foundation of protection and insurance against unemployment, and the extension of State work.

Individuals, fearing State work, would emphasize manual or vocational training, temperance, thrift, charity bureaus, etc.; but this program is general rather than specific; these dreamers would rather live in the life of hope than in the life of action. All these temporary expedients are insufficient. The problem of unemployment has developed into a National problem. We have insurance provided for nearly every contingency which may arise in the commercial world excepting insurance against unemployment. We provide for sick, and accident insurance, etc., why not also create a permanent protection against unemployment? Unemployment insurance (out of work benefit) has become even more necessary than sick benefit insurance. Why should the many millions of men and their families be thrown into the cesspool of poverty and starvation in times of business stagnation, industrial crises, and financial panics? Let every trade union seriously consider the establishment of an out-of-work fund. Every labor union should interest itself in the laying of a foundation for a permanent insurance system for the protection of their members in the future. Above all else, every attempt at a reduction of wages should be unalterably opposed and resisted and, finally, every worker, organized and unorganized, should join in the demand for Government action in the establishment of a permanent system of State insurance against unemployment. Let us stop theorizing. Let us act. Have the Government compel those who profit by a reserve labor market, maintained and aggravated by the existing economic and industrial order, guarantee this reserved labor force an honest, fair and decent living, free from pauperism, starvation and degradation.—The American Photo-Engraver.

For fair products of all kinds consult the JOURNAL's ad columns.

ORGANIZATION.

No matter how your sentiment stands with respect to the combatants engaged in the war in Europe, you can't help admit that organization is the big idea. Big guns and immense numbers of soldiers are being moved with a precision which commands attention, and in every move is shown the result of drilling and preparation beforehand. Each unit has its proper place, and fits in that place. Even in retreat one finds magnificent examples of organized effort. Such a lesson surely cannot be lost on the men and women of America; they must grasp the significance if they wish to profit thereby. If it is possible to obtain united action in war, why should we fail in times of peace? The great masses carrying guns in the European battles are workers; they are not professional soldiers. Organization makes them into a destructive force, and organization can make similar workers in America a constructive force of immense value. Organization—remember that word and what it means.—Mixer and Server.

"SAFETY AND MORALS."

Safety and morals would seem to be "all at sea" on some of the big excursion steamers on the Great Lakes according to the report of Wm. L. Bodine, Superintendent of Compulsory Education, in the Chicago School Census of 1914. To quote from his report:

Lake Boat Excursion Dangers.

"In June and July the department, at the suggestion of Dean Walter T. Sumner, of the School Management Committee, approved by the Superintendent of Schools, conducted an investigation of conditions on the Lake excursion boats, so extensively patronized by school children during the summer months. Investigation covered these boats for the purpose of making known to parents and the public the conditions found.

"It was ascertained that during the summer of 1914 many of these excursion boats were merely floating saloons, and that the rule prohibiting sale of liquor to minors was not enforced. The discipline on most of the boats was lax, unescorted young girls were subjected to indignities; immoral women and licentious men patronized the boats and moral conditions were bad, and anyone with "the price" could rent a state-room. The Government is now following up the investigation. Slot machines, paddle and wheel games gave children their first lesson in gambling; bars were opened before the three-mile limit was reached; minors were found drunk; men took indecent liberties with women, and rowdiness was rampant on "big days"—especially the Fourth of July. While the majority of passengers conduct themselves properly, there is a vicious and degenerate minority, including a clique of young men who infest the boats, looking upon unescorted young girls as 'legitimate prey.'

"It was found that the boats only carried lifeboats and liferafts to save the lives of 30 per cent. of their passengers, and this means that a boat licensed to a capacity of 2,600 to 3,000 passengers during the excursion period (May 15 to October 15) would be able to provide lifeboats and liferafts for less than one-third on board if

the boat was crowded to its capacity. These boats are crowded to the rail on holidays and week-end trips. Life preservers are plentiful, but life preservers are not adequate protection for small children. The crews are small and unless there is amended National legislation to compel excursion boats to increase their lifeboat equipment, personal safety on an overcrowded Lake Michigan excursion boat is a risk in which humanity must depend upon Fate as to whether it would be numbered among the 'one-third saved' or the two-thirds that would be dependent upon life preservers. Among the latter would doubtless be many children with only a circle of cork around them to float their frightened souls to rescue.

"It was found that the majority of excursion boats encouraged the gambling spirit among children and that money was accepted from a six-year-old child to play the paddle game. . . . I recommend that the Lake excursions of the vacation schools be abandoned until every boat is better equipped with adequate lifesaving facilities. The bars on these boats should either be better regulated or eliminated."

The Remedy.

It would seem that the partially enfranchised women of Illinois, in their rapidly expanding business of race-motherhood might very well come to the assistance of the inefficient fathers of the community in supplying the lack of moral discipline complained of in Mr. Bodine's report. They might throw their influence on the side of the Seamen who have never slept in their arduous endeavors to bring about civilized conditions at sea, and who seek the remedy for the bad conditions under discussion in the La Follette Seamen's bill.

This bill provides for the necessary number and kind of men to maintain order. It requires lifeboats for all and thus prevents overcrowding by limiting the number of persons in accordance with the number of lifeboats.

The said bill has passed the Senate and has also passed the House in amended form. The Senate voted to disagree with the action of the House and sent the bill to conference, appointing its conferees. The next day, however, it reconsidered this action and sent the bill to its Committee on Commerce to have Senate and House action compared. A sub-committee made a comparison and recommended that the bill go to conference, but before the full committee acted upon this recommendation Congress adjourned until December. That is the present status of this vital measure for the safety of the seagoing public.—Life and Labor.

MEN, NOT SHIPS, RULE THE SEAS.

Five months have gone by, wrote Captain Persius, naval critic to the Berliner Tageblatt, recently, and the "great naval battle" has not yet been fought.

Bewilderment as to the curious course which the naval war had taken was, Captain Persius declared, growing from week to week, and it was amusing to note how many prophecies and theories had been repudiated for all time by the actual course of events. It had been the fashion, for instance, to predict victory for numerical superiority, which at sea was estimated according to the caliber of the guns and the number of knots attained. In spite of the

triumphs of technique, however, the present campaign had revealed the continued importance of the man, especially with regard to submarine warfare. In the encounter near the Falkland Islands the 30.5 centimeter guns and the 28-knot speed of the British warships "Invincible" and "Inflexible" had been pitted against the German 21 centimeter guns and 22-knot speed of the "Gneisenau" and the "Scharnhorst." The "Emden" had, however, succumbed to the heavier guns and superior speed of the "Sydney."

Further, it had always been assumed that their coasts would be blockaded by the hostile and superior fleet, namely, by cordons thrown across both ends of the North Sea. This maneuver, however, had never been completed, although, to be sure, the fact of its omission was of no practical importance, seeing that Germany's over-seas trade had ceased to exist. The Allies had effected the destruction of German naval commerce and the blockade of the German coast before attempting the defeat of the fleet. Again, it had been held that the foremost task of the superior fleet was to strike a decisive blow at that of the Allies and so obtain naval supremacy. This task had up to the present not been fulfilled, although there could be no talk of British supremacy whilst German cruisers and submarines were free to cruise in the North Sea.

At the same time it must be admitted that the German attacks were of more moral than strategic worth, and that, in view of the weapons employed in modern naval warfare, the mine and the submarine, it was extremely difficult to preserve absolute naval supremacy in such narrow waters as those of the North Sea.

The activities of the German "D" boats and the exploits of the British "B.11," had, indeed, proved that the mine was no obstacle to the submarine, whilst a further theory had been exploded when it was found that that weapon was potent to disturb maritime commerce, as well as to blockade warships. Again, it used to be said that cruisers could not hold out for long without points d'appui and regular coaling stations, and that the facilities of communication now available would enable timely warning to be given to merchant vessels and make it very difficult to interrupt maritime commerce.

This maxim also had been refuted by the deeds of German ships on the high seas during the past few months, and it was here that the personality of the man in command had counted, just as it did in the conduct of submarine attacks. For the naval officer, the saying of Admiral Cradock in his "Whispers From the Fleet," "Never let your boat go faster than your brain," had been found to be thoroughly sound advice, and its continued observance would surely lead to many another brilliant success.

Never since the ostrich feather industry assumed commercial importance has the present condition of the South African market been equaled. The market is so utterly demoralized that choice feathers are bringing only one-third the price of a year ago, and instances are recorded of the sale of ostriches at one-tenth the rate which prevailed in 1913. Several of the most prominent feather houses have, for the time being, ceased business.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION.

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.1401 W. Ninth Street
MILWAUKEE, WIS.151 Reed Street
CHICAGO, ILL.314 N. Clark Street
ASHTABULA, O.74 Bridge Street
TOLEDO, O.54 Main Street
DETROIT, MICH.7 East Woodbridge Street
PORT HURON, MICH.517 Water Street
CONNEAUT, O.922 Day Street
OGDENSBURG, N. Y.70 Isabella Street
NORTH TONAWANDA, N. Y.152 Main Street
SUPERIOR, WIS.1721 N. Third Street
BAY CITY, MICH.108 Fifth Avenue
ERIE, PA.107 E. Third Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
St. Clair, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

wielding the decisive vote, is usually in sympathy with the employers.

"Under such conditions, what prospects were there of wages being raised to an extent which would have embarrassed industry? What chance was there of the workers obtaining wage increases not amply warranted by the profits of the trades concerned?"

Typos Observe Centenary.

Last Sunday a unique and unusual celebration occurred in Washington—Columbia Typographical Union celebrated its 100 years of continued and uninterrupted existence.

The event was observed by the organization in a fitting manner and one of the largest theatres in the city was crowded with members and friends, while statesmen and trade-union officials took advantage of the occasion to recall the advances made by the men and women of toil. This point was the subject of an address by President Gompers, who compared the worker of to-day with the worker of a century ago. "Then the toiler was burdened with centuries of fear, toil, sorrow and hunger," he said. "Now the men of America are standing erect asking no favors, but demanding the rights of freedom. In so far as virility, strength, power, influence and effective service are concerned, your organization is younger to-day than the day it was born."

Secretary Seibold, of the union, read the first declaration of principles, agreed to by the members of the newly formed union, 100 years ago, from the faded century-old record book. The records of fifty years ago were read, in which were contained the story of the half-century celebration, and a request by the secretary at that time that these records be read at the centenary celebration.

Secretary of Labor Wilson and Representative Johnson, of Washington, were among the list of speakers. The cabinet official said: "The interests of the unionist and non-unionist are identical, but the non-unionist can't see it, because he either fears the employer or wants benefits without paying for them. This old world of ours is fully able to produce all that is necessary to the welfare of mankind, provided it is equitably distributed. I do not believe the solution of the problem of equitable distribution will come as the thought of one mind, however, but, rather, step by step, with the building of one idea upon another."

The Columbia Typographical union was originally organized as the "Columbia Typographical Society," but abandoned that name on May 17, 1867, when it affiliated to the International Typographical Union.

Says U. S. Will Own Roads.

Government ownership of railroads is certain, and the power of a half dozen men must be ended, said Representative Bryan, of Washington, in a recent speech in New York.

"Monopoly of railway transportation is inevitable and necessary," the Representative asserted; "the attempt to keep the railways apart and compel them to fight

each other is absurd and wasteful. Harriman did a great service for the people in going as far as he did toward Harrimanizing the railway systems, but a government which costs \$1,000,000,000 a year feels its weakness in the presence of an internal corporation which must, under present systems, be managed by a few men. Such power naturally adds to itself other great interests, such as the banking, manufacturing, and water power interests, and leads to an aristocracy of wealth in which a half dozen men become more powerful than kings.

"The big transportation machine in the United States has become too big to live under the people's corporation known as the United States of America. The 100,000,000 stockholders of this \$130,000,000,000 company will inevitably conclude that the supremacy of the Government is challenged by this power. The inevitable result is a fight to the finish between the two institutions. Either the democracy of the people, asserting itself through the Federal Government, or the aristocracy of the railroad corporations must fail."

Benjamin F. Yoakum, chairman of the St. Louis and San Francisco railroad, declared it made little difference who owned railroads.

House Would Abolish "Stop-Watch"

The House of Representatives has unanimously voted against all "stop-watch" systems, and so-called "efficiency" engineers have been given their hardest blow in their efforts to secure Government endorsement of this latest fad.

The defeat of these systems was secured when Representative Deitrick offered this amendment to the pending army appropriation bill:

"Provided, That no part of the appropriations made in this bill shall be available for the salary or pay of any officer, manager, superintendent, foreman, or other person having charge of the work of any employe of the United States Government while making or causing to be made with a stop-watch or other time-measuring device, a time study of any job of any such employe between the starting and the completion thereof, or of the movements of any such employe while engaged upon such work; nor shall any part of the appropriations made in this bill be available to pay any premium or bonus or cash reward to any employe in addition to his regular wages, except for suggestions resulting in improvements or economy in the operation of any Government plant; and no claim for services performed by any person while violating this proviso shall be allowed."

A point of order was raised on the legality of this procedure, but Representative Buchanan, a member of the labor group, was prepared to combat this expected move, and cited numerous precedents in support of the amendment. The objection was then withdrawn and the House adopted the amendment by a unanimous vote. It is believed the Senate will retain this amendment in the appropriation bill, thus making it impossible for these systems to be used in Government workshops manufacturing army equipment.

This action by the House is a victory for the American Federation of Labor, which

has for years opposed this so-called "efficiency," despite the adherence to the system of certain manufacturers and army officials.

DELEGATE'S REPORT.

(Continued from Page 7.)

After much discussion between the delegates from the trade-unions and delegates from the Farmers' Union, the convention endorsed a resolution, recommended by the legislative committee for enactment into law, providing for a vote on a constitutional amendment to "restore the land to the people of Oregon and abolish all forms of speculation in land." This proposition was an adoption of the Henry George tax system, as was explained by W. S. U'Ren, its author, who was present during the session.

The convention further endorsed a resolution to instruct its delegate to the next annual convention of the American Federation of Labor to urge the appointment of a committee of twelve, to investigate Industrial Unionism.

Other legislation as favored by the convention, is: The passage of a bill to provide for the improvement of lateral roads before that of the main highways; a bill providing for one day's rest in seven; a bill prohibiting commercial fishing above tidewater.

Tuesday night was set aside as reception night and the delegates were addressed by many State officials and friends of the laboring men. Among them are two well worthy of mentioning: ex-Governor West, in his warm praise for the Oregon Compensation Act, which was drawn up and submitted by Organized Labor in Oregon, and Rev. Fischer, of the Unitarian Church, who reviewed the labor movement and declared that labor had been compelled to organize in order to protect itself from capital. In keen, striking words he appealed to the delegates to do all in their power to spread the labor press and to work unceasingly for international unionism.

On special invitation from the Speaker of the House of Representatives, the delegates met Wednesday night in the assembly hall of the House of Representatives in joint session with the Representatives and Senators of the Legislature, where legislation endorsed by the convention was discussed from both sides.

The convention, after being in session four days, adjourned Thursday, January 28, to meet in Portland in 1916. With pledges to work hand in hand during the coming year and all times to come, the delegates went back to their unions to preach the gospel of organized labor and to tie the bands of closer affiliation.

Fraternally yours, B. CHRISTEN.
Portland, Ore., Feb. 1, 1915.

It is estimated that the consumption of California oil for fuel on the Pacific Coast was equivalent to about 20,000,000 tons of coal, or about six times the output of coal in Washington, or, for that matter, in all the Pacific Coast States combined, in 1914.

Practically all cows used by Manila dairymen have been imported from Australia and are under the inspection of the bureau of health.

For fair products of all kinds consult the JOURNAL's ad columns.

PEASANT AND KING.

(Christopher Morley, in the New York Evening Post.)

You who put faith in your banks and brigades.
Drank and ate largely, slept easy at night,
Hoarded your lyddite and polished the blades,
Let down upon us this blistering blight—
You who played grandly the easiest game,
Now can you shoulder the weight of the same.

Say, can you fight?

Here is the tragedy: losing or winning
Who profits a copper? Who garners the fruit?
From bloodiest ending to futile beginning
Ours is the blood, and the sorrow to boot.
Must your music, flutter your flags,
Ours are the hunger, the wounds, and the rags.

Say, can you shoot?

This is your game: it was none of our choosing—
We are the pawns with whom you have played.
Yours is the winning and ours is the losing,
But, when the penalties have to be paid,
We who are left, and our womenfolk, too,
Rulers of Europe, will settle with you—
Are you afraid?

GERMAN SHIPS FOR SALE.

When the war began, it was said within a week that many of the German ships then tied up in New York harbor were for sale. Newspapers printed striking, if not sensational, articles in relation to them. Statements, said to be authoritative, were given out as coming from two companies, confirming these reports. Later, it was discovered that these statements merely meant that the German ships were for sale then as they always had been, provided a buyer could be found who was willing to pay the price.

The intervening weeks and months brought into publicity little more in regard to those early reports, until the turn of the year, when The Journal of Commerce, after careful investigation, learned that, while "there was no disposition on the part of the principal German lines to sell any of the more modern passenger-vessels," there were "a number of the older and more exclusively freight type of vessels which the lines would readily agree to dispose of." In the port of New York alone, there were interned about a score of German freight-vessels, "a fair number of which could be secured for American interests." Following is a list of German vessels "which might be acquired":

Interned at New York.

Name of Vessel and Owners	When built	Tonnage
Pisa (Hamburg-American Line)....	1896	3,148
Barbarossa (North German Lloyd)...	1897	6,463
Bohemia		5,248
Maia (Holm & Molzen).....	1906	1,635
Adamsturm (Hansa).....	1909	3,159
Allemania (Hamb'g-Amer. Line)...	1893	2,915
Clara Mennig.....	1908	1,005
Harburg	1899	2,837
Magdeburg	1900	2,876
Nassovia (Hamburg-American Line)	1900	2,475
Portonia	1903	1,744
Pr. Eitel Friedrich (N. Ger. Lloyd)...	1904	2,921
Prinz Joachim (Hamb'g-Amer. Line)	1903	2,981
Himalaia (Austrian).....		3,152
Ida (Austrian).....		3,093
Dora (Austrian).....		4,536

Interned at Boston.

Willehad (North German Lloyd)....	1894	3,012
Wittekind (North German Lloyd)...	1894	3,607
Ockenfels (Hansa).....	1910	3,542

Interned at Philadelphia.

Rhaetia (Hamburg-American Line). 1905	4,141
Franconia (Austrian).....	3,019

Interned at Baltimore.

Bulgaria (Hamburg-American Line). 1898	7,218
--	-------

Interned at Newport News.

Arcadia (Hamburg-American Line).. 1897	3,412
--	-------

Interned at New Orleans.

Clara (Austrian).....	2,541
Teresa (Austrian).....	2,381
Georgia (Hamburg-American Line).. 1891	2,022

Interned at Galveston.

Campania (Austrian).....	2,267
Morawetz (Austrian).....	3,106

The same paper stated that, with the pro-

posed fund of \$30,000,000, which legislation now pending in Congress provides for the purchase of steamships by the American Government, "a fleet considerably larger than the above listed vessels could be acquired." The above ships are by no means the only ones which could be purchased. It is known that a total of 124 other German steamships have found shelter in other ports than those along our own coast.

Shipping men in New York have professed much doubt if Great Britain would readily acquiesce in the purchase of interned German ships by our Government, or by American individuals, the ground being that such action "would enrich, either directly or indirectly, the treasuries of German interests here or abroad." It was predicted that the recent sale of the Dacia, a Hamburg-American ship interned at Port Arthur, Texas, to an American purchaser would ultimately afford an adequate means of testing the attitude of Great Britain on this subject. The writer in The Journal of Commerce says further:

"The results of a test in the case of the 'Dacia,' it was said, would probably be known before the time arrived for the actual purchase by this Government of merchant vessels, in the event that the legislation providing therefor is passed, thus permitting the Federal authorities to proceed with negotiations for the acquisition of German tonnage on a more definite basis of international understanding.

"There is small hope that the Government may secure any great proportion of the tonnage in merchant vessels which the Government ship-purchasing bill would necessitate acquiring from the British mercantile marine, for the reason that steps have only recently been taken by the English authorities to keep intact the fleet now operating in the various trades. The Board of Trade, in a statement sent out only a fortnight ago, called attention of British shipowners to the orders in Council promulgated with regard to the possible transfer or sale of English ships, and pointed out that it will now be necessary to obtain a license before any British ship can be transferred to any 'non-British destination, i. e., transferred to foreign owners.'

"Shipping interests point out that even should the Government succeed in causing the enactment of the ship-purchase bill and successfully buy up a good portion of the available interned German tonnage, the problem of securing an adequate supply of ships in which to carry our American products to Europe, Australia, and other points would still be far from solved. They say that under the present conditions prevailing at the principal ports of Europe, owing to the scarcity of labor and the inadequacy of the facilities to unload cargoes promptly, the expenses of operating merchant vessels during these times are nearly doubled because of the heavy loss of time."

Annual imports of mineral waters into the United States are over 3,000,000 gallons, having a value of nearly a million dollars. Two-thirds of these imports come from Germany, France, and Austria-Hungary.

Demand the union label and thus in a practical way show your sympathy for the underpaid classes of labor.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Continued support to striking miners in eastern Ohio was pledged by the Ohio miners' convention. The Legislature and State officials are called upon to investigate repeated claims that discriminatory freight rates for hauling coal exist. It is claimed that coal is carried cheaper from points in West Virginia and Kentucky than from Ohio mines. The convention also declared against any change in the State compensation law at this time.

While the United States Senate was discussing the District of Columbia appropriation bill, Senator Kern of Indiana secured the adoption of an amendment prohibiting the sale of brick manufactured at the District workhouse "in competition with the products of free labor, or otherwise to any department or institution of the government of the District of Columbia or of the United States, or to any public or private corporation, partnership, person or persons."

For the purpose of urging the passage of various labor measures by the State Legislature, a joint legislative board, composed of the following organizations, has been formed: Illinois State Federation of Labor, Chicago Federation of Labor, United Mine Workers of America, each of the four railway brotherhoods, Chicago Federation of Teachers and the State Teachers' Association. It is believed that the farmers will be represented on the board.

Striking glove cutters and makers at Gloversville, N. Y., are standing firm in their demand for increased wages, despite every effort of employers to divide their ranks. As a part of this program an Albany newspaper, last week, printed a long story wherein was alleged a desire of the strikers to return to work. The strikers have answered this story in an emphatic manner, and are urging their associates to beware of these attempts to divide their ranks.

Municipal firemen in Chicago are circulating petitions for signatures to have placed upon the ballot at the election next April a proposition to regulate the hours of city fire fighters. At the last session of the State Legislature an act was passed giving cities and villages the right to regulate the hours of their respective fire departments. Under this act, the firemen of this city are asking that their hours be reduced to ten during the day time and fourteen during the night time. Exceptions are made in the cases of emergency or necessity.

Organized street carmen of Wilkes-Barre, Pa., have won their point against the local traction company, which has agreed to submit differences between them to arbitration. The main contention was the workers' demand for a hearing in case of dismissal. To this the company refused, on the ground that "it was interfering with their right to run their own business." The question of wages was another factor that made a settlement seem almost impossible until Federal mediators offered their assistance. As a result both parties to the controversy have signed a statement in which they announce that a satisfactory discipline clause has been agreed upon, and the question of wages, by mutual consent, has been left to arbitration.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, H. T.	Larsen, L. A.
Anderson, J. G.	Larsen, Herman
-1534	Larsen, -625
Anderson, Martin	Lindstrom, Geo.
Asgow, Andrew	Laf, Oscar
Andersen, Michal	Larson, Harry
Andersen, Salve	Laursen, Fred
Bark, Marius	Melder, Johan
Bukly, C.	Miller, Jos.
Berg, Fred	Mortensen, J. R.
Buckman, J. W.	Munson, Sam
Butler, R.	Marc, Thorwald
Bartlett, H. N.	Mathiesen, Sigurd
Bluhnen, Sigurd	Moen, Tryger
Campbell, Louis	Muier, F. W.
Celsen, Martin	Monroe, Wallace
Christensen, Aug.	Martinsen, K.
Christensen, Trygve	Mikkelsen, K. -1620
Christensen, Vigo	Naujack, G. F.
Clausen, P.	Newland, E.
Callishow, Russel	Nielsen, H. O.
Carey, Arthur L.	Nielsen, O. J. Reg.
Christensen, Christ	Ness, Carl J.
Christensen, Fred	Nielsen, P. L.
Dobbin, H.	Olsen, C. J.
Driscoll, Edward	Olsen, Ernest
Ektstrom, Jimmy	Olsen, Charles
Erikson, Erik	Osterberg, Gust
Espedal, Y.	Olsen, A. M. -944
Evanger, Nils	Olsen, O. P. -1141
Eugene, J.	Petterson, Harry
Elsted, John	Pedersen, Ole
Grant, W. D.	Pedersen, Carl
Gonzalos, M.	Pedersen, Carl -1300
Gundersen, L. S.	Pakko, Emil
Gustafson, Taevio	Porter, Albert
Gudmundsen, Chris	Quigley, R. E.
Hellison, Halver	Queam, Nick
Hickola, S.	Ring, Douglass
Hulberg, Ernst	Ronberg, Edvard
Hansen, Olaf	Rasmussen, Vigo
Halst, L.	Rogers, W.
Holmnes, Geo.	Rasmussen, Arthur
Holm, H. P.	Schubing, Wm.
Iversen, Robert	Schultz, Robert
Iversen, Ole	Schmidt, F.
Jansen, Tom	Shultz, Billy
Jensen, Jens	Schuldt, Theodor
Johansen, Alfred	Shanaghan, B.
Johnson, Andrew	Simmonds, A. E.
Jacobson, Johan	Spradlin, A. W.
Jahnke, Otto	Swanson, John
Jensen, S. G.	Sack, Hans
Johansen, A. -1797	Schmah, M.
Johanson, Carl	Schager, E.
Jensen, L.	Shager, E. L.
Johanson, Hilmer	Slipners, P.
Johansen, Ludwig	Soderberg, A.
Karlson, Rudolf	Swenson, L. G.
Kalning, J.	Strauss, W.
Kristiansen, Nils	Thompson, Jos.
Kuschert, John	Tjolsen, M.
Kruse, E.	Wes, W.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Daniel
Carson, James	Olsen, Martin E.
Isakson, Karl	Patterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27. Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable RatesFront Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers

BARBER SHOP

125 E. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Melander, G. L.
Lomas, Richard	Nilsen, Nils
Lawrence, Harry	Thorsen, Fredrik N.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

INFORMATION WANTED.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall, Address 790 18th street, Oakland, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the "Oceana Vance," kindly call at the office of the Charles Nelson Co. for money due them.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Bentler, H.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Mary, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdierk, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlson, Herald	Olsen, A.
Decas, O.	Olsen, John Andreas
Davey, Charles	Olsen, Arthur
Dolany, Willie	Palm, A.
Erickson, O. H. - 857	Pohland, Max
Erman, A.	Peterson, P. G.
Egenas, Nils	Perssons, Oscar
Erickson, A.	Palmer, Jas. H.
Edstrom, John	Pensgaard, Emil
Felsh, Henry	Rinkel, H.
Gunther, John	Rod, Halfdan
Hecker, W.	Rasmussen, Thor
Holm, Peter	Schmidt, Louis
Hansen, H. F. C. C.	Salvesen, S.
Hansen, O.	Scott, James
Hedlund, Albert	Salvesen, S.
Hellman, Albin	Saarienen, W.
Ingebrethsen, Alfred	Saari, J.
Johansen, Chas.	Sandstrom, Ivar
Johansen, Christ	Schacht, H.
Johnson, Charles A.	Solberg, P.
Johnson, Nils	Svensson, Martin
Johnson, Anton	Smedsvig, Andrew
Johnson, Gust	Simons, O. L.
King, J. L.	Sorensen, Peter
Kressman, Carl	Saer, E. A.
Kermagoret, Anatch	Stardahl, J.
Korvanen, Waino	Swansen, John
Kelly, Patric	Snyder, Jack
Kjer, Magnus	Tamford, B. A.
Kritiansen, Nils	Tortenson, Folke
Knuksen, Richard E.	Tasnase, E.
Keane, M.	Tuhkanen, J. J.
Luckman, E.	Urvso, Geozep
Lindeman, W.	Vickey, Curtis S.
Lorins, Jack	Wickman, Ernest
La Boyle, M.	White, Harry
Lyle, Alex.	Walter, John
McLellan, John	Westengren, C. W.
Muenchemeier, Herbert	Welsen, John
Muller, P.	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Nordgren, Chas.
Andersen, -1776	Olsen, Morten
Anderson, Oscar	Osman, P. A.
Anderson, Andrew H.	Peterson, Axel
Andersen, -1118	Peterson, J. A.
Arnell, John	Pettersen, Karl
Batchall, Alex	Peterson, J.
Bowen, J. J.	Peterson, Nels
Carlson, Sven	Rundblad, Oscar
de Lange, Ingolf	Roberts, Isaac
Ellersen, Otto	Slattery, Wm.
Erikson, Sigurd	Sim, Gunder
Erikson, -333	Schmidt, Heinrich
Erikson, -333	Simonsen, Isak
Evensen, Krist	Scheffner, Bernhard
Forde, S. C.	Sundquist, Walter
Gronroos, Oswald	Sormato, Matti
Gueno, Pierre	Thomsen, Th.
Hansen, Ove Max	Toves, H. C.
Hansen, Erick	Thorne, John
Hvid, Einer	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Jacobson, Arthur	Walder, Olsen N.
Johansen, Hans	Packages.
Kustel, V. J.	Glazer, Y.
Kallas, A.	Gorgensen, Olaf
Latz, K.	Hansen, John
Malm, Gust	MacGuire, O. F.
Munsen, Fred	Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

BURNETT BROS.

LEADING JEWELERS

Have Moved to

318 E. HERON STREET

Watch and Chronometer Repairing

and Renting

ABERDEEN - WASHINGTON

Headquarters for

UNION MADE GOODS

Clothing, Furnishing Goods

Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, aged about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

Home News.

A "barge" of mahogany and nickel has been built at the Portsmouth Navy Yard for the use of President Wilson during his intended visit with the battleship fleet to the Panama-Pacific Exposition. The 150 horsepower, eight-cylinder engine pushed the craft through the water at a rate of 18.33 knots an hour. The barge is forty feet long, and has a displacement of 1300 pounds. It will be sent to Hampton Roads when finished, to be taken aboard the battleship "New York."

The sum of \$3,000,000 to establish a municipal motor bus line has been appropriated by the Chicago City Council. The money is to be taken from the traction fund which the city has been accumulating to purchase the traction lines in the year 1927, when present franchises expire. The charge is made by opponents that this motor bus appropriation is but part of a plan to deplete the traction fund and thus compel grant of a new franchise in 1927 instead of establishment of municipal ownership.

In a final appeal in the House of Representatives for a 'larger Navy Representative Hobson of Alabama declared it was his firm conviction that the United States has secured peace with Japan only by giving assurances of speedy retirement from the Philippines. Moreover, in a part of his speech which went into the record without actually being delivered on the floor, the Alabama representative said he believed that when the American fleet went around the world during the Roosevelt administration it was allowed to go to Japan only with the assurance that it would be out of the Pacific Ocean by a fixed time.

After serving eleven years in the Tennessee penitentiary for a murder of which he has now been proven innocent, a negro, John McElwath, was pardoned by Governor Hooper on January 16. He had been sentenced to death at his trial in 1904, but since the evidence was circumstantial, Governor Frazier commuted sentence to life imprisonment. The real murderer confessed a year ago on his death bed, but McElwath, having no friends or relatives interested, was, nevertheless, allowed to remain in prison, until the case came accidentally to the notice of Duke C. Bowers of Dresden, who is pushing a bill for abolition of capital punishment. Through his efforts the pardon was secured.

One man killed and eighteen wounded was the result of firing on a group of unarmed strikers at Roosevelt, N. J., by deputy sheriffs. The strikers had been employed by the American Agricultural Chemical Company. The strike was due to failure of the company to redeem a promise alleged to have been given to the men some months ago. At that time there was a wage cut which the strikers say the company agreed to restore on January 1. It did not do so and the strike resulted. The strikers at once sent a telegram to Frank Walsh, chairman of the Commission on Industrial Relations, asking an investigation of the trouble. Twenty-eight of the deputies were arrested on January 22 and charged with murder. On the same day two investigators of the Commission on Industrial Relations were denied admittance to the plant of the chemical company.

Despicable.—"Everybody in the choir despises the organist."

Yes; they look on him as a neutral.—Philadelphia Public Ledger.

Where It Fails.—"The only trouble with the pace that kills," said the pessimistic person, "is that it doesn't kill enough of them."—Penn State Froth.

No Limit.—Mrs. Newlywed—I want a cook, but she must be capable.

Head of Employment Agency—Madam, I have several on my books capable of anything.—Judge.

A Better Scheme.—She—What did you think of our scheme for Christmas decoration—holly-leaves over laurel?

He—Well, I should have preferred mistletoe over you.—Tit-Bits.

Domestic and Naval.

The steamer "Boyamo," beached at New York after collision while bound to Genoa, is insured on a value of £40,900. She is 3,204 tons gross, built in 1898 and owned by the Ward Line, New York.

The case of the "Elswick Manor," which had a fire in her jute cargo while discharging at Staten Island, recalls the fact that two years ago serious fires took place on steamers discharging Calcutta jute in the United States, the "Gulistan" being on fire in March, 1913, and the "Karema" in April, 1913. The "Elswick Manor" is valued at £33,000.

The steel barque "Pilgrim," 1,516 tons registered, which foundered in the Atlantic while bound from Newport News to Buenos Aires, was the second "naturalized" American vessel lost since the recent change of flag. The first was the steamer "Foxton Hall," 4,247 tons, bound from the west coast of South America to New York. The "Pilgrim" was originally the "Gael," built in 1893.

It is said that an order for two large cargo carriers of the same type as eight recently built by the Maryland Steel Co. for the American-Hawaiian Steamship Co., has been placed by the same owners with the Sparrows Point yard.

The Luckenbach Steamship Co., New York, has placed an order with the Newport News Co. for a three-deck cargo boat of the shelter deck type to carry about 15,000 tons measurement.

The second steamship to depart from the port of Galveston this season with a full cargo of cotton for a German port is the "Nebraskan," which passed out with a cargo of 10,317 bales. S. Sgitovich & Co., are the shippers of the cargo. The cargo was scrutinized through an X-ray machine by an agent of the British government, to determine the absence of contraband. In addition, the hatches were sealed by the British consul. One cargo from Galveston has already arrived safely in Bremen, that being on the steamship "El Monte."

The Court of Appeals of Singapore has upheld a judgment of \$146,700 against Behn, Meyer & Co., Ltd., holding the latter responsible for breach of contract in respect of a passage from London to Singapore and back by the North German Lloyd, which respondent booked on behalf of his son. The outbreak of hostilities interfered with the voyage, the boy being put off at Lisbon. The District Judge held that Messrs. Behn, Meyer & Co., as agents for the North German Lloyd, were liable, and gave judgment accordingly. This decision was affirmed with costs.

The United States government has purchased a heavy seagoing tug for use of the United States engineers of the Galveston district. She will be the largest and probably the most powerful tug in the harbor. Her name, now the "Neptune," will be changed to the "San Luis." The tug was purchased of the Spedden Shipbuilding Company of Baltimore for \$60,000. She was built in 1911 and is 121 feet over all, with 24 feet beam, 13 feet 3 inches depth of hold, 237 tons and 750 horsepower, with a draft of 11 feet 6 inches, and capable of developing fourteen miles. She is equipped with triple expansion engines. Her hull is of steel.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Ahl, Theodore
Ahlfors, Arthur
Albertson, Chris
Alstrom, Andrew
Amundsen, David
Andersen, A. O.
Andersen, Anton
-1635
Andersen, Bale
Andersen, E. -1896
Andersen, Jon
Andersen, N. -1549
Andersen, Ernst
-1941
Baardsen, T.
Back, Edward
Bakmyhr, Gustav
Bang, Maurice
Bangback, Erwin
Berghalm, Edward
Bertelson, Alf
Bjorseth, K. B.
Blauert, W. -1959
Blom, Antton
Blumel, W.
Bodagh, A.
Caen, P.
Cafferty, Andrew
W.
Callego, John
Campbell, George
Carlson, Charles
Carlson, Julius
Carlsson, Adolf M.
Carrera, Pete
Carron, Ed.
Carter, J.
Cassberg, Gustaf
Cellan, John
Danielsen, Louis
Danielson, E.
Danielson, Eric
Davey, C.
De Bare, Henri
Debus, Fredrick
Ehlin, L. W.
Egeland, Olav O.
Eggers, John
Eklund, S. W.
Elfstrom, A.
Eliassen, Ed -396
Eliassen, John A.
Ellefsen, Otto
Ellingsen, Fred
Enokson, Marcus
Enseth, Shristian
Fabruoski, Theodore
Falk, Axel
Ferguson, J.
Fitzpatrick, Patrick
Fjellman, Georg
Flinkenberg, Uno
Foss, Laurits
Gabrielsen, Peter
Gangserud, O. K.
Gardan, Geo.
Gendo, G.
Gibbons, Joe
Gilholm, Albin
Gleiminger, Eduard
Grandstrom, Nestor
Grantley, C. W.
Gravit, C. J.

Anderson, F.
Anderson, Gus -1853
Anderson, Harold S.
Anderson, Hilding
Anderson, S. M.
Andersson, A. -1060
Andersson, Victor
Antonsen, H. -1783
Apps, F.
Arnstsen, Julion
Aronson, Albert
Attel, Alf
Auer, Billy
Axelson, William
Azevedo, Manuel T.
Boisen, Knud
Boy, Geo.
Brennan, Leo
Brown, George
Bruun, Axel
Brynjulfson, H. B.
Buas, Thomas
Buckly, J. J.
Bucow, C. W.
Burndez, Charles
Bynum, Joe
Chotard, Emile
Christensen, Alfred
Christensen, Erling
Christensen, Otto
Christenson, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinoros, John
Corregan, Robert
Curran, N.

Deising, Ernst
Dianus, William
Dixon, John
Dracar, Ed.
Ducks, G.
Eriksen, E. M. -699
Erickson, C.
Erikson, E.
Erikson, Sigurd
Eriksson, J. E.
Eriksson, Edward
Eriksson, Nils J.
Erland, Oscar
Evans, S. C.
Evansen, Loui
Evansen, Martin
Fraser, Thomas
Fredholm, Chas. J.
Fredholm, Folke
Freitag, Franz
Forsgren, Carl
Fyren, G. P. Von
Gregg, Ernst J.
Gregory, Joe
Griffin, J.
Gronlund, Oskar
Gulbrandsen, Jens
Gullransen, Bjorn
Gundersen, Andreas
Gusjoas, Oskar
Guthrie, Raymond

Harrison, Frank
Harvard, O.
Haugland, Harald
Hawkins, Fred
Hecker, William
Heckman, Fred
Heesche, H.
Heldal, T.
Heldt, Charles F.
Hendricksen, William
Hermansson, -1622
Hermansson, Gustaf
Hetman, Walter
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holberg, Alf
Holmberg, Karl
Holmqvist, F.
Holst, R.

Irwin, Robert
Isakson, Karl
Iversen, Iver
Johansson, Oskar E.
Johansson, N. A.
-280
Johansson, A. O.
Johansson, J. -880
Johansson, O. -1908
Johnsen, C. -1593
Johnsen, Walter
Johnson, Andrew
Johnson, C. J. -1566
Johnson, F. -1723
Johnson, Oscar
Johnson, R. W.
Jones, Berthon
Jones, Halvor
Jonsen, E.
Jonsson, K. A.
Jordan, H. S.
Jorgensen, Jorgen
Jorgensen, Oage
Jorgansen, R.

Kaktin, Edward
Kalin, Ed
Kallberg, Arvid
Kallio, Frans
Karlsen, Martin
Kayser, Carl
Keating, R.
Kelly, E.
Kindlund, Otto
Knapp, Idvius
Knudsen, Daniel
Kocharin, Jacob
Koch, Harry
Kolbe, Albin
Kollo, M.
Kraep, Sigurd
Kraep, O.
Kristian, K.
Kristiansen, Peder
Kristensen, K. D.

Kristiansen, Hans
Kristian, A. W.
Laga, Emil
Lake, F. -1670
Larsen, A. L.
Larsen, Gustaf
Larsen, Martin
Lass, John
Lek, A.
Lewis, R. W.
Liljendahl, Ludvig
Lidsten, Charles
Maata, John
Maattson, J.
Maatson, Olaf
Manss, Fred
Magnusen, Ernst
Markley, Paul
Markman, Heino
Martens, Hans -1892
Martens, Paul -2262
Martin, H.
Martin, J.
Mathieson, N. L.
Mathsen, Olaf
Maves, J. B.
McCourt, Joe
McKeating, R.
McKenna, B.
Mehrtens, Herman
Mennicke, Fred

Naulack, Fritz
Nelson, C. J.
Nelson, F. -654
Nelson, Robert
Nelson, O.
Nelson, W.
Nerberg, Kristian
Nicholson, J. E.
-1125
Nielsen, Carl
Nielsen, Harald
Nielsen, H. O. -1229
Nielsen, Niels
Niemela, John
O'Brien, R. F.
Oettchen, F.
Ofeldt, Charles
Ohle, Hugo
Ohlsen, P. -570
O'Neill, Jas.
Olsen, Charles
Olsen, Eugene
Olsen, Gus -562
Olsen, John H.
Olsen, Jorgen
Olsen, M. B.
Parson, Herman
Paulsen, N.
Pedersen, Carl A.
Pedersen, Didrik
Pedersen, H. -1263
Pedersen, Johan
Pedersen, P. -1245
Pedersen, Paul -896
Persson, Oscar
Peterson, E.
Peterson, George
Peterson, J. A. -515
Peterson, John A.
Peterson, Karl L.
Peterson, Olav -1595
Peterson, Conrad
Peterson, Walter G.

Niemeyer, Oscar
Nikander, Dan
Nikander, E.
Nilsen, J. C. -1210
Nilsson, Hjalmar
Nordstrom, B.
Nordstrom, Johan
Norman, Olaf
Norris, Edward
Norr, N. P.
Norton, Edgar
Nyberg, Erik
Nyman, Oskar
Nyroos, Julius
Olsen, Ole. 1047
Olsen, Olaf T.
Olsen, Paulus
Olsen, Ragnvald
Olsen, T.
Olsson, A. V.
Olsson, C. O.
Olsson, G. B.
Olund, J. A.
Ommenson, E.
Osterberg, S. H.
Owen, Fred
Peters, Wm.
Pettersen, Frank
-1526
Pettersen, Karl
Pettersen, Einar
Pettersen, Oscar
-1551
Plant, Belle
Plom, Charles
Plotner, Alfred
Pommer, Jon
Porath, Ben
Powell, Hamilton
Prinz, Carl
Publichaus, August
Pulman, Charles

Raalsen, Fred
Rakov, Stephen
Ramond, Frank L.
Ratter, R.
Redinger, Michel
Reed, J. W.
Reinink, H.
Ries, Heinrich -1146
Sammola, Vano
Sand, Bernhard
Sand, Torger
Sanders, S.
Sanderson, Geo.
Sanne, Rudolf
Saunders, James
Saulka, August
Sauza, Custodio
Savage, Roland
Schachte, Alfred
Schellenberg, H.
Schmidt, J. -2827
Schradler, Fred
Schrauder, Paul
Schrej, G. W.
Schreuter, E.
Schultz, Albert
Schultz, Fred
Scott, James S.
Selbert, H.
Senter, W.
Shager, Ernest L.
Sherry, J. H.
Shrene, Elwood
Simonsen, Carl
Skoglund, Harry
Tamman, Krispin
Tarm, E.
Tavrik, Olaf
Tasmase, E.
Tell, Olaf
Thee, Rudolf
Therney, Pat
Ullmar, John

Vangelder, William
Viberg, John
Vieg, Theodore
Wallen, Gustav
Waltin, Gustav
Wank, Romano
Warner, Chas.
Wee, William
Welsen, J.
Wendy, Geo.
Werner, Arthur
Westlake, B. G.
White, Thomas
Zebe, G. V.
Zimmerman, Fritz
Zimmerling, Fritz

Ripper, Harry
Rodenbeck, A.
Roery, Frans.
Ross, Rudolf
Rulse.
Rundquist, O.
Rutte, Peter
Skogman, W.
Smith, C. A.
Smith, John
Sorensen, Marius
Sorensen, S. P. -2723
Spanos, James
Steen, H.
Stein, Emil
Steinen, John
Stintman, John
Stoff, Fred
Suarinen, Frank
Sunde, Knut
Sunderlin, Ax.
Sundhouse, Joe
Sutherland, Peter
Sutherland, W. -2398
Svane, Albert H.
Svensson, Patrik
Swan, A.
Swanson, C. H.
Swanson, Martin
Swarthy, Norman
Sweeting, J.
Swenson, B. -1932

Tiller, Edw.
Tillman, Anders
Thomsen, William
Thorsen, Jens
Thorsen, Rolf
Tommola, Vaino
Traynor, John
Tyland, Carl E.
Von Heinz, Hendrick
Voorhies, Firman
Whitol, J.
Willinzig, Fred
William, Frans
Willmorn, W.
Winberg, Oscar
Winther, H. H.
Winton, J. A.
Wirsu, Antti
Wold, Olaf -1285
Zornig, Harry
Zweiberg, John

Apply to Secretary of Sailors' Union of the Pacific.
Anderson, A.
Anderson, Andrew
Athanasie, Michal
Berling, J. B.
Bjornsen, Conrad
Carlsen, Jacob
Carter, H.
Ceelan, John
Ellefsen, Otto
Erikson, E.
Finnelly, Wm.
Fredholm, Chas. J.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasie, Michal
Berling, J. B.
Bjornsen, Conrad
Carlsen, Jacob
Carter, H.
Ceelan, John
Ellefsen, Otto
Erikson, E.
Finnelly, Wm.
Fredholm, Chas. J.

Hansen, Alek
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hawkins, Fred
Hendricksen, Hagbart
Henningway, Geo.
Hofgaard, Hans
Johansen, Emil
Jorgensen, Olav
Klette, E. F.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Olsen, Ed
Olsen, Thomas
Olsen, W. S. -1229
Persson, Oscar
Petersen, Georg
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rehursen, A. L.
Ruber, Peter
Schroder, Aug.
Schultz, Fred
Swanson, Ben
Selbert, H.
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Wakely, R. E.
Webure, John
Whiteside, Fred
Willart, Fred
Winkel, August
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts., SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets Continental Building, on Second Floor San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Why He Hadn't.—"Why is it," asked the poet's wife's neighbor, "that your husband never dedicates any of his books to you? Nearly every poet who has a wife dedicates at least one book to her."

Dear me! I'm glad you called my attention to it. I must look at his books some time, and if what you say is true I shall never forgive him.—Tit-Bits.

Among the Missing—Old Lady (to wounded officer)—Oh, sir, do you 'appen to 'ave 'eard if any of your men at the front 'as found a pair of spectacles wot I left in a 16 'bus in the Edgware Road?—Punch.

Telling Him.—Small Boy—Good fishin'? Yessir; ye go down that private road till ye come to th' sign "Trespassers Will Be Prosecuted," cross the field with th' bull in it an' you'll see a sign "No Fishing Allowed"—that's it.—Life.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission
INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

PATRONIZE
HOME
INDUSTRY

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

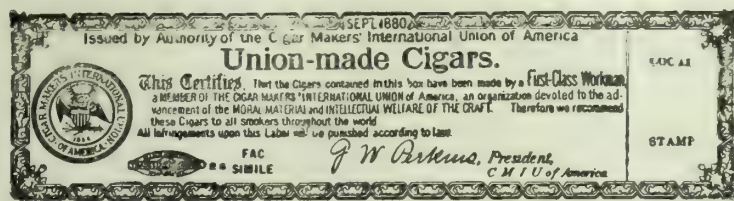
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J.—9-30-14.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

News from Abroad.

Shipment of German potash from
the port of Antwerp is now allowed.
No prohibition is placed on vessels
clearing from Belgium.

Holland's bulb industry will suffer
from the war, but the growers have
determined to pay lower wages and
to destroy a third of the crop.

King George of England has
awarded his newly instituted military
cross to one hundred eligible com-
missioned and warrant officers.

The Government of the Union of
South Africa, it is reported, is com-
pelled to enforce conscription in
order to deal adequately with the re-
bellion.

It is officially announced from
Vienna that subscriptions for the
Austrian war loan amount to \$670,-
000,000, of which Austria subscribed
\$433,000,000 and Hungary \$237,000,-
000.

Berlin reports the total number of
allied prisoners held in Germany as
8,138 officers and 577,875 men. These
are distributed as follows: French,
3,459 officers, 215,905 men; Russians,
3,575 officers, 306,290 men; Belgians,
612 officers, 36,852 men; British, 492
officers, 18,828 men.

The Canadian government, acting
informally through British Ambassa-
dor Sir Cecil Spring-Rice has ac-
cepted responsibility for the shooting
of the two American duck-hunters in
the Niagara River. The action is
taken before any formal representa-
tion is made by this country.

It is persistently rumored that the
Germans are about to make another
drive on Paris or Calais. At Sois-
sons they are only 55 miles from the
French capital. The German war
loan of \$1,125,000,000, which was is-
sued at 97½, is now at par, and in
some instances quoted above 100.

The Newfoundland Government
has agreed to permit the Norwegian
steamers now at Sydney to prose-
cute the seal fishery the coming sea-
son, provided they comply with the
recently enacted law obliging all
seal ships to carry wireless installa-
tions.

The Standard Oil tanker "Ches-
ter," which sailed from New York
on January 23 for Rotterdam, was
wrecked and abandoned in midocean
and her crew of thirty-five men
were rescued by the American liner
"Philadelphia," according to a wire-
less message received from the
"Philadelphia's" captain. The wire-
less message received by the liner
did not state the exact number of
men rescued.

A sea battle occurred on January
24, northwest of Helgoland, in the
North Sea, between German and
British fleets. The German fleet,
consisting of four armored cruisers,
four light cruisers, and two flotillas
of torpedo boats, was steaming to-
ward the English coast when sur-
prised by a British fleet, consisting
of five armored cruisers, several light
cruisers and a flotilla of destroyers.
The Germans, pursued by the Brit-
ish, sped for their home base. Dur-
ing the running fight of four hours
that followed, the German armored
cruiser "Blucher" was sunk by the
British. The pursuit ceased when
the fleets approached the mined
waters off Helgoland. The "Blue-
cher" was of 15,500 tons, and carried
a crew of 885 men, of whom 123 were
reported saved. The British report
none killed, and but slight damage
to the ships.

BEST SMOKE ONEARTH RED SEAL CIGAR UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN. San Francisco.

Albertsen, Christian	Israclson, Ernest
Anderson, Gus	Kathy Albert
Ainey, Carl	Johnson, Martin
Andersen, Hilding	Jacoma, Carmelo
Andersen, E. W.	Johnson, John E.
Anderson, Eric	Magnussen, Magnus
Andrade, Manuel	Nilson, William
Anderson, Thomas	Orabrovae, Anton
All Certz, Emanuel	Olsen, Thon
Bang, Robert O.	Osterlund, Carl
Cohn, W. R.	Schlachte, Alfred
Colbert, M. J.	Shultz, F. J.
Ericksen, Earl	Saalmann, Joe
Ekelund, Will H.	Teracolson, Ernest
Gundaker, Sam W.	Wilson, Herman
Hansen, Henry	Wallin, E.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurd	Olsson, Sigfrid
Dahl, Ben.	Peterson, Andrew K.
Fister, Johannes	Phister, Albert
Finnigan, I. H.	Polhome, Mr.
Hagen, Gundar	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvald	Selback, Chris.
Johnson, Axel	Splanning, Rasmus O.
Nelson, Nels Wil-	Spellman, Tom
helm	Starks, John
Larsen, Fred	Stein, George G.
Magnuson, P. A.	Stixrud, Jack
	Stromsness, Oscar

Enlightening Him.—Mr. Meek was
laboriously hooking up the back of
his wife's evening dress just as the
clock was striking their dinner-hour
and their dinner guests were ringing
the door-bell. Mr. Meek breathed
hard; his forehead was damp, and
his hands shook.

"I do wish someone would invent
a machine to do this kind of work!"
he muttered, miserably.

"Why, they have!" replied his
wife, brightly, as she applied some
powder nonchalantly to her nose;
"they have, and you are it." Youth's
Companion.

With the Wits.

"I believe in the motto, 'Never put off till tomorrow what you can do today.'"

"Pay me that \$5 then."

"The rule doesn't apply; that's something I can't do today."—Boston Transcript.

"I've seen better days, mum," said the tramp at the door. "I once did business in Wall street."

"You surprise me," said the sympathetic housewife. "Did you deal in stocks and bonds?"

"No, mum. Pencils wuz me line."—Birmingham Age-Herald.

He—I wonder what the meaning of that picture is? The youth and the maiden are in a tender attitude.

Se—Oh, don't you see? He has just asked her to marry him. How sweet! What does the artist call the picture?

He (looking about)—Oh, I see. It's written on the card at the bottom, "sold."

A foreign nation in time of war cannot compel its subjects, living at the time in another country, to return for military duty. It can call upon them to return, but in the event of their refusing to do so it would be helpless in the case. A foreign nation, for instance, could not forcibly seize its subjects living in this country and take them out, nor could this country force such subjects to depart.—New York American.

A gentleman in addressing a Baltimore gathering of children rather confused himself, to the merriment of the youngsters. He was a member of the Board of Trustees of the school before which he was speaking.

"My young friends," said the speaker, "let me urge upon you the necessity of not only reading good books, but also of owning them so that you may have access to them at all times. Why, when I was a young man I used to frequently work all night to earn money to buy books and then get up before daylight to read them."

Children's Accounts

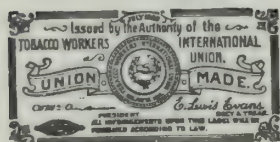
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00 REWARD \$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

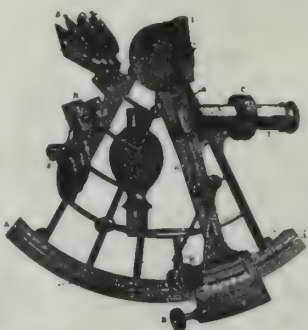
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James F. Sorensen
Pres. and Treas.

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALIFORNIA

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



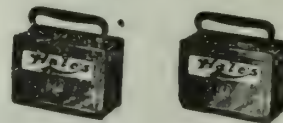
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.



Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

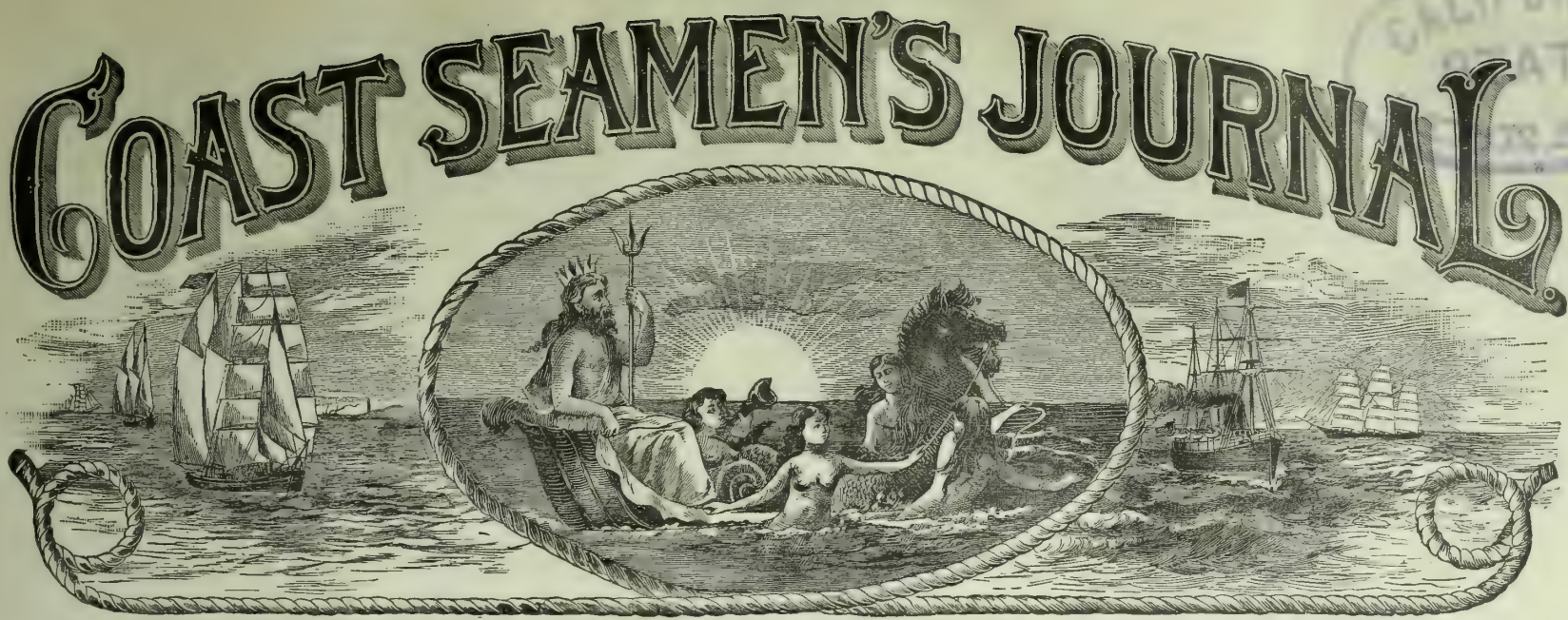
72 MARKET STREET
SAN FRANCISCO

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 23.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 17, 1915.

Whole No. 2317.

LAWSON ARRAIGNS ROCKEFELLER.

Absenteeism and Treatment of Men as "Human Chattels" Must End.

The hearings before the Federal Commission on Industrial Relations just concluded at New York, brought to light some striking evidence upon the evils of "absent ownership," together with many other points and questions of deep human interest.

John R. Lawson, a member of the Executive Board of the United Mine Workers of America, delivered perhaps the most severe indictment ever made of Rockefellerism. He gave a history of the Colorado miners' struggle that bristled with facts and his arraignment of corporate greed was one of the most scathing that has come before the Commission. Lawson in giving his testimony, wore no padded gloves but struck straight from the shoulder with bare knuckles. Philanthropy got a knock-down and foundations were given a solar-plexus.

"Speaking for the many thousands of men, women and children who suffered through the recent coal strike in Colorado," began Mr. Lawson after he received permission to read his statement, "I say to your honorable body that you can well afford to let the testimony of John D. Rockefeller, Jr., bring your investigation to an end. Out of his mouth came a reason for every discontent that agitates the laboring class in the United States to-day, and if remedies are provided for the injustices that he disclosed a long step will be taken away from industrial disturbance."

Vast Power Was Inherited.

Mr. Lawson pointed out that for ten years Mr. Rockefeller had had virtually the power of life and death over 12,000 men and their families, and that this power had come to him not by "the healthful process of struggle and achievement, but entirely through the fact that he was the son of his father."

The witness recited certain incidents in the strike of 1903-4 in Colorado and said that when so-called peace was restored "the blacklist gave 6,000 miners the choice between starvation and exile."

"The Colorado Fuel and Iron Company organized and led that attack on the liberties of freemen," Mr. Lawson continued, "and yet you heard from Mr. Rockefeller's own lips that he never inquired into the causes of the strike, the conduct of his executives, or the fate of those who lost. So little interest did he take in the affair, so faint was the impression it made upon him, that he could not even answer your questions as to its larger facts."

Mr. Lawson passed to the strike of 1913 and charged that the Colorado Fuel and Iron Company had violated the laws of the State. He quoted the other grievances of the miners concerning evil housing conditions, high rents, company store extortion, saloon environment, armed guards, and the denial of freedom of speech, education, religion, and politics.

"Yet upon the stand," he said, "throughout three whole days this week John D. Rockefeller, Jr., insisted that he was absolutely ignorant of every detail of the strike. He stated that he had not received reports on labor conditions. He could not tell within several thousands how many men worked for him in Colorado. He did not know what wages they re-

ceived or what rent they paid. He had never considered what the proper length of a working day should be. He did not know what constituted a living wage, and, most amazing of all, he had never even read the list of grievances that the strikers filed with the Governor of Colorado and gave to the world through the press.

"He did not know whether or not 50 per cent. of his employees worked twelve hours a day."

Men "Treated Like Criminals."

Mr. Lawson went over a large part of the evidence of Mr. Rockefeller in which the capitalist had been asked in detail about conditions in Colorado and had been obliged to admit that he had no detailed information.

"He did not know," the witness said, "that men were treated like criminals for daring to mention unionism. He could not even define collective bargaining, nor had he ever made the slightest study of the great union or its principles against which the Colorado Fuel and Iron Company threw its power and its millions. He expressed himself in favor of unions and then proceeded to negative this belief by refusing to answer affirmatively a number of questions that bore upon the manner in which unionization could be achieved."

As an excuse for "this amazing lack of knowledge," Mr. Lawson said, Mr. Rockefeller had testified that the Directors had placed the control of such matters entirely in the hands of J. F. Welborn, president, and L. M. Bowers, secretary, of the Colorado Fuel and Iron Company. Yet, Mr. Lawson continued, these very men had said on the stand that they had turned over the charge of labor conditions to E. H. Weitzel, who for his part had admitted that while he had not visited all the camps "frequently," he had got to them as often as he could.

"What has been Mr. Rockefeller's attitude to this development?" asked Mr. Lawson. "Has he, in spite of his own lack of knowledge, instituted any investigation to discover whether Bowers and Welborn, his trusted executives, are equally ignorant and indifferent? I invite him to point to one single admission that would show the slightest activity in this direction, or the least intent to summon these men before the board of directors to give an account of their stewardship. His answer was, 'I have not had the opportunity.'"

"Fourteen months thousands of men, women and children suffered on the mountain sides and prairies, and two more months have gone since we called off the strike as a result of President Wilson's proposal, and yet he has not the opportunity for a personal investigation."

Mr. Lawson expressed scorn of Mr. Rockefeller's excuse that he was too busy with his father's foundations and his investments, and drew a contrast between his attitude and that of Henry Ford. The difference pointed out by Mr. Rockefeller between the highly profitable Ford enterprise and the unprofitable Colorado mines was referred to by Mr. Lawson, and he called attention to the \$8,889,000 which Mr. Rockefeller, Sr., had received from his fuel company

bonds and the appreciation of the property, as answering that line of reasoning.

Moreover, the witness declared, the poverty of the Colorado company was due to its own "stupid corrupt policy," and he thus summarized the situation:

"This record of indifference respecting human life and human happiness is the vital cause of industrial discontent—an employer who is never seen and whose power over us is handed down from man to man until there is a chain that no individual can climb, our lives and our liberties passed over as a birthday gift or by will, our energies and futures capitalized by financiers in distant cities, our conditions of labor held as of less account than dividends, our masters too often men who have never seen us, who care nothing for us, and who will not or cannot hear the cry of our despair."

The Rockefeller Foundation.

Regarding the Rockefeller Foundation, Mr. Lawson declared that another cause of industrial discontent was the skilful attempt which was being made to substitute philanthropy for justice. It is not their own money, he said, that these lords of commercialized virtue are spending, but the money withheld from the wages of the American workingman. He enumerated the activities of the Rockefeller Foundation, and said:

"A wave of horror swept over me during that reading, and I say to you that same wave is now rushing over the entire working class in the United States. Health for China, a refuge for birds, food for the Belgians, pensions for New York widows, university training for the elect, and never a thought or a dollar for the many thousands of men and women and children who starved in Colorado, for the widows robbed of husbands, children of their fathers, by law-violating conditions in the mines, or for the glaring illiteracy of the coal camps. There are thousands of Mr. Rockefeller's ex-employees in Colorado today who wish to God that they were in Belgium to be fed, or birds to be cared for tenderly."

Mr. Lawson attacked in particular the industrial investigation begun by the Rockefeller Foundation. With a passing at Dr. Eliot, A. Barton Hepburn, and President Judson as furnishing "an outward appearance of independence," he asserted that the Foundation was under the "same control that has managed the affairs of the Colorado Fuel and Iron Company, the same voice that declared through young Rockefeller that the defeat of the union in Colorado was a great American principle, for which he was willing to sacrifice his money and the lives of his workers."

The witness criticized especially the choice of Mr. King to conduct the investigation, on the ground that he was an "alien, whose contribution to the industrial problem is a law that prescribes a jail sentence for the worker who dares to lay down his tools." He continued:

"Even were the source of the investigation less objectionable, what bearing can it possibly have on existing conditions? Mr. Rockefeller himself admitted that the Mackenzie King in-

vestigation will probably take many years. What is labor to do in the meantime? What is Colorado going to do? In response to this Mr. Rockefeller says that 'the problem now is for all concerned to develop increasing goodwill.' Labor has been crushed by machine guns and hired soldiery. Men, women and children have died, homes have been ruined and futures blighted. New thousands have been imported for another decade of exploitation. And we are to 'let bygones be bygones.'

"Mr. Rockefeller, Sr., is quoted as saying that God must be brought to New York. In Colorado there is a suffering multitude that asks only for a little of the spirit of the Christ who died for human brotherhood."

Cause of Unrest Defined.

The causes of unrest, Mr. Lawson said, were not to be removed by the endless investigations or by a sudden willingness to hold conferences. They lie in: the treatment of free men as chattels to be disposed of by deed and will; absentee landlordism; the theft of natural resources, or in: Indifference to the necessities and aspirations of those who toil in the dark for the benefit of those in the light.

Mr. Lawson attacked Mr. Rockefeller's plan by which the non-union men should elect representatives to confer with the company. That, he asserted, was merely the shadow but not the substance. If this plan was to have any good effect it must be backed up by the grant of a union to the men.

Mr. Lawson called attention to the United Mine Workers of America as the one organization which represented labor in the mining industry and to the fact that Mr. Rockefeller agreed in theory at least to the principle of unionism. It was only by official conferences with the executive officers of that organization that he could put in effect his new point of view. So Mr. Lawson said in conclusion:

"Press reports give great publicity to meetings that are alleged to have been arranged between Mr. Rockefeller and the United Mine Workers' officials. Let me say on that subject that our one great desire is for lasting industrial peace. We rejoice that after all these years Mr. Rockefeller is at last disposed to consider and confer with the workers his company's officials have despised, ignored, and endeavored to crush.

"We welcome any and every conference, but these meetings should be official and purposeful, not mere social visits designed to give the utterly false impression that industrial war has had no more vital cause than a failure on Mr. Rockefeller's part to shake hands. So far as possible, the remedies must equal, and be as real, as our great wrongs."

FISHERMAN WINS IN COURT.

EDITOR COAST SEAMEN'S JOURNAL:—Below is a decision by the U. S. Circuit Court of Appeals, this circuit, which should be of interest to all who sign on as seamen and fishermen for services in Alaska.

The case was between Peder Larsen and the North Alaska Salmon Co. F. R. Wall represented Larsen, and D. Freidenrich the Company. The opinion was written by Judge Gilbert, and is as follows:

Larsen shipped as a seaman on the "Olympic" for a voyage from San Francisco to the Company's cannery at Locanock and return. July 12, 1912, while working for the Company on a lighter alongside the wharf, engaged in throwing fish into a bucket to be hoisted up to the wharf, he sustained an injury to his knee. In his libel he alleged the Company neglected to furnish him with proper medical and surgical care and attention, and compelled him to work on board the "Olympic" after he was injured; that he did not and could not receive proper medical care at Locanock, and that he should have been sent to Naknek or Koggiung, where he could have received proper attention. The finding of the Court below was in favor of Larsen.

We find no merit in the contention that the cause is not within the admiralty jurisdiction, in that Larsen's contract for service as a seaman, fisherman, beachman, trapman, "and such other services as might be required" by the superintendent, was not a maritime contract. In *The Minna*, 11 Fed., 759, the libellant was employed solely as a fisherman, and took no part in the navigation of the vessel, which went out every morning to the fishing grounds, the libellant sleeping

ashore. It was held that he was entitled to proceed against the vessel for the recovery of his wages. Judge Brown said: "All hands employed upon a vessel, except the master, are entitled to a lien if their services are in furtherance of the main object of the enterprise in which she is engaged. . . . I do not regard the fact that libellant slept on shore at night, and there reeled out and mended the nets, as qualifying in any way the nature of his contract. These services were merely incidental and subsidiary to his main contract." In *Domenico v. Alaska Packers' Association*, this Court affirmed the jurisdiction in admiralty of a contract made by men who acted as seamen on a voyage to and from salmon fishing grounds in Alaska to work as fishermen during the season and assist in canning fish on shore, and in loading them on board for transportation, notwithstanding that the men while engaged in fishing slept on shore and mended their nets, and cared for the fish on shore. See also *The Virginia Belle*, 204 Fed., 692; *McRae v. Bowers Dredging Co.*, 86 Fed., 344; *Disbrow v. The Walsh Brothers*, 36 Fed., 606.

The evidence was sufficient to support the finding of the Court below that the Company did not furnish Larsen with proper care and attention. There was evidence that after Larsen was injured, he was sent to the bunkhouse, where his knee was painted with iodine by the Company's doctor. The doctor was of the opinion that the injury was not serious, and that Larsen would be all right the next day. Three days later the doctor saw Larsen again, and told him there was nothing the matter with his knee, and he had better get out and go to work, and also told the beach boss in Larsen's presence that Larsen was lazy and had better be put to work, saying he would see the superintendent and tell him to give Larsen "lots of work." The doctor gave Larsen no further attention. On August 1 the beach boss sent Larsen on board the "Olympic" to work at mending sails, which he continued to do until August 23, when his leg had got so bad he could walk on it only with great difficulty. He again came ashore to see the doctor. The doctor laughed at him, told him there was nothing wrong with his knee, and that all the matter with him was that he was lazy. Larsen resented this and personally assaulted the doctor. Thereafter the doctor gave him no further attention.

The Court below awarded Larsen \$86 for doctor's fees, \$15 for medicine, and \$405 as the amount which he could have earned during the period of his disablement of four and a half months after his discharge from the vessel, and for his expenses after such discharge, and the Company cites authorities for the rule that the injured seaman is to be cured at the expense of the ship, but that he is not to receive any compensation or allowance for the effects of the injury further than the expenses incurred in the cure, and that the permanent disability is not a ground for indemnity from the owners of the ship. But that is a rule which has been applied only in cases in which the vessel was without fault. It does not apply to cases in which personal negligence and default in furnishing care and attendance are alleged and proven. In *The Troop*, 128 Fed., 858, this Court held that damages may be awarded a seaman on the ground of the negligence of the master in failing to furnish him proper care and medical treatment after his injury. There are cases, however, which hold that even where there is no negligence, the end of the

voyage does not end the obligation, if there were not sufficient time and facilities for the vessel to have done its duty. *The Mars*, 149 Fed., 731.

The decree is affirmed.

Yours very truly,

F. R. WALL.

HOW TO STOP WAR.

The only way to secure lasting peace is by the united action of the masses everywhere to secure the conduct of the relations of States in the open instead of behind closed doors, and by democratic control rather than by the closest form of bureaucracy governments have ever evolved. It is this bureaucracy, this diplomacy, which has proved such a tragic failure, and its supersession by popular control is a matter of paramount importance in which all people have a common interest. It is true that in every country there is now a strong national sentiment, and a good deal more hatred than we could wish. But all that has been fanned and flogged up by the governments and their henchmen, the newspapers. The people nowhere wanted war. Their normal sentiment to inhabitants of other lands is that which found expression on Christmas Day, when German and British soldiers made an unofficial truce when an official one had been denied; when they "swapped" cigarettes and were photographed together; when our men wrote home that the Germans "weren't half a bad lot." French and German soldiers did the same, not only talking and exchanging smokes, but dancing together in rings. To these jollifications there was an unexpected sequel, according to the Paris correspondent of the *Manchester Guardian*. The men refused to fire on one another, and had to be replaced by others. Men do not naturally want to kill other men who happen to have been born on another patch of the earth's surface. After the dancing the French and the Germans appeared to one another as fellow-men. So men who had not met and fraternized were placed opposite one another in the trenches, and then both sides were faced by, not men, but "the enemy." The stupidity of war!—*Cotton Factory Times*, Manchester, England.

There has been mounted at Lloyd's in London, a gun from the "Lutine," recovered last year. Salvage from the "Lutine," which was sunk in 1799 with the loss of all the crew but one, has taken a curious course. When the disaster happened, England was at war with The Netherlands, and the Dutch government claimed the wreck as hers. During this period, Dutch fishermen salvaged some £56,000. Later on British enterprise continued the salvaging of specie, and recovered various sums amounting to £40,000 between 1857 and 1861. The rudder and chains and the bell now at Lloyd's were brought up in 1859. All the original underwriters being long dead, a special act of Parliament was passed permitting Lloyd's to deal with the specie salvaged. A gun recovered in 1886 is at the Guildhall.

To avoid fire danger in places where gasoline must be used, an inventor has patented a swinging bracket to hold a tank outside a window, yet bring it within reach when needed.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Opponents of Literacy Test Exposed.

Just prior to the defeat of the Immigration bill, a sensation was sprung in Washington by the publication of authentic documents, many of which bear their own authenticity, and others so circumstantially proven that there is said to be no escape from their purport. Among the documents are letters and appeals from the officers of the National Liberal Immigration League to corporations for funds and "subventions"; letters from the officers of the Liberal Immigration League to shipping companies of Germany and of France; cablegram appeal for funds by Mr. Behar, managing director of the National Liberal Immigration League, and a carbon copy of letter to the same company confirming the cablegram; financial statement of the receipts of the National Liberal Immigration League showing that \$15,000 was paid as an annuity for the conduct of the campaign against protection of America's workers from stimulated immigration; letters from Mr. Behar, managing director of League, to Messrs. Japhot and Sagot, Compagnie Generale Transatlantique, Rue Auber, Paris, France, and the reply of Mr. Rene Sagot; appeals by B. A. Sekely, field secretary of the National Liberal Immigration League, who, in addition to his salary, it is declared, became entitled to 25 per cent. of his successful solicitations; correspondence on official letterheads between Mr. Behar, managing director of the National Liberal Immigration League, and Emil L. Boas, resident director and general manager of the Hamburg-American Line, 45 Broadway, New York City, and J. Pannes, the St. Louis representative of the company, in the campaign to make Charles Nagel the Secretary of the Department of Commerce and Labor in President Taft's cabinet, whose campaign was conducted upon the platform that he was an anti-immigration restrictionist; the documents also expose the fake of the delegations representing their own nationalities, for as one official informs his associate that "the delegates were not really chosen by bodies of their own nationality."

In view of the failure of the Immigration bill, the means by which the National Liberal Immigration League financed its campaign by contributions from the corporations most hostile to the interests of America's workers is both timely and of great import.

This is the story in brief:

Trusts furnish money to National Liberal Immigration League to finance campaigns against immigration legislation.

League affirms friendship for National Association of Manufacturers.

Hamburg-American Steamship line notified by cablegram that League owes \$7,000 and is liable to be sued and forced into bankruptcy.

French steamship company urged to aid in financing "a tremendous agitation" against immigration legislation.

Steamship companies campaigned for the appointment of Charles Nagel as Secretary of Commerce and Labor under President Taft. Mr. Nagel is referred to as one "not

likely to favor legislation restricting immigration."

Hamburg-American Steamship official tells an associate that "a number of delegations composed of members of various nationalities" were sent to Washington to oppose immigration legislation. He says: "The delegates were not really chosen by bodies of their own nationality." It is stated that the campaign includes "visiting the societies of various nationalities, as Italians, Hebrews, Hungarians, etc., including the unions, for the purpose of advocating liberal immigration."

"We have to send appeals and communications to some 15,000 influential persons, most of them clergymen," says the steamship official.

National Liberal Immigration League, in another appeal for financial aid, tells trusts it is making possible "the influx of alien unskilled labor," and if contributions are not received "we will not be able to keep up our work."

Let States End Thug Rule.

In a leading editorial on the shooting of New Jersey strikers, the Morning World of New York, asks: "How much longer are State governments in this country going to tolerate private wars in industrial disputes? How much longer are they going to tolerate the private employment of hired gunmen to deal with labor troubles?"

The editor continues:

"The New Jersey strikers were apparently not armed; they were not rioting and they were not on the property of their former employers. The worst offense they had committed was to flag a train supposed to carry strike-breakers and then stand aside on being warned to do so.

"For this offense they were attacked by a private army of detectives and deputies, and two score or more of men were shot down, some of them receiving fatal wounds. At one of the plants the statement is made that 'if there has been any violence it is probably due to business depression and the consequent non-employment of workers.' What this means we do not pretend to know, but we know that there is more anarchy behind it than there is behind all the anarchist societies of the country.

"Government is a failure in a State where this can happen—in a State which permits an industrial quarrel to reach the stage of bloodshed; in a State which permits private corporations to arm detectives to do the police work that the State itself was created to do; in a State which manifests no official concern over a private war until it is time to count the dead and wounded.

"This is a mighty poor time for employers to shoot down strikers, whatever may be the right or the wrong of the original controversy. It is a mighty poor time for States to surrender their police power and leave the protection of property to private gunmen. New Jersey has seen the shameful effects of anarchy in Colorado. Has she no concern for her own honor and reputation?"

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

One dollar a day of nine hours for Porto Rican cane-field workers is urged by A. F. of L. Organizer Iglesias in "Justicia," official trade union paper, of which Iglesias is editor. This unionist writes: "This year's crops have begun at a time when sugar is rated at more than \$4 on the market, a fact which clearly demonstrates that the sugar concerns are going to reap a golden harvest. The poor, downtrodden working classes of Porto Rico are being victimized and exploited shamefully and their very condition casts a blur and considerable discredit upon the Island and shows that the governing classes, capitalists and legislators, who allow this thing to continue, show very little concern for honor and human sentiments."

Returns from certain selected ports in the United Kingdom show that during December 38,161 seamen were shipped on foreign-going vessels. Compared with December, 1913, there was a net decrease of 4767, or 11.1 per cent. Of the above total of 38,161 seamen, 5510, or 14.4 per cent., were foreigners. Nearly every port showed a decrease in the number of men engaged, the most marked decline being at Southampton, where the number was little more than a third of that in December, 1913. A shortage of men for ordinary mercantile ships was again reported at nearly all the principal ports of England and Wales, and at Glasgow. At Middlesborough the supply had increased, and was equal to the demand.

The last issue of the British "Census," Vol. X, tells us that there were only 367 women law clerks in 1901, but within ten years the figure has bounded up to 2,150. In the same period the number of women doctors increased from 212 to 495, while in commerce the number of women employed had risen from 59,944 to 261,847. The "Census" reveals some interesting facts about the curious occupations of women. It appears that there are three women ministers of religion, three grooms, one coachman, one coal-heaver—a woman over sixty-five—one millwright, one slaughterer, sixty-five electricians, 204 gunsmiths, four sword makers, two sandwich-men, three shipwrights, five tramway makers, and nine sea pilots, while there is also one woman working as a plumber.

Exclusive of seamen, the number of workpeople in the United Kingdom reported as killed in the course of their employment during December, 1914, was 291, an increase of 11 on a month ago, but a decrease of 9 on a year ago. The mean number for December during the five years, 1909-1913, was 342, the maximum being 619 and the minimum 252. Fatal accidents in the railway service during December, 1914, numbered 44, an increase of 3 on a month ago and of 7 on a year ago. The total number of fatal accidents at mines was 96, a decrease of 13 on November, 1914, and of 23 on December, 1913. Fatal accidents at quarries numbered 11, as compared with 5 a month ago and 7 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in December, 1914, was 138, an increase of 14 on November, 1914, and of 3 on December, 1913.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

M. BROWN

The San Francisco Clothing Store and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Apelquist, Otto	Menter, Wilhelm
Andersson, Hilding	Malm, Gustaf
Andree, Ernest A.	Manning, Krist
-1410	Mikelsen, Andrew
Ahlman, Christian	Nilsen, Martin
Anderson, David C.	Nikander, Knut
Billington, Martin	Nelson, Ernest C.
Bringsrud, Marald	Nelson, Axle
Boy, A.	Nielsen, Ole
Brusbard, E.	Olsen, Emil Frederik
Christensen, Martin	Owen, Fred
Carlson, Carl	Ogilvie, Willie
Chilton, Harry	Olsen, Ole Wilhelm
Carlsson, C.	Olsen, Harald
Damiano, Alex	Penningrud, Ludvik
Danielson, E.	Peterson, H.
Eliassen, Emil	Pedersen, Olaf
Ellsen, Sam	Rugg, A. P.
Felsch, H.	Rasmussen, J. -446
Fasholz, Dan	Rendelsmann, Alfred
Galleberg, Martin	Skaanes, Egil
Gustafson, Alf	Stenroos, A. W.
Hansen, S.	Schlachte, Alfred
Hansen, Gilbert	Svensen, S. -1717
Hederstrom, Torvid	Svenningsen, S. N.
Hansen, John L.	Swanson, E.
Hellstrom, O.	Sassl, W. (Reg. let.)
Hansen, H. T. -1446	Sorgenson, H. P.
Headstrom, J. F.	-1498
Hansen, Sigvarth	Staff, Louis
Jordan, H. S.	Schultz, Axel
Johanson, Albert	Thom, Edmund
Johansen, John	Tonnesen, P. -100
Johansen, Gunner	Torjusen, Gunv. -41
Jeter, V. B. -983	Toren, Gustaf A.
Johnson, Edw. A.	Tvedt, Olaf
Lauritsen, Ole	Wahlberg, Rudolf
Larsen, Hans	Wilson, Willie
Lutzen, Valdemar	Zimmer, Walter
Larson, Axel -1768	Ziegler, Fred
Lindeman, Gus	(Photos & Packages)
Lindner, J. -1750	Anderson, David C.
Lindeman, J.	Elisen, Sam
Lassen, Alf	Johansen, Nils A.
Meesman, J.	

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Dauda, Ch. W.	Nielsen, Chr.
Engen, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Elif S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.
Sailors' Accounts are Especially Welcomed
Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

Pacific Coast Marine.

The Panama Canal tolls for December amounted to \$411,895, as compared with \$387,242 in November. Up to January 1, the total of tolls amounted to \$1,547,100.

The British steamer "M. S. Dollar" changed to American registry at Port Arthur, Tex., before sailing to Manila with a cargo of case oil. The steamship is owned by the Robert Dollar Co. of San Francisco.

Grain tonnage rates still are soaring skyward, the British steamer "Lowther Castle" having been chartered to load a cereal cargo at Portland for Europe at 65 shillings, the highest figure paid in years. It is reported that she was taken by Kerr, Gifford & Co. The vessel is in the Orient and is expected to arrive for March loading.

C. Henri Labbe, Consul for Belgium, notified Captain Mark, the German master of the Belgian bark "Katanga," now at Portland, Or., that it would be agreeable to the Belgian government to have the "Katanga" navigated back to Europe by her German master, but asked that the ten Germans in the crew be discharged. The "Katanga" will take wheat.

With little Alice Virginia Eloffson, age 6, as sponsor, the United States lighthouse tender "Fern," built at a cost of \$65,000, was launched on February 6, at the yards of the Hall Brothers' Marine Railway and Shipbuilding Company of Winslow. This tender replaces in name the old "Fern" which plied in the Atlantic forty years ago. She will serve in Alaska, with headquarters at Ketchikan.

January was the dulllest month for a long time in lumber cargo shipments from the Columbia River. Twenty-seven vessels loaded in the lower river, their combined cargoes amounting to 20,670,441 feet of lumber. Seventeen vessels, carrying 5,919,891 feet of lumber, cleared from the up-river mills, making a grand total of 26,590,332 feet of lumber that was shipped out of the Columbia River during the past month.

With the arrival at San Francisco of the Danish motorship "Fionia" of the East Asiatic Company and the Swedish motorship "Pacific" of the Johnson line, three vessels of this new type are in port. In addition to the two mentioned, the motorship "Annam," flying the East Asiatic house flag, is at Port Costa receiving barley from the elevators. Eight motorships have already been in San Francisco Bay and more are en route from Scandinavian ports.

W. R. Grace & Co., announce that their coast-to-coast liner "Santa Catalina" is nearing the completion of her repairs on the Columbia River and will return to service, leaving Portland March 6 for the East Coast by way of San Francisco. The "Santa Catalina" was badly damaged by fire recently and a good portion of the vessel had to be rebuilt. She will again operate in conjunction with the famous "Santa quartet" in the trade between Pacific and Atlantic ports, via the Panama Canal.

The steam-schooner "Wapama," was launched on January 19 at St. Helens, Or. The launching of the "Wapama" was the occasion of an elaborate ceremony, during which a flock of white doves were liberated as the craft glided down the ways, the fact that they continued to hover above her as she took the water being construed as an omen of success. The vessel is of wooden construction, 205 feet long, has a beam of 40 feet and is 15 feet deep. She is owned by Charles R. McCormick & Co., a local lumber and shipping firm.

Rear-Admiral Howard's flagship "San Diego" and the cruiser "Raleigh," which had been standing by the Japanese cruiser "Asama" at San Bartolome Bay, have returned to San Diego, Cal. They did not take any of the officers or crew of the Japanese vessel, nor were they called upon for other assistance. Although the Navy Department is prevented from making public any details for considerations of neutrality, as German ships are about, it is understood that at least one Japanese collier and two Japanese warships appeared at the scene and have taken charge of salvage operations. Admiral Howard, in his report, merely said his vessels offered the stranded cruiser "any neutral service," but that no aid was desired.

Preliminary organization was effected at Portland, Ore., on February 8 of the Federation of Water Front Employers' Unions, in which is said to be represented shipping interests of every large port on the Pacific Coast. Units of the federation have been, or are being, organized in San Francisco, Portland, Seattle, Tacoma, Vancouver, B. C., and Victoria, according to delegates. Participants in the meeting declined to make known the names of officers elected temporarily. Permanent officers, it was announced, would be chosen at a meeting to be held in San Francisco in the near future. Prominent in the proceedings were C. W. Cook and G. L. Blair of San Francisco, and G. K. Magill and J. S. Gibson of Seattle.

To show the way in which rivers are gaged—that is, how the volume of running streams is measured—by the United States Geological Survey, the exhibit maintained by the Survey

at the Panama-Pacific Exposition, in San Francisco, will include a display of automatic gages, run by electricity, which record the fluctuating heights of water of an artificial river—one flowing through a tank. The work of measuring the flow of the various streams of the United States every day in the year and some of them several times a day affords an invaluable basis for the study of our water resources. Upon the data thus obtained engineers depend in working out plans of water-power development, irrigation, drainage—in fact, every project in which running water is a factor.

After plying between Seward and Western Alaska eleven years, the steamer "Dora," Alaska Steamship Company, has been scheduled for permanent lay up, and will probably be sold for some Puget Sound freight packet. The "Dora's" run will be handled by the steamship "Santa Ana," which just has been remodeled at a cost of \$20,000, giving accommodations for 75 cabin, 25 steerage and 600 tons cargo space. The "Santa Ana" will sail north Friday. The "Dora" was built in 1880 at Benicia, Cal. The "Santa Ana" will be in command of Captain R. Hansson and Captain C. B. McMullen will bring the "Dora" to Seattle. The "Dora" in 1906, while bound between Kodiak and Chignik, was blown to sea for eighty-eight days, almost touching Honolulu, and finally appearing off Port Angeles, the officers and crew having subsisted on the cargo of supplies they were taking to the cannery at Chignik.

That the wave of prosperity which has hit shipping of the United States will mark the heyday of their existence, is the belief of shipping men, who state that never in the history of the modern American merchant marine have conditions been so bright. Through the opening of the Panama Canal the intracoast trade has experienced a great boom, and so heavy is the offering of freight that in some instances it has to be turned away. In addition to the canal benefit the European war has developed an unprecedented demand for many bottoms at rates that are attracting vessels from the coastwise trade to the Atlantic traffic. All the steamship companies engaged in the coast-to-coast trade report brisk business, and the coastwise concerns are also sharing in the new profits, although some of the smaller wooden steam schooners are still idle. Deadweight cargo on the Atlantic Coast lines have been taken up to the middle of the summer, it is reported. The policy of the Atlantic and Pacific lines, it is said, is to accept 25 per cent. of the carrying capacity of steamers in deadweight stuff, the balance being reserved for general cargo. The extent of this space reserved ahead is in the neighborhood of 100,000 tons. In the coastwise trade conditions have not been so promising in many months. Substantial cargoes are being handled in and out of the Golden Gate. The passenger travel by water is also showing an improvement along with the freight movement, which has summoned to service a large number of vessels that have been idle and laid up for a long while.

The jurisdiction of the California State Railroad Commission has finally been defined by the United States Supreme Court as extending over steamship companies operating between ports of the State, even though their vessels traverse the high seas in voyaging from one port to another. As a collateral finding the Supreme Court also declared for the first time that local commerce between the mainland of a State and an island belonging to it is subject to State regulation. The decision was announced in a suit brought by the Wilmington Transportation Company, which operates a line of steamers plying between San Pedro, Los Angeles county, and Avalon, Santa Catalina Islands. The steamers traverse the high seas for a distance of twenty-one miles. At the request of the San Pedro merchants in 1913 the Railroad Commission undertook the investigation of the Wilmington Company's rates. The company took the position that the commission had no jurisdiction over vessels engaged in commerce on the high seas and that such vessels should be classed with vessels engaged with commerce with foreign nations. The commission was thereupon asked to dismiss the case, but, instead, it declared that it had jurisdiction. The Wilmington Company appealed to the California State Supreme Court, which affirmed the commission's stand. An appeal was then taken to the United States Supreme Court. Last December Commissioner Max Thelen went to Washington and argued the case before the court—contending that the commission had jurisdiction over such commerce and that no injunction should issue restraining the commission from acting.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific,
59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 17, 1915.

THE NEW FEDERATION.

A Pacific Coast federation of waterfront employers' unions has just been organized. All of the reasons which prompted the Pacific Coast shipowners and stevedores to "get together" have not been made public and we shall refrain from guessing—for the present. Fortunately, some of the purposes of the new federation have been given to the press. They are said to be as follows:

Better to meet the increasing and often unreasonable demands of union labor; to forestall by discussion with employers or their representatives such demands; to promote harmony between employees and employers, to the end that greater efficiency without injustice to either employees or employers may be had; to take such united action as may be necessary on legislative matters affecting the shipping interests, etc.

Apart from the opening sentence, which refers to "the increasing and often unreasonable demands of union labor," the stated purposes look harmless enough. If the primary purpose is to establish harmony with union labor, all will be well. But if the real motive power of the new federation is the desire to establish the Rockefeller variety of Industrial Freedom, then there are rocks right ahead with no power on earth to veer or stop the ship.

Time will tell.

In the meantime, it behooves us to look about, strengthen our forces and take counsel with each other. And by the way, lest we forget, this is not the first time that our friends—the enemy—have organized for similar purposes.

Let us hope that we have all profited by the lessons of the past.

The idea that all economic questions may be solved by the ballot, "which registers the freeman's will as lightning does the will of God," is one of the most remarkable crotchets of the times. We can not imagine such a state of beatitude, and we would not hope for it if we could. There is this difference between the will of the freeman and the will of God—there is but one God, while there are many freemen, each with a will of his own and a strong disposition to do more than merely register it.

THE "LABOR UNION" SAILOR.

Whenever the special pleaders for the shipping interests find themselves short of facts or arguments in their nation-wide campaign to discredit the Seamen's bill they resort to abuse of the "labor union" sailor. If the "labor union" sailor would only be content with a Seamen's bill minus the safety features everything else in that troublesome measure could be adjusted to the entire satisfaction of the shipowner. But those stubborn "labor union" sailors have been steadfast in demanding the passage of a bill providing not only for freedom for seamen but also for greater safety of life at sea. Hence the vilification of the "labor union" sailor, and the liberal dissemination of intelligent (?) comment such as the following from the "Manufacturers' News":

Those who are acquainted with the inside of the Seamen's bill are aware that the requirement for life-boats and extra sailors to man them is simply to give more union seamen employment. The measure is along the same lines as those providing for superfluous crews on freight trains.

Perhaps the best answer to such palpably ridiculous claim is the statement made by the survivors of the most disastrous marine tragedy of modern times. Here is an excerpt from the voluntary confession of "Titanic" survivors:

We feel it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for on modern passenger steamships.

In this connection the following facts were observed and should be considered:

The insufficiency of life-boats, rafts, etc.; lack of trained seamen to man same (stokers, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge to superintend the launching and control of life-boats.

The "Titanic" disaster occurred on April 15, 1912. To date practically nothing has been done to compel shipowners to heed its lesson. And now, in less than three years' time, the plutocratic press calmly asserts that the safety provisions in the Seamen's bill were inserted "simply to give more union seamen employment."

Under the circumstances the "union labor" sailor has reason to be proud of his traducers.

Against overwhelming odds the "union labor" sailor is making the traveling public's fight for safety. The "union labor" sailor could long ago have had most of the legislation desired if he were only willing to drop the safety features. But he is not a quitter and he is surely not going to quit simply because some puerile plutocratic denunciation is heaped upon his head.

The attention of the JOURNAL's readers is most earnestly directed to Mr. Rudolph Spreckels' brief, written as a reply to the most recent attack upon the Seamen's bill by Mr. R. P. Schwerin of the Pacific Mail Steamship Company. Mr. Spreckels' timely reference to the "City of Rio de Janeiro" disaster, his clear analysis of the P. M. S. Co.'s per centum cost of labor in relation to gross earnings, and lastly, his spirited appeal to "his so-called class" for fair play to white seamen, are deserving of more than passing attention. Much has been said and written of late upon the subject of "Safety vs. Dividends," and a great deal of it has real literary merit. Rudolph Spreckels' brief, however, is easily a top-notch. It ought to silence some of our local coolie-lovers. Don't fail to read it!—(page 7 of this issue).

Demand the union label upon all purchases!

NEW DUTY FOR THE POLICE.

In the East unemployment with its attendant miseries has been more acute this season than for several years past, and many and varied are the measures now being taken in New York to relieve the distress and suffering of the unemployed.

As a means of getting into touch with the most pitiful and deserving cases, police officers have been instructed to thoroughly canvass their beats, and obtain all the information possible, also to make full reports upon conditions at headquarters.

This apparently opens up another sphere of usefulness in which police activities are not only beneficent but necessary and these methods should become a permanent institution.

Those of us who have served our time in deep-water vessels and have had occasion to desert in foreign ports, or have enjoyed the entertainment provided in the world's seaports not wisely but too well, still have an underlying feeling of distrust and aversion for the average police officer. We are impressed by his slave-hunting proclivities. Further, those of us who have done picket duty in strikes, or had occasion to come into close contact with police officials during labor troubles, very naturally do not maintain the highest regard for them or their methods.

However, as the years roll by and new fields of operation, as well as new avenues of endeavor, are opened to the police systems of the world, the duties of the average policeman multiply. With this increase of obligations come the corresponding rights, and one of them is the recognition by the public that after all a policeman can act like a human being at times, and even perform a useful function, provided he is properly supervised and disciplined.

Under the Croker regime of Tammany Hall, Inspector Schmittberger, who was in charge of the squad of police who were to preserve peace at a Union Square meeting, turned the affair into a riot with the exclamation that "The club is mightier than the Constitution." This flagrant violation of authority was merely the practical expression of the accepted idea that the police system is the tool of ruthless employers and the creature of designing politicians. It is still believed in some parts of the country, where labor-hating employers hold the whip hand politically, that the acme of police efficiency is the "proper" subjection of labor and suppression of strikes.

There are communities where the people have different ideas, and it is in those localities where the duties of the police are varied and useful. Besides keeping wary eyes upon the law-breakers the police department can be an aid to any community and actually earn a portion of their wages in the following manner: Regulation of traffic, care of pedestrians in heavy trafficked districts; aid to fire departments; aid to civic cleanliness and health; and last but not least they can earn the everlasting gratitude of the most unfortunate by acting the good samaritan, without fear or favor, by reporting the most distressful and deserving cases of want to those who can best aid.

If the police will only perform this latest duty assigned to them in New York and perform it well, they will accomplish an act which will compel the consideration of the community and earn the respect of mankind.

They will compel even the most prejudiced to forget the strike clubs, and other previous shortcomings, in the good results which will accrue from this most humane and useful duty.

A USEFUL PUBLICATION.

A handbook on the Navigation Laws of the United States, so far as these laws are applicable to shipowners, shipmasters, and seamen in their personal relation to each other, has just been published by Walter Macarthur, former editor of the COAST SEAMEN'S JOURNAL and at present United States Shipping Commissioner at San Francisco.

So far as known, this work is the first compilation of all acts of Congress governing the shipment and discharge of seamen, qualifications of officers, manning scale, and all other matters relating to the rights and duties of seamen.

To state that the handbook "fills a long-felt want" is putting it very mildly indeed. In fact, now that this very useful (and we are tempted to say necessary) publication is before us, the question which readily suggests itself is, Why has not the Bureau of Navigation long ago conceived the need for such a publication and acted accordingly? The volume of Navigation Laws issued at stated periods by the Bureau of Navigation is altogether too complex and bulky to be of practical use for men who follow the sea. Walter Macarthur's handbook, on the other hand, is so arranged and indexed that ordinary folks will have no difficulty to ascertain what is the law, etc., upon any given point in dispute.

The introductory to the handbook states that the publication has no official authorization and that it is purely a private enterprise. However that may be, we are convinced that Macarthur's handbook will be of more practical value to officers and seamen in the American Merchant Marine than all the official publications ever issued by the Bureau of Navigation.

The Fifteenth Anniversary and Exposition Souvenir Edition of "Organized Labor" has just been published. It is fitting that, after fifteen years of able championship and effective aid towards Labor's victories, the publishers of this splendid paper should exceed all previous efforts. They have placed in the hands of their readers a compilation which is a credit to its authors and an honor to the Building Trades of which "Organized Labor" is the journalistic mouthpiece. It is very natural that the completion of the World's Fair buildings should leave a feeling of pride for a work well performed in the breasts of the Building Trades mechanics of this city. This is the first time in history that a project of such large dimensions and of such character has been constructed by Union mechanics. The Building Trades of San Francisco have just cause for pride, not only in the actual constructive work on the buildings of the Fair, but upon their constructive efforts in the furtherance of trade-unionism. They can also pride themselves upon maintaining a journal which compels the respect and admiration of its contemporaries. We congratulate the publishers of "Organized Labor" upon its achievements and its labors well performed.

The power of the labor press inheres in the fact that it is not only with the workers but of them.

AN ANSWER TO R. P. SCHWERIN.

(By RUDOLPH SPRECKELS.)

Contract labor and slavery on our shore are forbidden by law and yet we tolerate a condition of servitude upon the high sea which, if generally understood, would make the people of America ashamed. Under present treaties and maritime practice, the sailor man is obliged to ship for a round trip voyage. If, in his opinion, wrong conditions prevail on shipboard, or finding an opportunity for bettering his lot, a seaman leaves his ship's employ in any foreign port before completing the voyage, he may be arrested, imprisoned and forced to return to said ship and continue the voyage.

That so-called civilized nations lend themselves to such inhuman practices passes understanding. It is to the credit of this nation, that its enlightened statesmen have taken the first steps to end slavery on the sea. There is pending in Congress a Bill to Promote the Welfare of American Seamen in the Merchant Marine of the United States.

Selfish men representing ship owners are now exerting every effort to defeat that worthy measure. One such individual has circulated a pamphlet which reeks with that disregard for human rights so common to capitalistic greed. He pleads for a continuation of the present system because, under the proposed new law, his steamship company would be obliged to give up employing Oriental crews on its American steamers.

In order that the danger to passengers traveling on ships manned by Chinese crews and officered by white men may be fully appreciated, the following language is quoted from a decision of the Circuit Court of Appeals, Ninth District, May 9th, 1904, No. 1035, 130 Federal Reporter, in re Pacific Mail Steamship Company:

There can, in our opinion, be no doubt that the crew of a ship must be not only sufficient in numbers, but also competent for the duties it may be called upon to perform. The case shows that the "City of Rio Janeiro" left the port of Honolulu on the voyage under consideration, with a crew of 84 Chinamen, officered by white men. The officers could not speak the language of the Chinese, and but two of the latter—the boatswain and chief fireman—could understand that of the officers. Consequently, the orders of the officers had to be communicated either through the boatswain or chief fireman, or by signs and signals. So far as appears, that seems to have worked well enough on the voyage in question, until the ship came to grief, and there arose the necessity for quick and energetic action in the darkness. In that emergency, the crew was wholly inefficient and incompetent, as the sad results proved. The boats were in separate places on the ship. The sailors could not understand the language in which the orders of the officers in command of the respective boats had to be given. It was too dark for them to see signs (if signs could have been intelligibly given), and only one of the two Chinese who spoke English appears to have known anything about the lowering of a boat; and there had been no drill of the crew in the matter of lowering them. Under such circumstances, it is not surprising that but three of the boats were lowered, one of which was successfully launched by the efforts of Officer Coughlan and the ship's carpenter, another of which was swamped by one of the Chinese crew letting the after fall down with a run, and the third of which was lowered so slowly that it was swamped as the ship went down. We have no hesitation in holding that the ship was insufficiently manned, for the reason that the sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose, and resulted so disastrously to life, as well as to property.

Loss of 131 human lives in the accident referred to in the above case seems of no consequence to the man who now pleads with Congress for the right to continue the dangerous system of running the steamers under his management with Chinese crews, officered by white men. The company pays

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 15, 1915.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St Phone Kearny 2228.

Vancouver, B. C., Feb. 8, 1915.

No meeting. Shipping slack.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 8, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 8, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 8, 1915.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 8, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 8, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 8, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 1, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 11, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving slightly. Shipwreck Benefits were ordered paid to three members wrecked on the steamer "Delhi."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 4, 1915.

Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 3, 1915.

No meeting. Shipping slow; plenty of men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Feb. 8, 1915.

No meeting. Shipping very quiet; prospects poor.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Heinrich Hustede, No. 1847, a native of Germany, age 29, drowned from the schooner "Helene," January, 1915.

Bernhard Hansen, No. 1162, a native of Norway, age 65, died at Sailors' Snug Harbor, Staten Island, New York, Feb. 5, 1915.

Hans Albert H. Svane, No. 2228, a native of Denmark, age 25, died at Valparaiso, Chile, December 30, 1914.

Gustaf Johnson, No. 1452, a native of Sweden, age 33, died at Fort Stanton, New Mexico, Jan. 30, 1915.

Anders Jacobsen, No. 1603, a native of Norway, age 41, died at San Francisco, Cal., Feb. 3, 1915.

FREE EMPLOYMENT BUREAUS.

That free employment bureaus, established and controlled by the State, are an imperative necessity to help solve the problem of unemployment, all California organized labor is agreed; but there is a diversity of opinion as to who shall have jurisdiction over these free employment bureaus.

That such jurisdiction should be given to a representative body such as the Commission of Immigration and Housing of California, is the expressed wish of the executive council of the California State Federation of Labor, which has petitioned Governor Johnson and the Legislature to so decide. That such jurisdiction should be given to one man, namely, the Commissioner of the Bureau of Labor Statistics, is the opinion of the San Francisco Labor Council, as embodied in resolutions adopted by that body and forwarded to the Governor and the Legislature.

Those who argue in favor of representative control maintain that to make these free employment bureaus a success it would be necessary to have them patronized by employers as well as employes. The labor bargain has two factors—the man offering his services, and the employer offering the opportunity to work. A State labor bureau must have the confidence of both employer and employe; it must be a clearing house for both kinds of intelligence—applications and jobs. Otherwise its failure is assured from the start. It is contended that if these free employment bureaus were under the control of one man, and that man be identified with the trade union movement, a great many employers would be prejudiced against the free employment bureaus and would refuse to patronize them, with the result that they would prove a dismal failure, as they have in other States where they were placed under the sole control of one man. While, on the other hand, if such jurisdiction were given to the Commission of Immigration and Housing, which is composed of five members—representing labor, capital and the public—no such objection could be raised by employers.

That State employment bureaus should be under the control of a representative body is also fully borne out by the investigations made at the instance of the Commission of Immigration and Housing of California. In its recommendations to the Governor this Commission strongly urges supervision by a representative board, as follows:

"The bureau should be under a commission, the members of which represent labor, the employer, and the general public. Only then can it be successful. A labor transaction involves two elements—the applicant and the employer. Unless the bureau possesses the unqualified confidence of both it is doomed to failure from the start. A one-man bureau could not win this confidence; supervised by a representative of labor, it would be suspected by the employer; directed by a nominee of the employers it would not be patronized by the men."

Numerous authorities have emphatically declared for representative control of State employment bureaus. Among these authorities is W. D. P. Bliss, who, in writing of the success of the employment bureaus in Europe, and especially in Germany,

makes the following statement in the bulletin of the United States Bureau of Labor, No. 76, for May, 1908 (pages 773 to 774, inclusive), under the title of "What is Done for the Unemployed in European Countries":

"Perhaps the most important feature of the organization of the bureaus, and of the composition of the committees in charge of them, is that the bureaus are in almost all cases controlled by representatives of the employing and employed classes in equal numbers. This is considered so important that they have used or adapted the word 'Paritatische' to express the idea, and so universally is this characteristic found that the 'Paritatische Bureau' is the term very frequently used to denominate a public employment bureau. It is considered of prime importance that they be controlled and managed by representative committees in which labor and capital can have equal confidence. It is for this reason that, although the trade unionists of Germany commenced by opposing and usually bitterly denouncing the public employment bureaus, they now increasingly make use of them and have their representatives on the committees in charge of them. In many cases, also, the unions which formerly maintained employment bureaus of their own for their different crafts have handed over these bureaus to the public bureaus."

LIFE ON \$7 A WEEK.

The New York State Factory Investigating Committee has been investigating the conditions of women employes for some time. The developments are not at all pleasing to those who try to make themselves believe that all of the poverty and destitution in this country are due to the refusal of the destitute to work and provide their own maintenance. There is a great deal of fiction mixed up with the ordinary idea of the lot of the working girl on the part of those who have never had the care of themselves on their own hands. These are the ones who usually deride the inability of "well-paid" women employes to keep themselves in first-class condition mentally, physically, hygienically and honorably. While it is true that investigations of the kind to which we have referred usually have resulted in little other than reports that shock the comparatively few readers who happen to fall over them, there is some hope that in the immediate future the distress that has been found will be advertised so prominently that it will move legislators to see if something can not be done to guarantee a living to every person compelled to work for wages.

There is at least one helpful sentiment that is in favor of these investigations, and that is the general belief that a working woman should have anywhere from \$7 to \$12 per week in order to enable her to provide proper care, clothes, comforts and necessary attention if she is to remain a contributing member to the welfare of society in general. If this thought is once firmly established in the minds of our people, and it is generally acknowledged that a woman can not afford to take over the care of herself by herself unless she is guaranteed, we will say, a minimum wage of \$9 per week, it might serve to draw attention to the great army of men with

families on their hands whose weekly wages do not average \$9 the year through and whose wages would not be better than \$9 per week the year through if they worked every day in every week throughout the entire year.

Just how the public investigating boards or whoever or whatever might take to itself the answer to a question of this kind could reconcile its opinion to the belief that \$9 per week is absolutely necessary to the proper maintenance of a girl, and that less than \$9 a week is sufficient for the maintenance of a man with a family, is difficult to understand. It is not believed it would be done and there is some hope that if a reasonable minimum wage rate is established for women it can be used as a basis for establishing a fairer rate for the man who has the care of a family and himself on his hands, which must be met from his daily wage rate.

As an evidence of the attention these investigations are receiving, we quote a news report from the New York Sun, which, by the way, not always is found on the side of those who work for wages. The Sun said on this question:

"The honorable boards that meet so often these days to prove a working girl is a working girl and to devise new prescriptions according to which she may live happily, hygienically and honorably upon \$6 a week were wandering yesterday, like the traffic of the great city, through a dismal fog of heartache, hunger and suffering.

"Their starting place was a dingy room within the gray walls of the county court house and their wanderings led them up state and out state and through Manhattan by Dreadful street and Dreary line, by Starving road and Hardship alley, until they landed at the end of a sad day's journey in the plain misery and want and sorrow which the things they heard and the sights they saw would have convinced the most casual observer to be the common lot of the working girl.

"There were stories told, first hand stories, of young women and old who have worked and are working to-day for such a pittance that they can afford to eat only two meals a day; there were stories of girls who in desperation have cut off their hair and sold it to keep starvation away during the days of slack work; there were stories of others who have given up the fight for an honest living, and there were stories of still others that made the names of Dreary lane and Hardship alley seem like misnomers indeed.

"The honorable board sitting yesterday was the one known as the New York State Factory Investigating Committee. The witnesses were men and women who have been going into the stores and factories all over the State and interviewing girls, young women and old women about the system of living, if it may properly be called living, which permits them to keep soul and body together on wages ranging from \$4.50 to \$9 a week.

"So the testimony given was that taken by trained and efficient workers who had made their way through the poverty thoroughfares of the State without prejudice and with no desire to see an empty dinner pail where there was a full one or a tear where there was a smile.

"In many ways, however, it was not the that was most interesting, for it has been the fashion among investigating commit-

tees for some time to wade in statistics in regard to life and necessities on \$6 a week, but rather the crowd of damp garmented persons who had squeezed their way into the court room until every bit of standing room was occupied.

"Most of the spectators were young girls themselves. Some of them looked very much as the young woman behind the glove counter looks; others, by the announcement of their dresses, proclaimed themselves feminists, or investigators or interested members of little groups of 'modern thinkers.'

"There were Esthers and Little Nells and Bella Wilfers. And again one did not have to look very hard to see that here and there sat a Miss Brass, while a Quilp and a Podsnap, a Silas Wegg and a Pecksniff had somehow crowded their way in to view the proceedings, with a general expression of disbelief and incredulity.

"Perhaps the most astonishing fact developed during the day was the apparently universal practice among these working girls to pay for extras—doctors' bills, club fees and little trips or recreation—by subtracting a meal from their daily rations. And very often not only one meal, for listen to Miss C. W., a clerk:

"'When I have to pay for a pair of shoes or something like that, I don't buy meat for weeks at a time.' Or again:

"'You see yourself the only thing that is left me to economize on is food. I never eat any breakfast at all. By experience I found that was the easiest meal to do without.'

"And this is not the testimony of illiterate girls, but of young women who have had a public school education and because of some misfortune have been left alone in the world to scrape together an existence by some means or other.

"It was Esther Packard, one of the investigators, who told the factory committee and the spectators the following results of her work:

"'A girl of 20, who is getting \$6.50 a week in a millinery workroom, said: 'I buy my suits with my lunches. Usually I have rolls and coffee for breakfast—that's 10 cents; then a sandwich and a glass of milk—that's 15 cents—for lunch, and a real good dinner for 25 cents. But of course when I have to pay for shoes it's different. Then I have one meal or perhaps two a day until the bill is paid.'"

"There was testimony without end from shop girls who considered an expenditure of seven cents for lunch an extravagance. The general division of money by girls who get \$6 a week, and that seemed to be the average pay for store people and factory hands, was pretty well outlined by an up-state clerk:

"'You see I've figured it all out carefully,' she told her interviewer. 'I pay \$2 for my room—that bill has to be met every week. Then once a month 25 cents is taken out of my pay envelope for the store benefit fund. That also is regular and can't be cut down. I've got to dress decently to keep my job. If I don't spend \$1.25 a week on my clothes they'd fire me sure. So, with carfare out, 15 or 20 cents is the most I can ever pay for lunch and dinner.

"'You know sometimes I just long for a good 30-cent meal. But I haven't the price of it in my pocketbook, so what can I do? I get so tired of those 20-cent dinners year

in and year out that often I think I'd rather not eat at all.'

"Miss Packard had interviewed 300 girls in different parts of the State. Her investigation seemed to prove to the satisfaction of even the Podsnaps that a girl can not live on \$6 a week without constantly sacrificing things that are ordinarily held to be necessities of life. And even when these sacrifices are made there is no money left over for recreation or possible illness or lack of work.

"She found many girls among this 300 who saved all week to have a nickel left over for a moving picture show or a street car ride on Sunday. And in her investigation she found quite a number who were trying to support mothers, and in some cases little sisters as well, on their six or seven or eight dollars a week.

"One girl Miss Packard found was described as Miss T. She had been a shop worker for nine years and had lived during that entire period on \$7 a week. 'The only vacation Miss T. allowed herself,' said Miss Packard, 'was the one week given by the store. She could not afford to go to the country and have a real rest, so would sit in her little attic room trying to rest.

"'Every day she would visit the store 'just to see if any one had taken my job.' The strain of worry combined with work and the lack of rest had finally told upon her health, for she had broken down and is now almost a complete nervous wreck.'

"The factory investigating committee hopes that through the publicity which will accompany the investigators of its workers some sort of legislation may be brought about which will help the 'thousands of girls who are forced to live on \$5, \$6 and \$7 a week.'

If such a law is passed let it be hoped it will not be invalid because it will interfere with the right of private contract.—The Railroad Trainman.

WANTED!

Wanted, very badly right-throughout the world, a thorough overhaul of that strange sentiment known as patriotism, which is responsible for segregating nations, causing misunderstanding, and nurturing false impressions, and through whose parochial agency the savagery of war alone is possible. Give us instead that wider patriotism that will make men realize their common brotherhood of race, and their citizenship not of a little area only, but of the whole world.—The Worker, Brisbane, Queensland, Australia.

Among the rare specimens not open to public inspection in the Harvard Zoological Museum is what is claimed to be the largest frog in the world. It weighs about six pounds, is twenty-seven inches long from tip to toe, and of a slaty black color. Its web feet are equal in size to those of a large swan. But three of its kind have ever reached the United States. Dr. Boulenger of the British Museum was the discoverer of the new species in 1906, while on an expedition in Central Africa. All known specimens have been found in two districts, called Kribi and Efulan, of the German colony, Kamerun.

For fair products of all kinds consult the JOURNAL's ad columns.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.1401 W. Ninth Street
MILWAUKEE, WIS.151 Reed Street
CHICAGO, ILL.314 N. Clark Street
ASHTABULA, O.74 Bridge Street
TOLEDO, O.54 Main Street
DETROIT, MICH.7 East Woodbridge Street
PORT HURON, MICH.517 Water Street
CONNEAUT, O.922 Day Street
OGDENSBURG, N. Y.70 Isabella Street
NORTH TONAWANDA, N. Y.152 Main Street
SUPERIOR, WIS.1721 N. Third Street
BAY CITY, MICH.108 Fifth Avenue
ERIE, PA.107 E. Third Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Gompers on the Immigration Bill.

If ever the citizenship of the United States has given indorsement to any measure of legislation, it has certainly done so to the principles embodied in the Immigration bill.

In 1896-7 the Senate and House passed an immigration bill containing the literacy test. It was vetoed by President Cleveland. The House passed the bill over the President's veto. In the Senate it failed of passage over the veto by a few votes.

In 1898 the Senate passed an immigration bill containing the literacy test, but the bill, it is generally conceded, was crowded out of consideration of the House of Representatives by reason of the Spanish-American war.

In 1902 the House passed an immigration bill containing the literacy test.

In 1906 the Senate passed an immigration bill in which the literacy test was embodied. The House substituted a bill creating the Federal Immigration Commission. The Commission consisted of nine members, eight of whom recommended the adoption of the literacy test as the most practical means for restricting, limiting, and better regulating immigration.

In 1913 the Senate and House passed an immigration bill containing the test recommended by the Commission. The bill was vetoed by President Taft. That bill passed the Senate over the President's veto, but failed to pass the House over the President's veto by four votes.

In 1914-1915 the House and Senate passed by more than a two-thirds vote the Immigration bill now before Congress, which contains the literacy test. That is the bill which President Wilson has vetoed.

In the President's message he asks the following question: "Has any political party ever avowed a policy of restriction in this fundamental matter?" The answer is found in the Democratic and the Republican National platform declarations as far back as 1896. The Democratic National Convention platform made the following declaration:

"We hold that the most efficient way of protecting American labor is to prevent the importation of foreign pauper labor to compete with it in the home market."

In that same year—that is, in 1896—the Republican National Convention platform contained the following declaration:

"For the protection of the quality of our American citizenship and of the wages of our workmen against the fatal competition of low-priced labor, we demand that the immigration laws be thoroughly enforced and so extended as to exclude from entrance to the United States those who can neither read nor write."

Immigration Figures.

In the monthly immigration bulletin of the Federal Department of Labor is shown the effect of war on immigration. The steady decline of immigrants is shown in the November report, 35,325 being admitted, against 117,031 in November the year previous—1913. From last July to November, the number of immigrants admitted totaled 248,436. During the same period in 1913 the number was 724,043. As an indication of the character of the im-

migrants the report shows the number of aliens debarred for various causes during the 1913 period was practically the same (12,085) as the number debarred during the 1914 period (12,309). When it is recalled that the number of immigrants admitted in the 1913 period was three times as great as in 1914, the percentage of those debarred in the latter year can be appreciated.

On the basis of 1913 figures, there should be only 2666 debarred in 1914 on the ground that they are "likely to become a public charge." Instead, this number totaled 7982.

Of the 35,325 admitted last November, the greater proportion were ticketed to large cities and industrial centers. New York State led with 7291, followed by Massachusetts with 2283.

AN ANSWER TO R. P. SCHWERIN.

(Continued from Page 7.)

these Orientals, according to his own statement, from \$7.50 to \$9.00 per month wages and feeds them at a cost of only 13 cents per day. White crews would cost from \$40 to \$55 per month in wages and 55 cents per day to feed, according to the gentleman's statement, which statement I am reliably informed is an exaggeration. The difference in cost in operating five steamers of that company is given by the same authority as \$367,316.64 per annum for Oriental crews and \$803,810.40 for white crews—an increase of \$436,493.76 per annum. Those figures, taken by themselves, would be staggering to the average man, but fortunately the gentleman gives us the gross earnings of his company, which were \$5,585,728.64 for the fiscal year ending April 30th, 1913, and \$5,566,130.96 for the fiscal year ending April 30th, 1914. In other words, the per centum cost of labor is 6.599% of the gross earnings for Oriental crews and under the European standard of wages and food only 14.441% of the company's gross earnings.

With the Oriental crew cost deducted from gross earnings, the company would still have \$5,198,814.22 left to meet its other expenses and return dividends upon capital invested; with the white crew cost deducted from gross earnings, the company would still have \$4,762,320.56 left to meet other expenses and return dividends upon capital invested. Labor, then, is but a small part of the cost of operating steamers, and human rights and justice demand that men should receive at least a fair share of what they help produce.

The gentleman who preaches so eloquently for cash dividends for his company at the expense of labor employed under his management, himself receives a princely salary. More efficient and conscientious management and better treatment of employes might produce several times more money for that steamship company than the apparent saving made by employing cheap Oriental labor.

Careful investigation of the company's affairs might disclose how savings could be made that would warrant the company hiring white men at a living wage without loss of net earnings. Less politics, a cut in the high salary roll and in other extravagant expenditures, might easily save for that company far more than the possible increase to be paid to white crews under the proposed Seamen's bill. Congress is continually asked to protect capital and its methods of

high finance. Protection and opportunity to continue earnings upon their watered securities while human beings starve, are demanded by men who know not hunger or want. Let not the spark of human kindness die in America. We must not tolerate a continuation of commercial greed and the placing of dollars above human rights and needs. Europe is demonstrating to-day the inevitable result the policy of commercial greed leads to. The toll in money and in human life now being paid at the altar of governmental submission to the demands of capitalism should be a warning that no intelligent American can afford to ignore. My writings may shock the members of my so-called class, but my belief in them is still sufficiently strong to warrant me in hoping that if they will but take a step outside the blinding influence of their selfish environment, a new light will dawn upon them and then there will be hope that the United States of America may go forward and forever live in accord with the intention, purpose and mandate of this Nation's founders.

THE "LEGGETT" DISASTER.

The owners of the late steamer "Francis H. Leggett" have applied to the U. S. District Court at San Francisco for a limitation of liability. A citation has therefore been issued to—

all corporations, person or persons claiming damages for any and all loss, damage or injury, either to persons or to property, or by loss of life, occurring or arising upon that certain voyage of said Steamer "Francis H. Leggett," commencing at the port of Hoquiam, Washington, on the 17th day of September, 1914, upon which voyage said steamer foundered while on the high seas on the 18th day of September, 1914, to appear before said Court and make due proof of their respective claims before Francis Krull, United States Commissioner, at his office in the Post Office Building, at the corner of Seventh and Mission streets, in the City and County of San Francisco, State of California, on or before April 30, 1915, at ten o'clock in the forenoon, and to answer the allegations of the libel and petition herein on or before the last named date; otherwise, they will be defaulted and debarred from participating in this suit.

Dated: San Francisco, California, January 26th, 1915.

J. B. HOLOHAN,
United States Marshal for the Northern District of California.

In accordance with the foregoing, relatives and others who were dependent for support upon any of the victims of the "Francis H. Leggett" disaster, should immediately file their claims.

It will be too late to look for damages or other redress after April 30 of this year.

Few places of equal extent in mother earth ever produced as much wealth in ore as the famous "Bridal Chamber" in the Lake Valley silver mines in Southern New Mexico. It yielded over \$3,000,000, the silver ore being found twenty feet underground, and was taken from a space no larger than a good-sized room. One piece of ore weighed 81,000 pounds and returned smelter values of over \$82,000. In another nearby shaft fifty feet in depth \$116,000 worth of ore of the same character was hoisted with a hand windlass in eight hours.

The Laurentide Company, of Quebec, producers of pulp and pulpwood, is reforesting its non-agricultural cut-over lands. It is also importing reindeer from Newfoundland, to see if they can take the place of dogs in winter woods work.

THE MICHIGAN OBSTRUCTIONISTS.

Has the Pittsburgh Steamship Company—one of the tentacles of the United States Steel Corporation—got as tight a grip upon the Michigan Legislature as the Southern Pacific used to have upon the California Legislature?

That is the question raised among the friends of the La Follette Seamen's bill in the Senate, as day after day drags along, and the two Michigan Senators and most of the Michigan Congressmen join in obstructing the House and Senate conference on the "Seamen's Magna Charta," against which the Pittsburgh concern has waged an adroit campaign of lobbying for years past.

These Congressmen merely deplore the bill—deplore it out loud, whenever a conference is within earshot. Senator Townsend takes it up at the other end of the Capital with personal friends. Senator Smith—the same William Alden Smith who so adroitly made comedy of his investigation into the "Titanic" horror—finds himself slated as one of the conference committee. Whereupon he goes to Southern California for a month, December 16th to January 17th, to visit his mother. The conferees opposing the bill insist that nothing be done until he gets back.

Smith reddened and stammered and writhed, the other day, when asked about his having held up the conference. He finally remarked that he "had no notion when the conference would meet."

Townsend, the other of this Michigan pair so closely in sympathy with their Legislature, was not a conferee. He had to strike his blow at the bill in some other way. He struck it on Friday, January 15, when he offered for reading in the Senate a concurrent resolution from the Michigan Legislature. This resolution demanded the defeat of the La Follette bill. It declared that the "drastic regulations, to protect passengers upon the ocean and upon the Great Lakes, if enacted would virtually put out of business all passenger-boat lines operating upon the said Great Lakes," and it made the old plea for the "millions of dollars invested in said excursion boats," doomed to "almost total loss," just as though this were an anti-child labor bill, or an eight-hour law for working women, or a bill to suppress loan sharks.

When this pitiful wail had been voiced to the assembled Senators, many of whom wagged their heads solemnly in approval, "Bob" La Follette of Wisconsin sent to the desk a report by the Chicago Superintendent of Compulsory Education, on this excursion-boat business, as affecting the public school children of Chicago. It explained the social value of this boat business, threatened by the Seamen's bill with "almost total loss."

Here are some of the points of this report:

"During the summer of 1914 many of these (Lake excursion) boats were merely floating saloons, and the rule prohibiting sale of liquor to minors was not enforced. The discipline on most of the boats was lax; unescorted young girls were subjected to indignities; immoral women and licentious men patronized the boats, and moral conditions were bad; any one with 'the price' could rent a stateroom. The Government is now following up the investigation."

"Slot machines, paddle and wheel games gave children their first lesson in gambling; bars were opened before the 3-mile limit was reached; minors were found drunk."

"It was found that the majority of excursion boats encouraged the gambling spirit among children, and that money was accepted from a 6-year-old child to play the paddle game."

"It was found that the boats only carried lifeboats and liferafts to save the lives of 30 per cent. of their passengers, and this means that a boat licensed to a capacity of from 2,000 to 3,000 passengers during the excursion period would be able to provide lifeboats and liferafts for less than one-third on board if it were crowded to its capacity. These boats are crowded to the rail on holidays and week-end trips.

"The crews are small, and unless there is amended national legislation to compel excursion boats to increase their lifeboat equipment, personal safety on an overcrowded Lake Michigan excursion boat is a risk in which humanity must depend upon fate as to whether it would be numbered among the 'one-third saved' or the two-thirds that would be dependent upon life-preservers. Among the latter would doubtless be many children with only a circle of cork around them to float their frightened souls to rescue."

The Senate had to listen to the reading of this damnation of the "millions invested in said passenger and excursion boats," but it burrowed hastily into its papers again, and the next minute gratefully heard a favorable report on a resolution authorizing the employment of an extra clerk for the postoffice committee.

ADDITIONS TO U. S. FLEET.

The Bureau of Navigation, Department of Commerce, reports 32 sailing, steam, and unriggered vessels of 12,258 gross tons built in the United States and officially numbered during the month of January, 1915.

From other sources than construction 20 vessels (officially numbered in accordance with the Act of August 18, 1914), of 86,401 gross tons were added to the merchant fleet as follows:

SS. California, 7,574 gross tons, built at Sunderland, England; Coalinga, 7,318 gross tons, built at West Hartlepool, England; Chinchu, 6,395 gross tons, built at Sunderland, England; Steaua Romana, 5,275 gross tons, built at Einswarden (Oldenberg), Germany; Bayway, 5,083 gross tons, built at Kiel, Germany; Pioneer, 5,075 gross tons, built at Kiel, Germany; Suruga, 4,374 gross tons, built at Dumbarton, Scotland; M. S. Dollar, 4,216 gross tons, built at Newcastle, England; Satsuma, 4,204 gross tons, built at Sunderland, England; Southerner, 4,170 gross tons, built at Hartlepool, England; Polarine, 4,046 gross tons, built at Geestemunde, Germany; Moreni, 4,045 gross tons, built at Bremerhaven, Germany; Camaguey, 3,671 gross tons, built at West Hartlepool, England; Antilla, 3,652 gross tons, built at West Hartlepool, England; Dacia, 3,544 gross tons, built at Wallsend-on-Tyne, England; Santiago, 3,490 gross tons, built at Glasgow, Scotland; Bayamo, 3,296 gross tons, built at West Hartlepool, England; Munwood, 3,190 gross tons, built at Greenock, Scotland; ship Poltalloch, 2,253 gross tons, built at Belfast, Ireland; SS. Colon, 1,530 gross tons, built at Rotterdam, Holland.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Because of wage reductions, women employed in the rag room of the Valley Paper Mill at Holyoke, Mass., are on strike. It is said that wages have been reduced from \$8 a week to \$1.10 a day, and while formerly they worked from 7 o'clock in the morning until 4 in the afternoon, they have to work an hour longer for less pay. Some of the strikers have been working in the rag room for sixteen years.

The American Federation of Labor has issued a charter to the International Brotherhood of Steam Shovel and Dredge Men, as a result of numerous conferences held by workers in this calling who have maintained separate organizations. With the aid of A. F. of L. officials a settlement was reached several months ago, which was later endorsed by the interested workers, who are now all in one international.

The Detroit (Mich.) Federation of Labor has gone on record as being opposed to the operation of private insurance business in connection with the State Employers' Liability and Workmen's Compensation law. The unionists urge that employers be compelled to insure with the State, and the members and officers of the Federation are called upon to refrain from having any connection with casualty companies.

A strike is not a conspiracy, declared Judge Gibbs, of the Bronx County (N. Y.) court, in discharging five strikers who were arrested on complaint of a paving contractor, whose workers struck because of a violation of union rules. Failing to employ non-unionists, the contractor secured a grand jury indictment against the strikers. Their attorney raised a question of law on the matter of conspiracy. In dismissing the strikers, the court said: "Labor has a right to organize and use every legal means to protect its own interests, raise wages, shorten hours, and enforce working rules. Labor has the same right to protect itself against outside competition that business has. This was a legitimate strike, called by a legitimate union and there was no criminal conspiracy."

After a five months' struggle for higher wages the strike of glove cutters in Gloversville and Jamestown has been declared off. Workers in the latter city favored continuing the strike, but were outvoted, and later accepted the majority decision. Practically all strikers will secure their old positions, because of an increasing demand for this product. While hints have been heard that wages will be raised by the manufacturers "when business warrants this action," the workers are skeptical, and declare they will maintain their organization and start another strike within the next few months if necessary. The workers had but a small organization when they struck. The American Federation of Labor assisted in strengthening the union and appealed for financial assistance, but the organization has not acquired sufficient power to successfully combat the powerful manufacturers' organization. A. F. of L. Organizers Wyatt and Flett are aiding the cutters to build up a solid resistance against the manufacturers, who have not raised wages for seventeen years.

SEATTLE, WASH.

MARSHALL'S Navigation School

DAY AND NIGHT

PIER NO. 1.

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, H. T.	Larsen, L. A.
Anderson, J. G.	Larsen, Herman
-1534	Larsen, -625
Anderson, Martin	Lindstrom, Geo.
Asgow, Andrew	Laf, Oscar
Andersen, Michal	Larson, Harry
Andersen, Salve	Larsen, Fred
Back, Marius	Melder, Johan
Bukly, C.	Miller, Jos.
Berg, Fred	Mortensen, J. R.
Buckman, J. W.	Munson, Sam
Butler, R.	Marc, Thorvald
Bartlett, H. N.	Mathiesen, Sigurd
Bluhnen, Sigurd	Moen, Tryger
Campbell, Louis	Muier, F. W.
Celsen, Martin	Monroe, Wallace
Christensen, Aug.	Martinsen, K.
Christensen, Trygoe	Mikkelsen, K. -1620
Christensen, Vigo	Naujack, G. F.
Clausen, P.	Newland, E.
Callishow, Russel	Nielsen, H. O.
Carey, Arthur L.	Nielsen, O. J. Reg.
Christensen, Christ	Ness, Carl J.
Christensen, Fred	Nielsen, P. L.
Dobbin, H.	Olsen, C. J.
Driscoll, Edvard	Olsson, Ernst
Ekstrom, Jimmy	Olsen, Charles
Erikson, Erik	Osterberg, Gust
Espedal, Y.	Olsen, A. M. -944
Evanger, Nils	Olsen, O. P. -1141
Eugene, J.	Petterson, Harry
Elsted, John	Pederson, Ole
Grant, W. D.	Pederson, Carl
Gonzalos, M. S.	Pedersen, Carl -1300
Gundersen, L. S.	Pakko, Emil
Gustafson, Taevo	Porter, Albert
Gudmundsen, Chris	Quigley, R. E.
Hellison, Halver	Queam, Nick
Hickola, S.	Ring, Douglass
Hulberg, Ernst	Ronberg, Edvard
Hansen, Olaf	Rasmussen, Vigo
Halst, L.	Rogers, W.
Holmes, Geo.	Rasmussen, Arthur
Holm, H. P.	Schuring, Wm.
Iversen, Robert	Schutz, Robert
Iversen, Ole	Schmidt, F.
Jansen, Tom	Shultz, Billy
Jensen, Jens	Schuldt, Theodor
Johansen, Alfred	Shanaghan, B.
Johnson, Andrew	Simmonds, A. E.
Johansen, Johan	Spradlin, A. W.
Jahnke, Otto	Swanson, John
Jensen, S. G.	Sack, Hans
Johansen, A. -1797	Schmah, M.
Johanson, Carl	Schager, E.
Jensen, L.	Shager, E. L.
Johnson, Hilmer	Slipners, P.
Johansen, Ludwig	Soderberg, A.
Karlson, Rudolf	Swenson, L. G.
Kalning, J.	Strauss, W.
Kristiansen, Nils	Thompson, Jos.
Kuschert, John	Tjolsen, M.
Kruse, E.	Wee, W.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Daniel
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.
Teddy & Hagan
Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

SCANDIA HOTEL

JOE COSTER, Proprietor
FIRST-CLASS BOARD AND LODGING
Reasonable Rates
Front Street, between C and D
EUREKA, CAL.

— For — A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made
PAGE & SCHWARTZ
Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS
THE COSMOPOLITAN
Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.
BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Melander, G. L.
Lomas, Richard	Nilsen, Nils
Lawrence, Harry	Thorsen, Fredrik N.

INFORMATION WANTED.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the "Oceana Vance," kindly call at the office of the Charles Nelson Co. for money due them.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Benter, H.
Bjorkholm, J. E.
Bernhardsen, Chas.
Buckland, John
Beck, Johannes
Backman, Paul
Backman, E. W.
Christensen, Otto
Carlson, E. E.
Cherniavsky, Mike
Christensen, H. F.
Carlsen, Herald
Decas, O.
Dovey, Charles
Dolan, Willie
Erickson, O. H.
Ermann, A.
Egenas, Nils
Erickson, A.
Edstrom, John
Felsch, Henry
Gunther, John
Hecker, W.
Holm, Peter
Hansen, H. F. C. C.
Hansen, O.
Hedlund, Albert
Hellman, Albin
Ingebrethsen, Alfred
Johansen, Chas.
Johansen, Christ
Johnson, Charles A.
Johnson, Nils
Johansen, Anton
Johnson, Gust
King, J. L.
Kressman, Carl
Kermagoret, Anatch
Karvanen, Waino
Kelly, Patric
Kjer, Magnus
Kritiansen, Nils
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lindeman, W.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
McLellan, John
Muencheimer, Herbert
Muller, P.
Mathson, Nils
Mortenson, I. C.
-2191
Meyer, Chas.
Metts, John
McManus, J.
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Rihorwald
Meckermann, Ernst
Masters, C.
Meydierk, Heinrich
Moller, Anders
Moller, L.
Nilsen, Axel
Olsen, Oscar
Olsen, A.
Olsen, John An-
dreas
Olsen, Arthur
Palm, A.
Pohland, Max
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rinkel, H.
Rod, Halfdan
Rasmussen, Thor
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Saar, J.
Sandstrom, Ivar
Schacht, H.
Solberg, P.
Svensson, Martin
Smedsvig, Andrew
Simons, O. L.
Sorensen, Peter
Saer, E. A.
Stardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tortenson, Folke
Tasnaase, E.
Tuhkanen, J. J.
Urvso, Geozepp
Vickey, Curtis S.
Wickman, Ernest
White, Harry
Walter, John
Westengen, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Anderson, Oscar
Andersen, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefsen, Otto
Erikson, Sigurd
Ernandes, Frisco
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gronros, Oswald
Gueno, Pierre
Hansen, Ove Max
Hansen, Erick
Hvid, Einer
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Kallas, A.
Kaltz, K.
Latz, Gust
Munsen, Fred
Nordgren, Chas.
Olsen, Morten
Osman, P. A.
Peterson, Axel
Pettersen, J. A.
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Roberts, Isaac
Slattery, Wm.
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Sundquist, Walter
Sormato, Matti
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, aged about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

Theodore Thompson, a native of Christiania, Norway, formerly a member of the Riggers and Stevedores' Union at San Francisco, Cal., is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Thorstensen, Magnus Gade, No. 1, Christiania, Norway.

Home News.

Secretary of the Interior Lane has asked the House Appropriation Committee to include \$2,000,000 in the sundry civil bill for the Alaskan Government Railway. The limit of expense for construction of the railway is \$35,000,000. Of this \$1,000,000 has been appropriated and mostly spent in surveys.

By unanimous vote the United States Senate Elections Committee recommended the investigation of Senatorial campaigns in Pennsylvania and Illinois and in any other States where charges of corruption have been made. If the Senate adopts the resolution, an investigation of the election of James D. Phelan as Senator from California will undoubtedly be made.

An attempt to pass the immigration bill prescribing a literacy test for the admission of aliens over President Wilson's veto failed in the House of Representatives on February 4, the affirmative vote lacking five of the necessary two-thirds. Of 399 members present 261 voted to override the veto, 136 voted to sustain the President and two answered "present."

The Rockefeller Foundation, which has maintained an independent bureau for the relief of Belgium since the last of October, will withdraw from active work in that field, and leave the management to one agency. It is announced that this does not mean that the Foundation will not make further contributions if necessary to the relief of the Belgians.

John D. Rockefeller, Sr., and Andrew Carnegie testified before the Federal Commission on Industrial Relations at New York of February 5. They defended the foundations which they have endowed with their wealth, and neither would say he believed the institutions constituted a menace to the religious, political or educational liberty of the people of the United States. A desire to promote the welfare of mankind and that alone, they said, prompted them to establish the foundations which bear their names.

Two "generations" of cotton produced on the same soil, one bale having been grown from the seed of the first one ginned in the year, is the record of the Ivey Ranch near Calexico, Cal. This ranch produced the first bale to be ginned in the United States, on June 17, 1914. Taking the seed from the record bale, they planted it on the same acre and on October 15, 1914, had the second bale ginned. The two record bales are on exhibit in Calexico. Previously the earliest bale ginned in the United States was that grown near Brownville, Texas, on June 20, 1912.

The first annual report of the California Immigration Commission gives a detailed review of the sanitary and housing conditions of 876 laboring camps in California investigated during 1914. The report recites that 297 of the camps, housing 21,577 persons, had good conditions, 316 camps, housing 22,382 persons, were fair, and 263 camps, housing 16,854 persons, were bad. Of the workers in the inspected camps 50.7 per cent. were immigrant aliens and 49.3 per cent. were American born or naturalized immigrants. Tabulations made showed there were 2659 women and 1553 children in 670 camps as against 31,741 men.

NAVIGATION**This Book Free**

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of sea-going craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

The British Board of Trade announces that a number of enemy steamships interned in the United Kingdom are being requisitioned by the Admiralty in order that they may be set free for employment in the coasting trade, more especially to meet the need for greater coal supplies in London.

One thousand American jackasses are booked to leave New Orleans soon for India on account of the British Government. They will be used for breeding purposes, the Indian Government intending to experiment in raising mules in great numbers for future service. The animals come from Kentucky, Missouri, Tennessee and other states. The British steamship "Cestrian" of the Leyland Line, will take the jacks to India.

There were 1,476 disasters on the waters of the United States during the last fiscal year in which the life saving service worked alone, according to its report to Congress. The vessels involved carried 5,295 persons, and the property was valued at \$4,542,985. In 325 other instances the service worked in conjunction with the revenue cutter service or other agencies, and took part in the rescue of 2,691 persons from vessels valued at \$10,641,655.

The sinking of the American-Hawaiian liner "Washingtonian" off Fenwick Island, following a collision with the schooner "Elizabeth Palmer," which had to be beached was an expensive disaster. The "Washingtonian" was a boat of 6,650 tons, built last year and the hull alone was worth \$450,000. She had a cargo of sugar from Honolulu, which is also a total loss. The "Elizabeth Palmer" was a wooden 5-masted schooner of 2,446 tons reg., owned by J. S. Winslow & Co. Fortunately there was no loss of life.

The German Prize Court at Hamburg has issued a monition in the case of the British steamer "Indian Prince" advising all those who desire to present claims for the destruction of property to file claims for the same within four weeks. The issue of a monition is a mere formality to enable owners of neutral property to file claims before the Prize Court and there is no indication that Germany will compensate neutral ship-owners who were affected by the destruction of the "Indian Prince," which was sunk by the converted cruiser "Kronprinz Wilhelm" while on a voyage from Brazil to New York.

The German steamer "Eleonore Woermann" is reported to have been taken and sunk by a British warship in the South Atlantic. She is one of the well-known Woermann Line, and traded between Hamburg and West African ports. Seven boats of the same line were seized on the West African coast October 1. The captured vessel was at Lagos on July 29. On September 24 she arrived at Buenos Aires, and left there December 1. She has probably been engaged in supplying German war-vessels in the South Atlantic. She was built in 1902 and was 4624 tons gross. It is reported that when at Buenos Aires the "Eleonore Woermann" had incorrect markings on her forefoot, so to deceive the port authorities as to the amount of cargo in her holds.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest	Anderson, Ernst
Ahl, Theodore	-1941
Ahlfors, Arthur	Anderson, F.
Alango, F.	Anderson, Gus -1853
Albertson, Chris	Anderson, Harold S.
Allen, James	Anderson, Hilding
Amundsen, Daniel	Anderson, J. R.
Amundsen, David	Anderson, S.
Andersen, A. O.	Anderson, S. M.
Andersen, Anton	Andersson, A. -1060
-1835	Antonsen, H. -1783
Andersen, Bale	Apps, P.
Andersen, E. -1896	Aronson, Albert
Andersen, Jon	Axelsson, William
Andersen, K. -1823	Azevedo, Manuel T.
Andersen, N. -1549	
Back, Edward	Boisen, Knud
Bakmyhr, Gustav	Bowden, Chas.
Bang, Maurice	Boy, Geo.
Barz, Herman	Brown, George
Bausback, Erwin	Bruun, Axel
Bejer, Jens	Brynjulfsen, H. B.
Berghalm, Edward	Buckley, J. J.
Bjorseth, K. B.	Bucow, C. W.
Blom, Antton	Byberg, Ueils H.
Blumel, W.	Rye, Sigurd
Bodagh, A.	Bynum, Joe
Bohland, Karl	
Caen, P.	Christensen, Erling
Cafferty, Andrew	Christensen, Fred
W.	R.
Calleo, John	Christensen, Otto
Campbell, George	Christensen, P.
Carlson, Charles	-1236
Carlson, Julius	Christenson, Willi
Carlsson, Adolf M.	Christiansen, L. P.
Carrera, Pete	Cirul, Mick
Carron, Ed.	Claus, Charles
Carter, J.	Clausen, Chr.
Cassberg, Gustaf	Cokinos, John
Cellan, John	Corregan, Robert
Chotard, Emile	Curran, N.
Christensen, Alfred	
Danielson, E.	Dixon, John
Danielson, Eric	Dracer, Ed.
Davey, C.	Ducks, G.
Deising, Ernst	
Echlin, L. W.	Ellingsen, Fred
Egeland, Olav O.	Enokson, Marcus
Eklund, S. W.	Erikson, E. M. -699
Ekstrom, Jimmy	Erickson, C.
Elenius, A.	Erikson, E.
Eliassen, Ed -396	Eriksson, Nils J.
Eliassen, John A.	Eskeldsen, Lars B.
Ellefsen, Otto	Evans, S. C.
Fabruoski, Theodore	
Ferguson, J.	Foss, John
Fitzpatrick, Patrick	Fraser, Thomas
Fjellman, Georg	Freiberg, P.
Gabrielsen, Peter	Fyren, G. P. Von
Gangserud, O. K.	Gravit, C. J.
Gardan, Geo.	Gregg, Ernst J.
Gendo, G.	Gregory, Joe
Gibbons, Joe	Griffin, J.
Gilholm, Albin	Gronlund, Oskar
Gleiminger, Eduard	Gundersen, Andreas
Grandstrom, Nestar	Gusjoas, Oskar
Grantley, C. W.	Guthre, Raymond
Hagstrom, Carl E.	Hansson, Chas. G.
Haldin, F.	Harrison, Frank
Hall, Alf	Hartog, John
Hallen, Victor	Harvard, O.
Hammargren, Oscar	Haugland, Harald
Hansen, Charlie	Hawkins, Fred
Hansen, C. F.	Heckman, Fred
Hansen, Henry	Heldt, Charles F.
Hansen, Henry W.	Hendriksen, William
Hansen, H. L.	Hermanson, -1622
Hansen, Jeremiah	Hewitt, Peter
Hansen, M. -968	Hiltwood, A. S.
Hansen, Thomas	Hine, Jack
Hansen, Thomas	Hofgaard, Hans
-2383	Hogan, A.
Hanssen, Lars	Hogstedt, Charles
Hanson, H. M.	Holmberg, Karl
Hanson, N. Kaberg	Holmqvist, F.
Hanson, Pet	Holst, R.
Hanson, S.	
Insunso, Francisco	Irwin, Robert
Irving, J.	Iversen, Iver
Jackson, August	Johansson, Bernard
Jacobson, John	Johansson, N. A.
Jade, Hans	-280
Jakobsen, R.	Johansson, A. O.
Jamisch, Ed W.	Johansson, J. -880
Jann, E.	Johansson, O. -1908
Janssen, H. E. R.	Johnsen, C. -1593
Jarl, H.	Johnsen, Walter
Jarosinski, Filiks	Johnson, Andrew
Jenkins, John B.	Johnson, C. J. -1566
Jensen, Carl	Johnson, Ed. -2240
Jensen, C.	Johnson, F. -1723
Jensen, Erik	Johnson, Henry
Jensen, J. K.	Johnson, Oscar
Jensen, Just	Johnson, R. W.
Jensen, Oskar	Jones, Berthon
Jerdoe, Soren	Jonson, E.
Johansen, Carl J.	Jonsson, K. A.
Johansen, Einar M.	Jorgensen, Jorgen
Johanson, Geo. N.	Jorgensen, Oge
Johanson, Louis	Jorgansen, R.
Kalnin, Ed	Kocharin, Jacob
Kallo, Frans	Koch, Harry
Karlson, Martin	Kollo, M.
Kaup, L.	Kramer, Sigurd
Kayser, Carl	Kressman, Karl
Keating, R.	Kristian, K.
Keinanen, Emil	Kristiansen, Peder
Kelly, E.	Kristensen, K. D.
Kimara, H.	Kristiansen, Hans
Kindlund, Otto	Kristian, A. W.
Kiva, Charlie	Krogseth, Svend
Klebingat, Fred	Krohn, John
Knapp, Adolph	Kruls, F.
Knapp, Livius	Kuhlman, Louis
Knudsen, Daniel	Kuhn, John
Lagga, Emil	Larsen, Hans -1677
Lang, Chas. F. -89	Larsen, John
Lange, F.	Larsen, Martin
Larsen, Gustaf	Lass, John

Lassen, Alfred	Lindholm, Axel
Latz, Conrad	Lindroos, Oskar
Lerch, Paul	Lindroth, Erik
Lewis, R. W.	Liscum, Chas. -1778
Liljendahl, Ludvig	Lofgren, Richard
Lidsten, Charles	Lorensen, Karl
Lilydal, Lewis	
Maata, John	Mersman, A.
Maattson, J.	Meyer, Ernest
Maatson, Olaf	Meyer, Frank
Madsen, Ludwif	Meyer, Herman
Magee, E. H.	Michelsen, John
Magnusen, Ernst	Michelsen, Carl
Markley, Paul	Mikkelsen, Harald
Markman, Helno	Milling, M.
Martens, Hans -1892	Miller, James
Martin, H.	Milos, P.
Martin, J.	Moe, John
Mathiesen, N. L.	Monsen, L.
Mathsen, Olaf	Moore, Albert
Mayes, Joel B.	Moris, Francis
McCourt, Joe	Mortensen, Georg
McKeating, R.	Muller, A. R.
McKenna, B.	Murray, C. P.
Mehrtens, Herman	Musneck, Walter
Mennicke, Fred	
Naujack, Fritz	Niemela, John
Nelson, P. -654	Niemeyer, Oscar
Nelson, Robert	Nilsen, J. C. -1210
Nelson, O.	Nilsson, Hjalmar
Nelson, W.	Nord, Charles
Nerberg, Kristian	Nordstrom, B.
Nicholson, J. E.	Nordstrom, Johan
-1125	Norman, Olaf
Nielsen, Carl	Norris, Edward
Nielsen, Hans F.	Norton, Edgar
Nielsen, Harald	Nyman, Oskar
Nielsen, H. O. -1229	Nyroos, Julius
Nielsen, Niels	
O'Brien, R. F.	Olsen, Paulus
Oettchen, F.	Olsen, Ragnvald
Ofeldt, Charles	Olsen, T.
Ohle, Hugo	Olson, James
Ohlsen, P. -570	Olsson, A. V.
Oleson, Ed	Olsson, C. O.
Olsen, Charles	Olund, J. A.
Olsen, Gus -562	Ommenson, E.
Olsen, John H.	O'Neill, Jas.
Olsen, Jorgen	Osterberg, S. H.
Olsen, L. -813	Owen, Fred
Olsen, Marinus	
P. -1504	-1558
Parson, Herman	Patterson, A. C.
Paulsen, Gustav	Patterson, Conrad
Paulsen, N.	Patterson, Frank
Pedersen, Carl A.	-1526
Pedersen, Eldrik	Petersen, Karl
Pedersen, H. -1263	Plant, Belle
Pedersen, Johan	Plot, Charles
Pedersen, P. -1245	Plotner, Alfred
Pedersen, Paul -896	Pommer, Jon
Persson, Oscar	Powell, Hamilton
Petersen, E.	Pring, Carl
Petersen, George	Publicatus, August
Petersen, J. A. -515	Purgall, Geo.
Petersen, Olav -1595	Purman, Charles
Petersen, O. F.	Putschman, Geo.
Rader, A.	Rutenbeck, A.
Rakov, Stephen	Roery, Frans.
Reed, J. W.	Ross, Rudolf
Reinink, H.	Rotter, R.
Ries, Heinrich -1146	Rundquist, O.
Ripper, Harry	Rutte, Peter
Sammola, Vano	Smith, John
Sand, Bernhard	Sonnenberg, J. C.
Sand, Torger	Sorensen, Marlus
Sanders, S.	Spanos, James
Sanderson, Geo.	Spor, Emil
Sanne, Rudolf	Standquist, Louis
Saunders, James	Stintman, John
Saukka, August	Stoff, Fred
Sauza, Custodio	Strand, Konrad
Savage, Roland	Suarninen, Frank
Schacachte, Alfred	Sunde, Knut
Schellenberg, H.	Sunderlin, Ax.
Schmidt, Ernest R.	Sundhouse, Joe
Schrader, Fred	Sutherland, Peter
Schrader, Paul	Sutherland, A.
Schrej, G. W.	Sutherland, W. -2398
Schrueter, E.	Svedstrud, E. F.
Scott, James S.	Swenson, C. J.
Senter, W.	Svensson, Patrik
Shager, Ernest L.	Swanson, C. H.
Sherry, J. H.	Swanson, Martin
Shrene, Elwood	Swarth, Norman
Skogman, W.	Sweetling, J.
Tabey, John	Tillman, Anders
Tamman, Krispin	Thomsen, William
Tarm, E.	Thorsen, Jens
Tasase, E.	Thorsen, Rolf
Thee, Rudolf	Torens, Carl
Therion, John E.	Tommola, Valno
Thoren, Victor	Traynor, John
Therney, Pat	Tyund, Carl E.
Tiller, Edw.	
Ulmar, John	
Valeur, Marius	Viberg, John
Vangelder, William	Von Heinz, Hendrick
Vestvik, Ingolf	Voorhies, Firman
Wagner, Wil	Whiteside, Fred
Wallen, Gustav	Whitl, J.
Wallin, John	Whitton, Frans
Waltin, Gustav	Wilmorn, W.
Wank, Romano	Wilson, W.
Wee, William	Winberg, Oscar
Wendy, Geo.	Winkel, A.
Werner, Arthur	Winther, H. H.
Westlake, S. G.	Winton, J. A.
Wheatcroft, L.	Wold, Olaf -1285
White, Thomas	
Zebe, G. V.	Zornig, Harry
Zimmerman, Fritz	Zweiberg, John
Zimmerling, Fritz	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Johansen, Emil
Anderson, Andrew	Johnson, Henry
Athanasele, Michal	Johnson, R. W.
Berling, J. B.	Jorgensen, Oluf
Carlsen, Jacob	Klette, E. F.
Carter, H.	Olsen, Andrew
Ceelan, John	Olsen, Arne
Ellefsen, Otto	Olsen, Carl -1101
Evensen, Louis	Persson, Oscar
Finnelly, Wm.	Petersen, Georg
Hansen, Karl	Raasch, O.
Hansen, Marlus	Rarly, Frans
Hansen, O.	Rafikes, Reinhold
Hawkins, Fred	Rehursen, A. L.
Hendriksen, Hag-	Ruter, Peter
bart	Schröder, Aug.
Henningway, Geo.	Schultz, Fred

Swanson, Ben	Whiteside, Fred
Sorensen, Pete	Winkel, August
Strasdin, A. W.	Wolters, Johan
Tanum, H. -793	Wurthman, W. L.
Wakely, R. E.	

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Forty Years.

Marie—That's a beautiful gown you have on.

Molly—Do you know that lace is 50 years old?

Marie—That so? Make it yourself—Tit-Bits.

Mama's Little Helper.—When unexpected company came to dinner, little Betty was told privately that she and mother would have to have oyster soup without the oysters. The young lady was much flattered at her share in this sacrifice to hospitality, and apparently disappointed when she found one small oyster in her plate. Holding it up on the spoon, she inquired in a stage whisper:

"Mother, shouldn't Mrs. Smith have this oyster, too?"—New York Evening Post.

Awkward.—"Why are children so much worse than they used to be?"

"I attribute it to improved ideas in building."

"How so?"

"Shingles are scarce, and you can't spank a boy with a tin roof."—Life.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

PATRONIZE
HOME
INDUSTRY

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

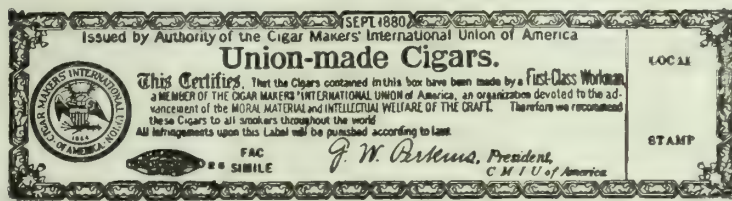
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

News from Abroad.

The British armored merchant vessel "Viknor" is announced lost off the coast of Ireland from a floating mine.

The United States naval collier "Jason" is at Marseilles loading French and Belgian exhibits for the Panama-Pacific Exposition.

Mr. Frederick Stobart, British War Office representative in Canada, has placed large orders with British Columbia firms for railroad ties and bridge timbers.

Figures from the French Customs Department indicate a falling off of foreign commerce for ten months of 1914, as compared with the same period of 1913, of \$400,000,000.

According to official statements given out in Berlin, 1279 German jurists have been killed in the present war. This total is made up of six professors, 275 judges, 240 lawyers, 334 assessors and 424 barristers.

The Spanish Cabinet decided on the 22nd not to send the battleship "Espana" to the opening of the Panama Canal, because of the presence of Admiral Dewey, which, it was feared, might provoke demonstrations that would be disagreeable to Spanish sailors.

The German government is putting prisoners of war at work reclaiming a large stretch of swamp and moorland in the region near the Kiel canal. Should circumstances compel release of the prisoners before the work comes to an end then convicts will be put in their places.

The British steamer "Lusitania" of the Cunard line, which sailed from New York on January 30 and arrived at Liverpool on February 6, flew the American flag from the time she passed Queenstown until she entered the Mersey. This is vouched for by American passengers, who crossed on her.

Under the agreement reached the Canadian Government will settle claims growing out of the recent shooting of two American duck hunters by Canadian militiamen by paying \$10,000 to the parents of Walter Smith, who was killed, and \$5000 to Charles Dorsch, who was wounded, in addition to the legal expenses.

The American Red Cross has spent \$760,510 in the European war since August 1. Hospitals in charge of American surgeons and nurses are maintained at Paignton, England; Pau, France; Kiev, Russia; Gleichwitz and Kosel, Germany; Vienna and Budapest, Austria-Hungary, and Belgrade, Serbia. Forty-five surgeons and 150 nurses are employed.

Representative Hobson of Alabama has introduced a resolution calling upon the State Department for any information it might have concerning the demands Japan is reported to have made upon China, and asking whether these demands, if enforced, would imperil the open-door policy or the integrity of China. Hobson said Japan's attitude toward China was of more significance than any other event of the war. Reports to the State Department from Tokio and Peking so far have been so meager that officials say they have been unable to determine the exact nature of Japan's demands.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

"EL CRISTOFORO"

Clear Havana Cigars
of Highest Type
2 for 25c
UNION MADE

ALASKA FISHERMEN.

San Francisco.

Albertsen, Christian
Anderson, Gus
Ainey, Carl
Andersen, Hilding
Andersen, E. W.
Anderson, Eric
Andrade, Manuel
All Certz, Emanuel
Bang, Robert O.
Cohn, W. R.
Colbert, M. J.
Erickson, Earl
Ekelund, Will H.
Gundaker, Sam W.
Hansen, Henry
Israelson, Ernest
Kathy, Albert
Johnson, Martin
Jacona, Carmelo
Johnson, John E.
Magnussen, Magnus
Nilson, William
Orabrovae, Anton
Osterlund, Thon
Schlachte, Alfred
Shultz, F. J.
Saalman, Joe
Teracolson, Ernest
Wilson, Herman
Wallin, E.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaf, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom
Starks, George G.
Stixrud, Jack
Stromsness, Oscar

Faith Needed.—Brown (on fishing trip)—Boys, the boat is sinking! Is there any one here who knows how to pray?

Jones (eagerly)—I do.

Brown—All right. You pray, and the rest of us will put on life-belts. They're one shy.—New York Globe.

Art.—"And was the production of 'Hamlet' artistic?"

"For your life, yes. A famous female impersonator played Ophelia, they had a lightweight pugilist in as Hamlet, and four great baseball players were doing other parts."—Louisville Courier-Journal.

With the Wits.

Orrible.—Wouldn't it be an awful thing if British aviators were to fly over Berlin and drop their h's on the defenseless population?—Philadelphia Public Ledger.

Simple Faith.—Mrs. Newwed—Hello, Central! I've just put some eggs on to boil and I find that my clock has stopped. Would you mind ringing me up in three minutes?—Judge.

For Better or Worse.—"Why did you send your sweetheart to the wilds of Africa to hunt diamonds?"

"Two reasons: he might come back with a fortune or he might not come back at all."—Philadelphia Public Ledger.

Hahwaws of Waw.—"The waw? Oh, yes, the bally waw—such a nuisance, and deuced hard on a fellow, too. Only fancy having to confine one's self to domestic vestings!"—Harvard Lampoon.

Placing the Blame.—"Have you anything to say before I pass sentence?"

"Yes, your honor. I would call your attention to the fact that the fool lawyer who defended me was assigned to the case by yourself."—Philadelphia Public Ledger.

Thoughtful of Him.—Houseman—If I'd known you were going to drop in on us so unexpectedly, we would have had a better dinner.

Horton—Don't mention it, old man; but next time I'll be sure to let you know.—Boston Transcript.

At Public Expense.—Visitor (sampling stout with evident appreciation)—Really, this is splendid stuff. They say that it is both meat and drink.

Workman (interrupting)—Shure, it's roight ye are, sor; an' if ye take plenty av it it'll foind ye lodgings."—Strauss Program Magazine.

Victress.—"Madam," said the man in the street-car, "I know I ought to get up and give you my seat, but unfortunately I've joined the Sit Still Club."

"That's all right, sir," replied the woman. "And you must excuse me for staring at you so hard: I am a member of the Stand and Stare Club."

She proved herself so active and conscientious a member that the man began to feel uncomfortable under her gaze. Finally he rose and said: "Take my seat, madam; I guess I'll resign from my club and join yours."—Boston Transcript.

Children's Accounts

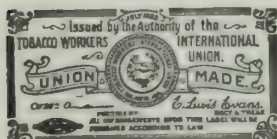
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

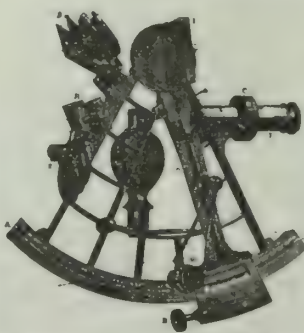
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



James F. Sorensen
Pres. and Treas.

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 MARKET STREET
SAN FRANCISCO

Union Hats

CAN'T BUST'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 24.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 24, 1915.

Whole No. 2318.

WHAT AILS OUR MERCHANT MARINE?

An Expert's Analysis of Pending Shipping Legislation.

A great mass of contradictory matter has been printed of late about the various measures pending in Congress designed by one method or another to rehabilitate the American Merchant Marine.

Few men in Congress have the knowledge and the grasp of shipping legislation that is generally conceded to Representative Rufus Hardy, of Texas. Mr. Hardy in a recent address at New York made a particularly clear and forceful presentation of the entire subject covered by pending shipping legislation. A careful perusal of Mr. Hardy's speech, which follows, will greatly add to the fund of any man's knowledge, no matter how well informed he may be:

"Mr. Chairman and gentlemen, permit me to thank you very sincerely for the honor you have conferred on me and to say that I regard it as an evidence of patriotism that you, a Republican club, have invited me, a Democrat, to address you. My own creed is perhaps liberal. I am not a socialist, a paternalist, or a centralist. On the contrary, I am strongly an individualist and for local self-government. But I am a patient student of history and of facts, and I favor as much of socialism, paternalism, and centralism, and am ready to abandon as much of individualism and localism as I may believe consistent with my obligation to support the Constitution and essential to the general welfare. Dismissing preliminaries, I will proceed to discuss the questions named in your letter.

The Ship-Purchase Bill.

"First, in regard to the ship-purchase bill now pending in Congress. The report of the committee on merchant marine of the Boston Chamber of Commerce relative to this bill, made on January 9, is a remarkable document. I can only touch it in high places. The first sentence states that there is no precedent whatever for Government ownership of a merchant marine. In this sentence there is error, for Russia has made quite an extensive experiment in that field; Brazil has done likewise, as doubtless have many others, the United States among the number. The second paragraph of this report mentions this experiment of the United States—the New York to Colon steamship line—only to misstate the facts about it.

"It states that the Government has operated that line at a nominal bookkeeping profit of 2 per cent. for 10 years, with insurance, depreciation, and interest charges disregarded, and refers in footnote to Mr. E. A. Drake, vice-president Panama Railroad Steamship Co., for confirmation.

"I have in my possession a letter from Mr. Drake in which he gives all the facts connected with the operation of that steamship line from the date of its acquisition by the Government as a part of the Panama Railroad Co. up to the present time. He shows that the steamship line was acquired as part of the property of that railroad in the purchase from the French Canal Co. of its assets for a total sum of \$40,000,000, and that the value of the railroad and ships included in that purchase was estimated at \$7,000,000. He shows that the railway company at the

time had a bonded debt outstanding, and after its purchase the Government of the United States spent \$4,935,197.03 in retiring the bonds and improving the property of the company. Only \$372,234.92 of this sum was used on the ship line. That was spent in rebuilding the "Allianca." Of the total sum there was repaid to the Government \$1,687,864.92 from the net revenues of the company. The company, besides this, paid interest to the Government on the money advanced by it up to March 4, 1911, on which date the company was relieved from payment of the balance due the Government, then amounting to \$3,247,332, in consideration of very low rates and charges for services to the Government.

Facts About Rate Reduction.

"The freight paid by the Government upon all its shipments had been reduced from a maximum rate of \$8 per ton to an average rate of \$3.50 to \$4 per ton, thus saving to the Government millions of dollars, and at the same time causing private steamship lines, sometimes performing service for the Government going to Colon and to near-by ports, to reduce their rates to like reasonable charges. In addition to this, Mr. Drake shows that the passenger fare paid by employees of the company before this purchase averaged about \$75 per passenger; that the Government-owned line transports all its employees at rates ranging from \$20 to \$30 each, as well as all parties visiting the canal under the auspices of the Government, Members of Congress and other officials included. Moreover, Mr. Drake's letter declares that up to October 31, 1910, the company paid the Government for the charter of the two vessels, "Colon" and "Panama," 8 per cent. on its investment, 4 per cent. being intended to cover interest on the investment and 4 per cent. being intended to cover depreciation, both of which sums are reasonable. These vessels were bought by the Government at a cost of \$1,312,000. The letter shows that for every dollar invested, at least up to that time, the Government was paid ample charter fees, interest, and depreciation charges. On October 31, 1910, the Government made a special trade with the Panama Canal Steamship Co. under which the company was relieved of further payment of interest on the cost of these two vessels and charter fees, and so forth, on its agreement to carry the cement required in the construction of the Panama Canal at \$1.25 per ton, which would have cost if carried by tramp steamers an average of between \$2.60 and \$3 per ton. Mr. Drake's letter did not state, so I wrote to Maj. Boggs and found that the company had carried for the Government since that date 540,578 tons of cement, thus paying or saving to the Government about \$700,000.

"Steamers of a Government-owned line would, if built in the United States, says Boston, cost more than competing foreign-built ships, which is true—alas, too true—if the Government were compelled to buy them so. But the Government will not be fool enough to pay two prices for her ships, and therein lies the great fear and bitter hostility to this bill of those who fight it. As to the labored denial of

any emergency requiring this or some other measure to build up our merchant marine, I need only ask you gentlemen by what craft prior to this war was the great commerce of our people carried? It was carried in the vessels of Germany, England, France, Italy, and of the European world. Of these vessels many of the English have been converted into war vessels, all of the German have been removed from the seas, and a great many of the French are no longer available; and it seems to me, when we know these facts and the cruel prices being charged us for transportation, that it is the most brazen insolence to tell our people that there is no urgent need of additional vessels to carry our commerce or additional measures to build up our merchant marine in the future. So much for this report.

"Now, then, the Boston Maritime Association has issued a circular in opposition to the ship-purchase bill, dated January 15, 1915. The first eight pages of that circular are devoted to the question of possible foreign entanglements that would arise if the Government of the United States should become itself interested in any vessels sailing the foreign seas, especially if bought from any power engaged in the present war, and on this point opposition Senators and newspapers more largely dwell than on any other. It seems to me that one single sentence answers every contention of those who oppose this bill on account of foreign entanglements, and that sentence is simply this:

About International Entanglements.

"The danger of entanglements by reason of the Government buying foreign vessels and putting them into trade would be no greater and it would be no less than would be the danger of entanglements arising out of our citizens buying the same vessels and putting them into trade, for the simple reason that our Government would and will go just as far to protect the vessels of its citizens as vessels of its own. This statement may sound broad, but it is true. It is not possible that the great Government of the United States does not consider the pecuniary rights of its citizens as sacred as the pecuniary rights of itself. Would our flag be more sacred to a Government into whose ports the ships of the United States have entered, than it would when flying on the ships of a private citizen of this country duly registered? There can arise no question of foreign controversy with regard to a vessel owned by the United States in the merchant business that would not arise regarding a vessel owned by any citizen of the United States. The only possible difference would be that the bona fides of the Government purchase would, I think, never be questioned. It might be different as to a naval ship, but as to merchant ships the question is the same. Therefore if on the ground that it might involve us in international entanglements we refuse to pass this bill, on the same ground we ought to stand idly by and tell our people to make no effort to obtain vessels for private ownership in order to conduct the great foreign commerce of our country, rather we ought to

(Continued on Page 8.)

NEWS FROM DENMARK.

Readers of the JOURNAL will remember that in April, 1911, a conference was held in London, attended by representatives of the national organizations of seamen in nearly every country in Europe, and that at this conference an agreement was reached that the unions should submit to the shipowners in their respective countries certain demands for improvement in wages and working conditions, and in event no satisfactory adjustment of the demands could be obtained, a general strike should be declared.

Pursuant to the agreement, the Sailors' Union of Denmark presented its demands to the Danish Shipowners' Association. The latter, unlike other organizations of its kind, met representatives of the union in conference, and negotiated an agreement under the terms of which the union was recognized and wages somewhat increased; the agreement to remain in force until 1919.

Owing to conditions brought about by the war, the agreement has become extremely distasteful to the sailors, and some months ago a strike was called against the vessels in the coal trade to enforce an increase of wages and insurance against accidents due to the war. A temporary settlement was arranged, but shortly thereafter the shipowners brought suit against the union for violation of the agreement.

The following is a translation of an article in the January, 1915, issue of the "Ny Tid," organ of the Danish Sailors' Union:

Owing to the increase in the cost of living due to the war, and the impossibility of living decently on the present low wages, a resolution was adopted in a general meeting of the union notifying the shipowners that the members would no longer sail for the prevailing rate of wages, and further advising them that, unless an increase was granted, a strike would be declared on January 1, 1915. When the shipowners understood that the union meant business, they concluded to meet representatives of the seamen. But before doing so, they attempted to intimidate the union by citing its officers to appear in the public Arbitration Court, where the union was informed that its action was in violation of the agreement with the shipowners, and therefore unlawful. The union was not sentenced to pay any fine, nor was any other punishment inflicted, which would only have had the effect of adding fuel to the fire, but ordered to pay costs to the amount of 100 kr. The union nevertheless was determined to begin the struggle on January 1, but at the suggestion of the presiding officer of the Arbitration Court, the date was postponed and negotiations opened with the shipowners. These continued from day to day until January 14, when the following agreement was entered into for settlement of disputes by conciliation, and in event of its failure, by arbitration:

1. The undersigned organizations agree that any dispute concerning labor conditions shall be determined by conciliation or arbitration under rules hereinafter prescribed.

The Conciliation Board shall in each case be convened when demanded by either party to the agreement.

2. The Conciliation Board shall consist

of four members, two to be elected by the Danish Shipowners' Association and two by the Sailors' Union of Denmark. For each member two alternates shall be elected. Election of both members and alternates shall take place in the month of January, and each party shall at once present the names of its representatives to the other. Election shall be for one year, from February 1, 1915, to January 31, 1916.

3. When either organization on behalf of its members shall demand it, the Conciliation Board shall meet in Copenhagen, after three days' notice, and in any of the provinces, after 5 days' notice.

At the same time as one of the parties demands a meeting of the Board, it shall advise the other of the names of the persons who are to represent it on the Board, and the other party is bound without delay to furnish the complainant corresponding information.

4. In the event of failure to reach an agreement by conciliation, the Conciliation Board shall at once refer the matter to the organizations in interest for further negotiations. In case no agreement can be reached in this manner, the case shall, so far as it refers to interpretation of wage scale or general provisions of an existing agreement, be submitted to an Arbitration Board for decision, if one of the parties shall demand it, and no stoppage of work shall take place before the foregoing rules have been complied with. In all other cases an attempt shall be made to effect a settlement by conciliation before stoppage of work is ordered—unless the employers shall declare a lock-out, or considerations of the life, safety and honor of the organization shall make such action imperative. The dispute may also be appealed to the Arbitration Board, if both sides are agreeable thereto. In the latter case, if an agreement can not be reached to refer the dispute to arbitration, either side shall have the right by means of stoppage of work to endeavor to enforce its demand. In case either party shall decline to submit its case to the Arbitration Board on the plea that the subject matter does not refer to interpretation of an existing agreement, either party shall have the right to submit the question of the justice and right of such refusal to the Arbitration Board.

The foregoing rules shall not be construed to mean that either party, by the adoption of these rules, renounces its right to enter suits in the Commerce and Maritime Court.

6. The Arbitration Board shall consist of four members, two to be elected by the Danish Shipowners' Association and two by the Sailors' Union of Denmark, and an arbitrator, to be elected by the members of the board. If no agreement can be reached as to the election of an arbitrator, the public arbitrator of trade disputes shall be requested to make appointment.

For each member of the board, two alternates shall be elected. An alternate for the arbitrator shall also be elected or appointed in the manner provided for the election or appointment of the arbitrator. Elections shall be held in the month of January, and each party shall without delay notify the other of the names of the persons elected; and such election shall hold good until January 31, 1916.

The Arbitration Board shall meet after three days' notice. The arbitrator shall

act as the chairman of the Board, shall have the power to call meetings and take part in its deliberations. Each case shall be decided by majority vote of the Board; but in event of a tie, the arbitrator shall have the deciding vote. A record shall be kept of the proceedings of the Board, and upon the conclusion of each case, such record shall be subscribed by the members of the Board, and also by the arbitrator, in case he shall have voted in the case. The Board shall notify both parties of its findings in each case. Each case shall be decided within fourteen days after it has been submitted, but no ship shall be delayed pending decision either by the Conciliation or Arbitration Board. The Arbitration Board shall determine which party shall pay the costs.

8. Each side binds itself to abide by the decision of the Arbitration Board.

9. No one shall be a member either of the Conciliation or Arbitration Board who is directly and personally interested in the case.

10. The foregoing agreement does not deprive either party thereto, or their respective members, of their right to participate in a stoppage of work ordered by the Danish Employers' or Master Society or by the Danish Federation of Labor. (Reference is here made to agreement between the latter organizations of September 5, 1899.)

(Signed for the Danish Shipowners' Association: N. O. Andersen, C. Drost, K. Reinhard, L. M. Thuro.

For the Sailors' Union of Denmark: C. Hansen, C. Damm, E. Lindberg.

The following amendments to agreement of 1911 were also accepted:

At a meeting held January 12, 1915, in the office of the Danish Shipowners' Association, Holberg gade No. 1, at which were present representatives of the Danish Shipowners' Association, acting for its members whose vessels are engaged in the coal trade, and of the Sailors' Union of Denmark, the following agreement was entered into by the Danish Shipowners' Association on behalf of the companies employing their vessels in the regular coal trade to Danish ports, and the Sailors' Union of Denmark:

The following scale of wages shall become effective on January 1, 1915:

Carpenters	90 kr. per month
Boatswains	90 " " "
Sailors	85 " " "
Ordinary seamen, of not less than 2 years' sea service....	60 " " "
Young men.....	40 " " "

In addition to the foregoing scale the following bonus shall be paid during the present war:

Boatswains and carpenters....	30 kr. per month
Able seamen.....	25 " " "
Ordinary seamen.....	20 " " "
Young men.....	15 " " "

The above bonus to be paid for each round voyage on trade in the North Sea, between lines drawn from Dover to Calais, and Lindsess to Kinnaird Head. For a single voyage across the North Sea one-half of the above bonus shall be paid.

In case the vessel is captured or is lost by reason of accident due to the war both wages and bonus shall continue (provided the vessel's flag remains neutral), until the seaman's return to the port of shipment.

It is agreed that in computing the war bonus in such cases, a round trip shall be considered as lasting two weeks.

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Hatters Petition Congress for Relief.

The five United States Representatives from Connecticut have each presented a petition to Congress asking for an appropriation to relieve the petitioners from the award of damages made by the court in the case of D. E. Loewe, hat manufacturer of Danbury, against them. The petition recites the history of the controversy and the suit, in all its phases through the courts, and also recounts the general understanding that the Sherman anti-trust law should not have been held to apply to the voluntary organizations of the working people, and that the courts did so hold and that under that interpretation of the Sherman anti-trust law the hatters of Danbury were mulcted in damages to the sum of \$252,000, with interest and costs amounting to nearly \$300,000. The petition sets forth that either the United States Congress in enacting the Sherman anti-trust law erred in failing to make its meaning clear in so far as that act was not to be applied to the normal activities of the organizations of labor, or that the courts erred in interpreting the law that it did so apply. And that in either event the Congress should make an appropriation to meet the award made by the court and relieve the 161 petitioners who otherwise would have their small savings and investment in humble homes confiscated to satisfy the judgment. The petitioners are the survivors of the 243 who were originally sued, and all of them are of far advanced age.

Advantages of High Dues.

In the American Federationist, current issue, President Gompers, discussing the advantages of high dues and low initiation fees, says, in part:

"Power is necessary to influence. Power depends upon resources. This is true of the trade union as well as of every other organization. The labor organizations that have the greatest power to protect their members and the greatest influence in furthering the needs and the demands of their members are the labor organizations provided with ample, substantial financial resources.

"There is only one way to accumulate organization funds—payment of adequate union dues. Organizations have found it a wise policy to increase low dues as rapidly as possible, because increased financial resources at their command give them increased prestige, increased ability to secure better wages and working conditions and increased ability to provide against threatened dangers. There is no investment a wage-earner can make that will bring him greater returns than his union dues. If dues to the union are increased proportionately as the union increases wages, the power of the union to promote and safeguard the interests of its members becomes increasingly effective.

"The financial organization of a trade union must be based on sound business principles. Wildcat finances in trade unions will be no more reliable than wildcat banking investments. Money will not get into

the union treasury by miracle or by the wishing process. The protection of a well-filled treasury is possible only for those who are willing to pay the price in dues, management and foresight. The very existence of a sound financial organization constitutes a defense of its members. Power does not always have to be aggressively used in order to be effective—reserve power is often the most potent. Consciousness that they possess power puts moral courage and confidence into the workers, and it puts fear into the hearts of those who would wrong them. When power exists there is hesitancy to deny the possessors their rights or fair demands. The existence of the power of self-defense prevents many industrial struggles while the weak and helpless are wronged with impunity.

"As union dues are increased it is possible to extend the system of union benefits. These benefits supplement the wages earned and enable unionists to live better and more comfortably.

"Labor organizations are constantly preaching the gospel of higher wages. What wages are to the individual, dues are to the organization. The ideal of the American Federation of Labor is to have each organization strong, competent to manage its affairs and to solve its own difficulties. While there is whole-souled sympathy and willingness to help fellow-workers in their time of need, yet the best results for all workers can be obtained when each organization is free to protect and promote the rights and interests of its own members and to organize the yet unorganized.

"But high dues should not be accompanied by high initiation fee. Indeed the initiation fee should be small, thereby inviting and making it possible for the yet unorganized to join the union and to make common cause with their fellow-workers to secure the common welfare of all. High dues regularly paid will inevitably lead to greater self-reliance, mutual interdependence, unity, solidarity, fraternity, and federation."

Tinkering With Wage List.

Unionists in Winnipeg, B. C., are having difficulty with Government officials who are charged with changing the fair wage schedule in the erection of public buildings. The "fair wage" officer, it is shown, introduced a "grading" system of wages, which is far below the union rates. The official sustains his position on the ground that some of these rates were not included in the contract. A committee appointed by the Trades and Labor Council has reported "that since the present incumbent of the office of Public Works Minister assumed office, the policy of administering the fair wage schedule has been completely revolutionized," and that during the terms of previous officials "such tinkering with the schedule and the practice of sophistry to justify such tinkering was unknown. The principle was repeatedly stated that no alterations should ever be made in the sched-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenens Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Sydney (N. S. W.) operative bakers have approached the master bakers, asking for a conference on the day-baking question.

F. M. B. Fisher, New Zealand's Minister for Marine at the time of the waterside workers' strike, wasn't forgotten at the recent general elections. He was defeated.

Within a radius of 15 miles of Charleroi, in Belgium, there is a population of 600,000, and five out of six of these are being fed at the municipal soup kitchens and relief stations.

The total number of fatal accidents to seamen reported to the British Board of Trade during December, 1914, was 368, compared with 143 a month ago and 118 a year ago.

The Sydney (N. S. W.) Labor Council has expressed the opinion that the system in New South Wales of employing prisoners on useful and remunerative labor, so long as the product of such labor is for the use of the State institutions only, a proper one, and should be maintained.

For making a khaki jacket 2s. 9d. is paid, and 3s. 3d. for making an overcoat, states the Stepney (Eng.) Public Health Committee. "These prices," they add, "do not provide a living wage." A London firm has received from the Russian government an order for one million khaki overcoats.

Premier Scadden, of Westralia, is Labor every inch of him. Speaking recently in the Assembly he said: "I will be no party to long hours and low wages, while we boast in London that West Australia produces more wealth per head of population than any other portion of the world."

The average weekly number of vacancies notified to all Labor Exchanges in the United Kingdom for the four weeks ended December 11, 1914, was 32,088, as compared with 31,932 in the previous four weeks, and with 22,147 in the four weeks ended December 12, 1913. The average weekly numbers of vacancies filled for the same periods were 23,822, 24,220 and 17,167 respectively.

According to reports from Manchester, England, the Spinners' Amalgamation and the Employers' Federation have agreed to local and central conferences before any strike or cessation of work in the cotton industry takes place. This agreement was recommended by the British government, which urged that an undertaking be reached that strikes and lock-outs may be minimized during war times.

Trades unionism in Australia, according to figures issued by the Commonwealth Statistician, has gripped the workmen to the extent of 89 to every 1,000 inhabitants, thus creating a record for the world. Great Britain occupies second place with 71 trade unionists to every 1,000 of the population, and Germany third with 65. New Zealand is fourth with a proportion of 56, and Denmark fifth with 50. Roumania occupies the last place, with but one trade unionist per thousand of the inhabitants. As regards the actual number of trade unionists, Germany comes first with 4,275,000, followed in order by Great Britain with 3,246,000; United States, 2,390,000, and France, 1,499,000. Australia has 433,000.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.

12-23-14

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

A. E. BLAIZE

San Pedro Letter List.

Anderson, Sven
Andersson, Enkan
Ahluquist, Evert
Apelquist, Otto
Anderson, David C.
Bylander, B. B.
Bylander, B. B.
Nelson, Ralph
Bringsrud, Marald
Boy, A.
Brusbard, B.
Cotter, J.
Cornelius, L.
Christensen, Martin
Carlson, Carl
Chilton, Harry
Carlsson, C.
Evertsen, Olaf
Evans, Dave
Ericsson, Otto
Ellissen, Sam
Fredriksen, H. G.
Fredriksen, J. H.
Fasholz, Dan
Gustafson, Alf
Hecker, William
Holmstrom, Fritz
Hansen, John F.
Hansen, S.
Hellstrom, O.
Hansen, H. T. -1446
Headstrom, J. F.
Hansen, Sigvarth
Johnson, Charlie F.
Johnson, Albert
Jensen, Edward
Johanson, Nils
Johansen, Emil
Johansen, Johan Hj.
Johanson, Albert
Jeter, Edw. A.
Kolodzie, George
Lelin, Joseph
Larsen, John
Lato, E.
Lutzen, Valdemar
Lindeman, Gus
Lindeman, J.
Lassen, Alf
Monsen, C.

Menter, Wilhelm
Malm, Gustaf
Nylander, Robert
Nurminen, J. C.
Nalter, John
Nilsen, Martin
Nikander, Knut
Nelson, Ernest C.
Nelson, Axel
Nielsen, Ole
Olsen, Olaf
Owen, Fred
Olsen, Ole Wilhelm
Olsen, Harald
Pettersen, C. V.
-1363
Penningrud, Ludvik
Peterson, H.
Rodgers, Mike
Rutel, Ernest
Renvall, Anshelm
Rugg, A. P.
Rasmussen, J. -446
Schmidt, Louis
Schultz, F. J.
Sandstrom, O. H.
Schlichte, Alfred
Svenningsen, S. N.
Swanson, E.
Sorgenson, H. P.
-1498
Staff, Louis
Tell, Olaf
Tonnesen, P. -100
Thygesen, John
Tolm.
Tennesen, P. -100
Toren, Gustaf A.
Tvedt, Olaf
Winberg, Oscar
Zimmer, Walter
Ziegler, Fred
(Photos & Packages)
Anderson, David C.
Bower, G.
Johansen, Nils A.
Johansson, C. A.
-2044
Penningrud, L.

Honolulu, H. T.

Andersen, Anton
Andersson, O.
Burk, Harry -1284
Dauda, Ch. W.
Engen, John
Elofson, John
Erickson, E.
Hansen, Eugen
Hansen, Jens
Johnson, Albin

Jorgensen, C. M.
Martinsen, John
-2191
Nielsen, Chr.
Olsen, John
Ostergard, F.
Pedersen, Carl -149
Rasmussen, Ellif S.
Strand, Conrad

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

Up to January 23 last more than 10 cargo carriers from the east coast of the United States to the Orient had called at Honolulu for bunker coal since the opening of Panama Canal to traffic. Several vessels returning from the Far East to the mainland have also visited the port for supplies of fuel.

All coastwise steamers plying between California points will immediately be taken under the control of the State Railroad Commission and made subject to its jurisdiction as to rates and dealings with shippers, according to an announcement made by the commission based upon a decision of the U. S. Supreme Court.

Twenty-one uncharted, dangerous pinnacle rocks have been discovered by the Coast Survey in 42 miles of the inside passage used by all steamers going up and down the Alaska coast. One is 600 ft. high and comes within 17 ft. of the surface. The rocks were discovered by the use of a wire drag suspended from buoys.

The Canadian Trading Company, Ltd., has been organized at Seattle by C. M. Pettibone, vice-president. Walter E. Dockrill, of Vancouver, is president. The new concern has chartered the schooner "Albert Meyer" for March loading in British Columbia for New Zealand and the schooner "Coquitlan City" for April loading for Australia.

The Panama Canal administration is offering for sale the seagoing suction dredge "Caribbean." She is of the outboard, trailing suction type, equipped with twin-screw propellers, which were constructed for the Isthmian Canal Commission by the Maryland Steel Company in 1907. The hull is of steel constructed to meet requirements of the American Bureau of Shipping.

The U. S. Inspectors at San Francisco have exonerated from all blame Captain A. R. Paulsen, master of the steamer "Eureka," wrecked on the rocks off Point Bonita on January 8. The wreck was due to "unavoidable causes," according to the decision of the inspectors. James Bolger, first mate of the vessel, was the only one to lose his life in the disaster. He went down with the ship while seeking money he had left in his cabin.

E. C. Ward, acting manager of the Pacific Coast Steamship Company, and J. C. Ford, president of the same concern, are at San Francisco, in connection with the purchase of two vessels, one to replace the "Delhi," lost recently in Summer Straits, in the Southeastern Alaska cannery trade, and second, although no announcement has been made, it is reported the company will enter the Southwestern Alaska service from Seattle.

The Seattle tugs of the Puget Sound Tugboat Company are fighting tooth and nail for the Columbia River business in competition with the port of Portland, and, according to reports from Seattle captains, on night runs, the tricks employed and hardships undergone to get a tow from under the nose of Portland tugs, is reminiscent of the olden days of the Pacific Coast, when towing was in its heyday and there were three or more tugs for every ship.

The War Risk Insurance Bureau has reduced the rates for war risk insurance on transpacific traffic to meet the rates granted Japanese steamships through the war risk plan recently approved by the Japanese Government. From 1/4 per cent. the rates were reduced to 5 cents per \$100 from Pacific Coast ports to Japan, and to 10 cents per \$100 to China and Manila. The reduction was made to enable American shipowners on the Pacific to meet Japanese competition.

Important additions to fleets operating north are being planned by the Pacific Coast Steamship Company and Alaska Steamship Company lines, and by spring probably three new vessels will be in service. Vice-president Baxter and other officials of the Alaska Steamship Company are in San Francisco to buy a vessel suitable for cannery, freight and passenger business in Southeastern Alaska to replace the "Santa Ana," which has been sent to the Western Alaska run, replacing the steamer "Dora," which is being brought south to be sold.

The San Francisco Bar Pilots' Benevolent Association, through their secretary, Capt. J. W. Wallace, have refunded to the San Francisco Chamber of Commerce in full the amount paid for pilotage on the S. S. "Camino," when she sailed from San Francisco laden with cargo for the starving Belgians. The pilotage on the relief ship "Cranley" will also be refunded after this second relief ship sails and the payment has gone through in regular form. As far as is known this is the first time in the history of the Port of San Francisco that pilotage fees have been refunded.

The Benson Lumber Company, Astoria, has completed the construction of another ocean-going log raft at Wallace Slough and has placed a deckload of cedar poles on the raft which

failed to get to sea last fall. Repairs are now being made to the cradle and work on building another raft will be commenced. Three more rafts are to be constructed this winter and spring, making a total of five that will be towed to San Diego next summer. The company has been engaged in rafting logs to San Diego for eight years, and up to the present time thirty-two rafts have been towed south.

The Port of Portland commission, which is abandoning the pilotage at the mouth of the Columbia River, will ask the Legislature to amend the section of the State code which provides that a maximum charge of \$5 a foot and 2 cents a ton net register may be charged. The pilots are to be allowed to charge \$2.50 a foot and 2 cents a ton net register and that figure will be inserted into law. The port has made arrangements to collect for the pilots when towage is also given, but has not decided the question of increasing its own rates to allow for the pilot's fee. With pilotage and towage together only one charge has been made where two will now be necessary.

Information has been received of certain retrenchment of the Gardiner Mill Company's output. The mill will manufacture only sufficient lumber to keep the steam schooner "San Gabriel" busy until lumber prices advance. It is also stated the company will take the tug "Gleanor" out of commission the first of March and depend on the "San Gabriel" for miscellaneous freight hereafter. This action means that all the Umpqua River freight will be purchased in San Francisco until a change in reception is made. Heretofore freight has been about equally divided between Portland and San Francisco, all coming through Coos Bay, transhipped on the tug "Gleanor."

Although it was at first feared that she would be a total loss, the steamer "Colon" of the American-Mexican Steamship and Trading Company has been floated from the sand bars of Topolobampo, according to wireless advices received by J. C. Comfort, agent for the company at San Francisco. The "Colon" was pulled off by the British steamer "Cettriana" and the Mexican steamer "Korrigan," two small vessels, which were able to get close enough in to be of aid with hawsers. After floating the vessel was towed up to the wharf and is now discharging cargo for the purpose of a survey. Captain Richard J. Paulsen and the crew are again standing by the steamer, it is reported.

Applications for examination for the position of first officer of tender in the Eighteenth lighthouse district are now being received by the secretary of the Board of Civil Service examiners of the lighthouse service at the Custom-house, and will be open until and including March 12th. The examination will cover training and experience and physical ability, the former to count 60 per cent. and the latter 40. The form of application calls for a complete statement of former service and includes the names of vessels in which the applicant has served, their tonnage and owners and masters. Statements will be subject to verification. All applicants are required to hold a first mate's license on seagoing vessels of 500 tons or over, and all applicants must be citizens of the United States of not less than 21 years nor over 45 years of age. Special experience in Hawaiian waters will count as a large factor in the experience test.

Marking a new and important epoch in the maritime history of San Francisco, construction was begun on February 15 at the Union Iron Works on two twin steamers, each of 10,000 tons capacity. One of the vessels was contracted for by Hind, Rolph & Company, of which Mayor James Rolph, Jr., is the head. The plans were devised by Mayor Rolph and so taken were the officials of the Union Iron Works with them that they decided to build a similar craft. The construction of the two ships has a distinct bearing on the labor situation, as it will give employment to several hundred mechanics, and is made possible by the great demand for tonnage and the high rates offering for carriers for the new trade between this country and foreign ports stimulated by the European war. Although formerly the American yards could not compete with the British yards in turning out freight carriers, the present situation makes it possible to do so with a profit. The Atlantic yards are already building steamers on rush orders and it is not unlikely that the present construction at the Union Iron Works will be increased. The new steamers will cost between \$400,000 and \$750,000 each and will be built to Lloyd's highest classification. They will be 400 feet long, 55 feet beam and 32 feet deep. The vessels will be completed the latter part of the year.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1 1/2 A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1 1/2 A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts. P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

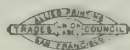
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 24, 1915.

FROM 1834 TO 1915.

It is surely to the credit of the organized workers of California that, without reference to national affiliation, clique or faction, they are a unit in petitioning the Governor of the State to pardon Ford and Suhr.

Who are these men? What deed of theirs has caused the workers of California to unite upon this one issue, when unity upon many other vital issues seems impossible?

Ford and Suhr are, or rather were, genuine old-fashioned "conspirators."

Let us for a moment forget the present and wander into history, away back to 1834.

Perhaps you have visited the British convict ship "Success" at present on exhibition alongside a wharf at San Francisco? Then you have, no doubt, shuddered at the numerous instruments of torture, the ball and chain, the cat-o'-nine-tails, the dark, filthy cells. You have expressed indignation when told that men were sent on this "hell ship" to Australia for petty larceny. And finally, you have gasped at the injustice of the old English penal system when told of the six farm laborers who were sentenced to seven years for being ringleaders in organizing to raise their wages.

These six men—James Hammett, George and James Loveless, Thomas Stanfield, John Stanfield and James Brine—were dissatisfied with the starvation wages they were paid. So they held a protest meeting and were arrested.

Trial and conviction for "conspiracy" followed as a matter of course. Then, on May 25, 1834, with 234 other convicts, they sailed for Australia, and ultimately the six prototypes of Ford and Suhr were set to work in the rock quarries.

Their conviction and deportation, however, raised a storm of protest amongst the workers of England. Petitions were circulated and some 266,000 signatures obtained. As a result, the government finally pardoned those six workers and furnished them with free transportation back to England, where they were received with open arms and hailed as martyrs to the cause.

Yes, we say, it was inhuman to arrest those

six underfed workmen merely because they humbly asked for a raise in wages. It was cruel and unjust to place them on a convict ship and make them sleep in filthy cells, to flog them and to make them work like slaves.

Even our "best" people admit that now.

But the first part of the nineteenth century had no monopoly on the persecution of the workers.

How about our own conspirators, Ford and Suhr? They called together a meeting of farm laborers at Wheatland, Cal. Those farm laborers of this century, like the farm laborers of 1834, were not being paid living wages, and they wanted more. They also wanted drinking water and sanitary conditions in the camps.

It takes a microscope to see the difference in the two cases. The only real difference is that the modern meeting ended in bloodshed. It also resulted in a slight improvement in conditions. There is another difference. The Englishmen got only seven years. The two Americans got life. So don't waste your righteous indignation on the year 1834—take a look at 1915. And, when you have taken a good look and have been sufficiently aroused, get behind the movement to secure a pardon for Ford and Suhr!

ABOUT LUNATICS.

The JOURNAL agrees with "The Public" of Chicago, that an excellent comment on economic conditions in the United States was offered by George W. Perkins, when he said:

Any one approaching this country in an airship and looking down on it and seeing our great fertile fields and rich mines and the comparatively small population, and then seeing the number of unemployed—the number of people who are not employed as they should be—would think this was a lunatic asylum.

After quoting this lunatic story, our Chicago contemporary asks:

But what would this airship navigator think were he informed that the man who made the statement quoted, solemnly insists that this state of affairs is due to the Sherman law and "unscientific" tariff revision?

Well, to be frank, if we were sitting alongside of that aviator and were asked to explain away his first impression of our beloved country and then stand confronted with Mr. Perkins' strange views, we should consider ourselves "up against it."

The truth is that this earth of ours, or at least the alleged civilized portion thereof, is largely inhabited by people more or less afflicted with monomania.

To begin with, we have the high protectionist and his weaker brother with the "scientific tariff revision" bug. Then comes the fellow who is convinced that out-and-out free trade would solve all our troubles.

Again, there are perfectly charming persons who will insist that all of mankind's trials and tribulations can be smoothed out by the adoption of the Single Tax.

Then we have great numbers in our midst who insist that Socialism is the only remedy for economic ills. Others, fewer in numbers but not less ardent in conviction, believe that all forms of government are wrong and unnecessary, and that we shall never have peace and happiness on earth until the theory of Anarchism is firmly established.

So we could go on, ad infinitum, naming and defining large and small groups of deeply sincere men and women who have fixed notions upon economic problems.

We are told that the inmates of insane asylums will not and can not organize.

That is the reason why hundreds of dangerous lunatics can be easily controlled by a few attendants.

Perhaps there is a moral and a connecting link between that fact and the aviator's thoughts.

If the harmless monomaniacs who are on the outside of the lunacy asylums would only organize; if the Single Taxers, the Socialists, the Anarchists, the Trade-unionists and the adherents of all the other isms would only get together and jointly tackle the unemployment problem; if such an unheard-of thing should really happen, what do you suppose the aviator would observe?

ABOUT PATERNALISM.

According to the Associated Press, the Wilson Administration has decided to get at the bottom of the statements that there is a widespread condition of unemployment in the country. Some of the President's advisers contend that the situation is not as represented, and they believe that something should be done to counteract what they regard as a false impression that has been created largely, in their opinion, for political purposes. The representations made to the President in this connection are said to have had their effect, and it has been determined to make an investigation to ascertain the facts.

"To ascertain the facts." And then what?

Presumably to compile, publish and file for future reference. At least, that is all we may expect because it is the usual routine and conclusion of governmental investigations.

Coming to the rescue of the unemployed is a step forward with few precedents. Besides, it smacks of paternalism. And paternalism we must avoid—by all means.

It is different, of course, when we switch from the unemployed to the "financial interests."

The Government of the United States—the Executive and Congress—repeatedly has "come to the rescue" of financial interests.

It has turned the treasury over to Morgan to "save the situation."

It has permitted bankers to issue fiat money and its own laws for the protection of the public.

It has loaned favored banks hundreds of millions of dollars without interest to keep money in circulation.

It has subsidized railways and dissipated the common heritage.

On the other hand—

It has never yet been moved to show concern in the welfare of the masses of the people in time of industrial stress and financial panic.

It has never undertaken public works to relieve the distress of the unemployed and reduce the pressure upon an overcrowded labor market, for the hunger of its own citizens has never seriously disturbed it.

Whenever any really worth while proposal has been made to bring relief to the masses from the menace of unemployment and the suffering which the high cost of living has created, its author has been met with the objection that to insure employment to the workers and drive the wolf of hunger from their doors is bordering on paternalism, and is, besides, clearly "unconstitutional."

The motto of American individualism has been: "Millions to move the crops to Europe, but not a penny to avert hunger at home."

If it's paternalism to keep the masses of the people from suffering for enough to eat in the midst of abundance; if it is paternal-

istic for the President and Congress to show the same concern in the welfare of the man who works in a factory as in that of the man who travels abroad to see the scenery and admire the ruins, then it's about time that we had some of it. Admitting that paternalism is un-American (whatever that may mean), there are to-day hundreds of thousands of Americans who need it in order to have "this day their daily bread."

OUR THOUGHTFUL PROFESSORS!

The presidents or deans of seven colleges in Southern California have united in a statement in which, as citizens and residents of California, they express their deep conviction that the good-will heretofore characteristic of our relations with Japan has been one of the most fortunate experiences in our international history; and that, in their judgment, an appreciation of its effects is firmly established among the "thoughtful" people on the Pacific Coast.

For the aforesaid reason our own professors not only record their strong opposition to any additional anti-alien legislation, but they are equally strongly opposed to "any and all anti-alien legislation of whatever sort which is discriminatory in character"; and, finally, they voice their belief that in this expression of opinion they are representing "the most thoughtful citizens of California."

Well, we should never have suspected it; but since they themselves have said it, why, we shall not dispute it. This much only is certain: If the people of California and the other Pacific Coast States had waited for the approval of college professors before launching the anti-Asiatic campaigns of the past, the Western slope of this country would be thoroughly Chinaized by this time.

Unfortunately, most of the people outside of California, and even many of our citizens, do not understand the full meaning of the pending anti-Jap legislation. The original intent, two years ago, was to legislate for the purpose of preventing aliens ineligible to citizenship (principally Japanese) from owning or occupying agricultural lands in the State of California.

Californians generally considered this step a matter of self-preservation. Many land owners, however, who had leased agricultural lands desired an opportunity to adjust themselves to the new condition. Therefore, a three-year leasing clause was proposed and a law enacted which prevented aliens ineligible to citizenship from owning agricultural lands, but giving them the right to lease said lands for periods of three years, with no denial of renewals.

The law as it now stands is the opening wedge and prevents ownership, but does not prevent that which is fundamental and vital—i. e., the occupation and complete domination of agricultural lands by the crafty Japanese, via the leasing route.

This we must prevent at all hazards, even though there are objectors—and it matters little whether they be subjects of the Mikado or our own college professors!

Both the "Labor Clarion" and "Organized Labor" of San Francisco devote considerable space in their current issues to warn income tax dodgers that further delay in filing returns is dangerous. In view of the fact that no one is required to file a statement unless his net annual income exceeds \$3,000 per annum, we ponder and wonder what induced our contemporaries

to publish the collector's warning. Can it be possible that there are workmen in San Francisco with annual incomes exceeding \$3,000?

The opening days of past World's Fairs were rated uncertain dates owing to the postponement notices which were issued from time to time. The Panama-Pacific International Exposition, however, opened its gates to the public on Saturday, February 20, in accordance with the original announcement. We do not know for certain whether this is due to the fact that efficient union labor was employed exclusively in erecting this World's Fair, but we have grave suspicions upon that point. Only one thing is quite certain: The Panama-Pacific International Exposition is worth while investigating. It is "the" Exposition of this generation.

"SAFETY" NOT WANTED.

(Washington, D. C., "Times.")

It is reported that the conferees on the Seamen's bill have tentatively agreed to reduce the safety provisions of even the bill that passed the House. The House bill provided that during four months of the year—from May 15 to September 15—35 per cent. of boats, 35 per cent. of rafts, and 30 per cent. of nothing within twenty miles or less of shore, should be afforded; 20 per cent. of boats, 30 per cent. of rafts, and 50 per cent. of nothing during the same period on the Lakes.

The bill as it passed the Senate provided boats for all persons on board, and two able-seamen or men of higher rating for each boat. The House bill left some of the boats with one sailor, and some of the boats with no sailor at all on board the boat, or on the raft. The excuse pleaded by the Lake shipowners, and apparently about to be accepted by the conferees, is that it has been several years since any passengers were either burned or drowned on the Lakes.

When the "City of Chicago" burned on the first of August, the passengers on board were saved in the very last minute by other vessels, after the "City of Chicago" had rammed the wharf. The vessel did not have men on board to lower any of the boats. Is this condition to be continued after the lessons that we have had, and the loss of about 4,500 passengers through disasters within the last five years? If so, what has become of the promises that were made after the loss of the "Titanic," re-enforced by the loss of the "Empress of Ireland," the "Monroe," the "City of Chicago," the "Maryland," and the "Vulturino"?

To return to the Senate bill, providing boats for everybody on board, with two able-seamen or men of higher rating for each boat, would be safest, and in the end cheapest; safest for manifest reasons; cheapest, because the House bill provides for a new class of men, "certificated boatmen," for whom there is no real need, and who, once their classification is established, would be found expensive. There is no occasion in the interest of safety to create such a class, which would be merely disguising present conditions under a new name. What is needed is sufficient boats and a large enough number of competent people in them. The Senate bill provided for these essentials, and did it in a manner quite satisfactory.

The labor press is labor's only reliable preceptor.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 23, 1915.

A synopsis of the minutes of the regular weekly meeting held on the above date will be published in next week's issue.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Feb. 15, 1915.

Shipping slack; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 15, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 15, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 15, 1915.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 15, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 15, 1915.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 15, 1915.

Shipping and prospects poor.

HARRY OHLSSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 8, 1915.

No meeting. Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 18, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving slightly.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 11, 1915.

Shipping dull.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 11, 1915.

No meeting. Shipping slow; plenty of men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Feb. 11, 1915.

No meeting. Prospects poor.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

Interests connected with the Western Ocean Syndicate, the English combination which with the British Union Oil Company was to have taken over the General Petroleum Company and the Union Oil Company last year, are still busy in arranging for the merger of those companies, and it is now reported that the Doheny properties are to be included in the merger. These companies include the American Petroleum Company and the American Oilfields Company, controlled by California Petroleum Company. Certain reports state that the Doheny companies are planning to break away from the Independent Producers' Agency, but in other quarters it is suggested that the Producers' Agency itself is to become part of the proposed combination.

WHAT AILS OUR MERCHANT MARINE? (Continued from Page 1.)

warn them not to buy any ships from the people who are at war.

"So much for the ship-purchase bill.

The Policy of Discriminating Duties.

"The intimation in the circular of January 15 of a return to a policy of discriminating duties contains, I fear me, the real hope of all the opponents of the ship-purchase bill. If they can secure either a subsidy or return to the policy of discriminating duties, that would be the favor they want; but, mark you, it must be large to satisfy them. The circular declares: 'Nothing but our own ineptitude bars the way to our return to the Jeffersonian system of discriminating duties. If these are made large enough, a sufficient number of ships will be attracted from the coastwise trade to meet our most pressing needs. Upward of 34 of our coastwise vessels have already entered our foreign trade. The railroads will temporarily profit, and the domestic business will suffer, but'—and so forth.

"In these sentences the opposition to this bill shows its cloven foot. It appears that the high freight rates prevailing in our over-seas trade has already diverted 34 of our coastwise vessels from coastwise to foreign trade. It is well known that the rate of freight in our coastwise trade was and has been for years far higher than the freight rates on the ocean, but conditions are such now that our coastwise vessels are leaving the coastwise trade to engage in the more profitable, because of the more unconscionable, rates now paid in the transoceanic trade. Thirty-four vessels! This new opportunity to rob our people in the over-seas trade is too rich a morsel to be refused, and nothing would please the railroad companies better than to have a still greater number of the coastwise ships diverted to the transoceanic trade. Consequently we have a long pull, and a hard pull, and a pull all together, from the shipping interests and the railroad interests, who all hope to prevent any substantial steps being taken by the Government which would have the effect of fixing reasonable rates in the transoceanic trade. They would like to be permitted to charge such rates as they see proper in the transoceanic trade and at the same time to raise their railroad rates on account of the diversion of the coastwise ships. Many of the coastwise ships belong to the railroads. If they can double or quadruple their ship earnings and raise their railroad earnings, of course they will divert their ships.

"Mr. Chairman, need one make further argument to illustrate that there is an emergency and need for something to be done, except to state that to-day we are paying \$15 a bale for the transportation of cotton from Galveston to Bremen, whereas 12 months ago we paid \$1.50 per bale? Is it not sufficient that the freight rates for all classes and kinds of commodities, whether they be contraband or noncontraband, whether going to neutral countries or warring countries, have advanced from 200 to 1,000 per cent. during this war?

"The man who says there is no need for something to be done speaks not only without knowledge but with reckless indifference to the general welfare.

The Cost of Shipbuilding.

"And so our Boston people think that nothing but our own ineptitude bars us from the discriminating-duty policy, and they say that if we were to adopt that policy steamships will, of course, be needed, and that would give capital some assurance, and there would instantly arise a demand for all the labor in the United States available. I presume if that policy is not adopted they will refuse to see need for more ships. Mr. Chairman, if the prices now being paid, and likely to be paid on account of the scarcity of ships, are not sufficient to cause our shipbuilders to put all of their factories at work overtime, what more would do so? And while on that question I wish to prophesy. If the Government should pass the bill in question and should tomorrow offer to have built five vessels of a certain construction, to cost each about \$1,000,000, to be delivered in the harbor of New York on a certain date, I dare to predict that with open competition with all the world the vessels would be built in the shipbuilding yards of the United States.

"And I do so because I know and the shipbuilders themselves have admitted to us that the metal material that goes into these ships is cheaper in America than elsewhere. We have the timber on our own shores; we would not have to ship it from abroad, and the only possible element in which they may cost more here than abroad would be in the element of labor, and in my opinion labor is not more scarce to-day in the United States than it is in Europe. The shipyards in Europe are busy for their Governments. Our shipbuilders can underbid them and yet reap a golden harvest. Instead of spending their time fighting this bill they ought to be straining their resources to build ships for the ship market and getting ready to build any ships the Government would need under this bill at a lower price than Europe can.

"Mr. Chairman, leaving this bill, which is but incidental, after all, to the main question, permit me now to discuss the great question of the American merchant marine. I believe that I can guarantee to the United States in 10 years' time the greatest merchant marine in the world if she will take my prescription. I have listened

to speeches of the advocates of discriminating duties and of subsidies. I have endeavored to find what reason they assign for our inability to compete on the ocean and for the final fading away of our American merchant marine. In desperation they always urge a subsidy or discriminating dues. None of them were ever known to suggest any other remedy or change in our laws.

Some Historical Facts.

"From 1815 to 1860 this country had a great merchant marine. It was true then as it is true now that the scale of wages in the United States was higher than the scale of wages in any country of continental Europe or in Great Britain. It was true then as it is now that to some extent the sailors on American vessels received higher wages, but it was also true then as it is not true now that our shipbuilders built ships not only for the United States and her merchant marine, but they built ships in competition with and for the nations of the world. American ships were built here and sold all over the world and they engaged in all the trade of the world.

"It is also true that in 1815 we had the policy of discriminating duties and had had from the foundation of the Government, but it is likewise true that that policy was inaugurated simply in retaliation for discriminating duties levied against our merchantmen and our ships by other countries, particularly by Great Britain. And in 1815 the party then in power sought by treaties and by law to abolish discriminating duties, and passed a law at that time authorizing the abolishment of discriminating duties against all nations who would adopt a like liberal policy toward us, and from the year 1815 to 1828 every administration, whether Whig or Democratic, every single, solitary administration, sought to abolish all discriminating duties imposed by every nation upon our ships and by us on their ships, provided there could be an agreement. And it is true that the end of them came in the administration of Andrew Jackson in 1828, after a long, hard struggle to secure it, after having negotiated not one but dozens of treaties with other nations, securing equality as to ship treatment and the abolishment of discriminating duties between the United States and the other nations. In 1828 the last obstruction to a free sea for the commerce of nations was removed, the last remnant of discriminating duties was swept away, and our ships were allowed to enter the ports of Great Britain, and their ships to enter our ports on equal terms.

"I reiterate the fact that wages were then higher in this country than they were in England, but all our shipbuilders and merchantmen then asked was a free chance and a fair fight on the open seas and they believed they could beat the world. Under that belief in 1828 discriminating duties were abolished, the sea was open, America entered the contest, and from 1828 to 1860 she built ships in competition with the world, and sold them and sailed them in competition with the world. But in 1861 the great Civil War broke out. Our merchant ships were then wooden ships. The war swept off many of them. It gave England something of an advantage in shipbuilding over and above us, and when the war ended we found ourselves not only without the necessary number of merchant vessels, but we found ourselves to a large extent outstripped in the process of building ships.

"Instead of then permitting our people with the genius of Americans to strive to build up their shipping in competition with the shipbuilders of the world, by giving them free ship material, we applied the policy of protection to such material, and every piece of iron, every piece of steel, every element of metal that went into the construction of a ship was placed under a high tariff, so that England, then, being in advance of us with reference to the iron and steel products going into ships of modern construction, our producers of such articles were able to charge a far higher price than obtained in England, and consequently our shipbuilder was handicapped and ceased to build ships for the foreign trade. He might have fought the iron trade and struggled for free ship material, and he would have gotten it had he tried; but he chose rather to stand in with the iron people, as all special interests are wont to do, and to content himself with being given the sole right to construct ships for our coastwise trade. In building these ships he could afford to pay any price for material because foreign competition was prohibited, and so he began to build only for the American coastwise trade vessels for which he could charge his own price.

The Cost of Operation.

"At the end of the Civil War we were still carrying some 33 per cent. of our foreign trade in our vessels, old lefts overs that we had from the period before the war, but as every year rolled by the number of our vessels upon the seas grew less—the old ones sank, were lost, burned, disappeared, and no new ones took their places, and in the period from 1865 to 1910 we had dropped from 33 per cent. just after the war to 8 per cent. of our foreign traffic carried in our own vessels; and of that 8 per cent. practically the only part of it worth considering was fostered by the Government by subsidies.

"Mr. Chairman, could it have been otherwise? I read from an address by Mr. James J. Hill, just recently published, in which he makes this categorical statement:

"Vessels built in the United States cost from 50 to 100 per cent. more than the same ves-

sels built abroad, and therefore the American merchant marine can not compete with the foreign merchantmen."

"Now, Mr. Chairman, with that statement, which is true, I want to present to you the reasons why I think our merchant marine has vanished. But before doing so I wish to present to you what the ship subsidists claim as the reason. They say it is because of our antiquated navigation laws. I ask them what are these antiquated laws? Sometimes they endeavor to scrape up a law, and say that our laws require greater accommodations and conveniences for the crew. I ask them to point out such requirements, and they are unable to do so. On the contrary, the only law that we have on the subject is one providing crew space, which in the United States is 72 cubic feet for each member of the crew and in Great Britain it is 120 cubic feet. Then they say it is because our law provides a higher scale of food for the men; but I read the law to them, and while it does give a food scale, it also says that this scale may be altered by agreement, which is always done. Then they say that our ships have disappeared from the sea because of the greater cost of operation, and that that is because we pay higher wages to the crews who operate the ships. But, I ask them, is that a matter of law? Certainly not; but what about it? It is a fact that the seamen of American vessels under American registry may be of any nationality under the sun, and they are not required to be Americans. It is also a fact that the wages of the seaman employed are fixed by the port in which he is engaged and not by the flag under which he sails. If an English vessel in the harbor of New York finds it necessary to secure the services of a seaman, that vessel must pay New York wages to secure the seaman. If an American vessel in the harbor of Liverpool finds it necessary to secure a seaman, that vessel will only pay Liverpool wages to secure the seaman, and whatever the flag under which a seaman sails he receives the wages of the port in which he is engaged.

"So that whether the sailor be on an English, German, American, or Chinese vessel he is not paid by the flag he floats under, but by the port he engages in.

Seamen's Bill Will Equalize Wages.

"Now, Mr. Chairman, that being the case, I want to call your attention to a sure enough antiquated law which it is sought to cure in the Seamen's bill which we have been seeking to pass, the purpose of which is to abolish arrest of seamen for desertion. Under our law and treaties we bind ourselves that if a seaman comes from Liverpool or Bremen or China to New York and there deserts his ship he is not, as you and I would be if we had failed to fulfill our contract one to the other, subject to civil process, but he is a criminal. Our constabulary, under our treaties, arrests that seaman in the port of New York, places him in chains, and puts him on board the ship from which he has deserted. The result is that the foreign shipowner may engage his men for a round trip from Naples or Liverpool, contracting to pay him the wages prevailing in that port, and if the seaman sees proper to quit him in New York, where the sun is brighter and the skies bluer, we put the hounds of the law after him and put him back on board his ship. The result of that law is that they can engage their labor in the cheapest port possible and keep the sailors going back and forth, and our Government helps them to do it. This law for the enforcement of a civil contract by criminal process does not work both ways. The shipowner may take a crew from New York to Naples and, if he sees fit, dismiss the crew and take on a crew of Italians at the cheapest scale of Neapolitan wages for another round-trip voyage to New York. You can not compel him to keep his crew; but if they desert, they are arrested and he carries them back to Naples. Now, while our shipowners have the same right under these laws and treaties, I think it likely the foreign shipowner has better opportunity to profit by them. The Seamen's bill will abolish arrest for desertion. Its operation will be that when skilled seamen come to our ports and find an opportunity to secure better wages here, it will be so that now and then, unless the shipowner is willing to raise their wages to reasonable sums, they will desert and get employment on some other ship.

"In five or ten years, under the operation of the law which makes the seaman for the first time a freeman, the men who sail on merchantmen in and out of the harbor of New York will receive living wages, and all of them practically the same wages. If men are free, you can not work them side by side at vastly different wages. It will come to pass that American or foreign ships will only pay better prices for better men, and the cost of the crew will no longer be a hindrance to the operation of our merchant marine.

"Capt. W. A. Wescott, president of the Masters, Mates and Pilots of the Pacific, has been before our Committee on Merchant Marine many times, and has, I think, impressed everyone with whom he came in contact as a conservative, splendidly informed, truthful, and able man. He gave me these figures as to cost of operation of an American ship of 6,000 net or 8,000 gross tons:

Officers and crew, 42 men; average wage per month, \$62.16 2/3; per year, \$746; total per year.....\$ 31,332

Fuel, 3,500 to 4,000 horse-power, oil,	
\$150 per day.....	50,000
Food and supplies.....	10,000
Interest on cost (\$500,000), 6 per cent....	30,000
Depreciation, 5 per cent.....	25,000
Repairs, 5 per cent.....	25,000
Insurance, 5 per cent.....	25,000

Total\$196,332

"Labor cost percentage .159 plus.

"If our ships cost the same as foreign ships, all the items other than labor would be the same on foreign as on American ships.

"It is believed that under the 'Seamen's bill,' abolishing arrest for desertion, wages of seamen in our foreign trade on American and foreign ships will be absolutely equalized. That is largely true now, since no law prevents our shipowners hiring even Chinese crews, and many foreigners are employed on even our coastwise vessels.

"But our officers must be American citizens, and subsidy officers claim that requirement kills our merchant marine. Captain Wescott prepared for our committee a very interesting pamphlet of 21 pages, giving the rate of pay of masters and mates on practically every American ship in our foreign merchant service, and also the rate of pay of the like officers on a great number of ships in the British merchant service. On page 4 he gives the pay of these officers on "Congress," a United States ship of the Pacific Steamship Co., of 7,985 gross tons:

	Per month
Master	\$225
Chief mate.....	125
Second mate.....	100
Third mate.....	85
Fourth mate.....	75

Total\$610

"On page 18 he gives the pay of commanders, answering to our masters, on 43 vessels of the White Star Line. They range from £400 to £1,400 per annum, the lower pay being on cargo vessels only. It is hard to make a close comparison, but in addition to the pay it is shown that British officers receive very substantial privileges and emoluments not received by American officers at the ship's expense, such as full bonus without deduction for periods less than three months off duty, full sick pay for three months, leave of absence up to three weeks annually on full pay, etc. Frankly, I think the British and American pay of their commanders or masters is about equal. As to those below that rank, corresponding to the American chief mate, second mate, third mate, fourth mate, he gives, on page 14, the pay in the Canadian Pacific Railway Pacific Service the following:

	Per month
Chief officer, answering to our chief mate..	\$125
First officer, answering to our second mate	90
Second officer, answering to our third mate	80
Third officer, answering to our fourth mate	70
Placing pay of commander at.....	225

Total580

"This would make a difference in the aggregate pay of American and British officers of \$30 per month, or \$360 per year in favor of the American, on a vessel of 6,000 net tons, if we ignore the special advantages enjoyed by the British officer, which I have mentioned, and would amount to one-fifth of 1 per cent. of the total cost of operation of such a ship as I have described.

"But these calculations are all made under the supposition that the British and American vessels cost the same. If the American vessel costs 50 to 100 per cent. more, then the items of interest, depreciation, repairs, and insurance in her cost of operation will be from \$50,000 to \$100,000 more per annum, and of course competition is out of the question.

The High Wage Bugaboo.

"Mr. Chairman, has it ever occurred to you when you hear people say, 'We are unable to compete on account of higher wages,' that England proportionately pays a much higher wage when compared with the wages paid by the Italian shipowner or the German shipowner or the French shipowner, than we do as compared with England? Yet England holds the sea while paying higher wages to her officers. She is mistress of the sea. And is it possible we have grown so weak that we are unable to compete under conditions similar to the conditions under which England competes with the balance of the world?

"I confidently prophesy that if we shall put our merchantmen upon the sea, with equal privileges, no hamperings, no restrictions, no restraints, they will hold their own with the Englishman, the Frenchman, or the German. But permit me to make this further statement: That the men of all nations are yet governed by self-interest, and we are no exception to the rule; and you as an individual contemplating shipowning are confronted by the question when you desire to engage in trans-oceanic traffic whether you will sail your ship under the American flag or under the English flag. You are confronted by the proposition that if you put it under the American flag you must pay from 50 to 100 per cent. more for it than if you put it under the English flag, and that all other con-

(Continued on Page 11.)

NEWS FROM DENMARK.

(Continued from Page 2.)

Accident insurance is fixed at 4,000 kr. per man, regardless whether he has a family dependent upon him or not; such accident insurance to be paid in cases of death resulting from accidents due to the war, regardless of the waters in which such accident occurred.

The war bonus and the accident insurance shall continue as long as the war continues, and the question as to when such bonus and insurance shall cease shall be determined by a commission composed of two members elected by each of the parties to the agreement and a fifth member who shall be appointed by the presiding officer of the Public Arbitration Court.

The agreement entered into between the Danish Shipowners' Association and the Sailors' Union of Denmark in May, 1911, to be considered amended to conform to the foregoing provisions. Section 3 of said agreement is also amended by adding the following: "The deck crew is bound to perform all labor in connection with the loading and discharging of cargo on shore or in lighters, when required by the master, in conformity with the navigation laws."

The Shipowners' Association also agreed to the following changes in wage schedule in vessels engaged in other trades, to become effective on January 1, 1915, and to remain in force until June, 1919:

Carpenters	85 kr. per month
Boatswains	85 " " "
Able seamen.....	80 " " "
Ordinary seamen.....	60 " " "

In addition the new agreement provides for the same war bonus as was granted to crews of coal vessels trading between ports inside lines of Dover-Calais and Lindesness-Kinnaird Head, as well as the accident insurance prescribed for said trade.

The "Ny Tid" comments on the agreement in the following language: "For the information of members we will state that wages in Swedish vessels for carpenters and boatswains are 80 to 85 kr. per month, for able seamen, 75 kr., and ordinary seamen, 55 to 60 kr. In Norwegian vessels wages are between 72 and 85 kr. per month, but seldom in excess of 75 kr. It is to be hoped that the work here completed will be satisfactory. Our members should bear in mind that it is not a new agreement that we have negotiated, but an old one that we have patched up. In view of the fact that in 1911 we were willing to make a nine years' agreement in consideration of a 2.50 kr. per month increase, we have reason to congratulate ourselves on the outcome of the present negotiations.

A law has been passed in South Carolina that provides that no planter shall have more than one-third of his cultivated area in cotton, and placing a tax of \$25 for each per acre evasion of the law. All sheriffs, district attorneys, and other State and municipal officials are made responsible for the carrying out of this statute. As a result South Carolina is already beginning to diversify her crops, and it is said that her farmers are now sowing wheat and oats in greater quantities than ever before in the State. In some cases the people are not waiting for the cotton crop to be harvested, but have sown their grain between the rows of cotton plants.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.....	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.....	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.....	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.....	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.....	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.....	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.....	108 Fifth Avenue
OGDENSBURG, N. Y.....	70 Isabella Street
CONNEAUT, O.....	922 Day Street
SOUTH CHICAGO, ILL.....	9142 Mackinaw Avenue
PORT HURON, MICH.....	517 Water Street
ERIE, PA.....	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....	1185 W. Eleventh Street
CHICAGO, ILL.....	445 LaSalle Avenue
MILWAUKEE, WIS.....	151 Reed Street
DETROIT, MICH.....	27 Jefferson Ave., East
SUPERIOR, WIS.....	1814 Fourth Street
OGDENSBURG, N. Y.....	70 Isabella Street
BAY CITY, MICH.....	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....	1401 W. Ninth Street
MILWAUKEE, WIS.....	151 Reed Street
CHICAGO, ILL.....	314 N. Clark Street
ASHTABULA, O.....	74 Bridge Street
TOLEDO, O.....	54 Main street
DETROIT, MICH.....	7 East Woodbridge Street
PORT HURON, MICH.....	517 Water Street
CONNEAUT, O.....	922 Day Street
OGDENSBURG, N. Y.....	70 Isabella Street
NORTH TONAWANDA, N. Y.....	152 Main Street
SUPERIOR, WIS.....	1721 N. Third Street
BAY CITY, MICH.....	108 Fifth Avenue
ERIE, PA.....	107 E. Third Street
SOUTH CHICAGO, ILL.....	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erle, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ule, even when new contracts were to be let, without both employers and employees' unions concerned being consulted. Not only has this principle been ignored in this instance, but the contracting firm has been made an important factor in the reduction of wages on a contract already provided for."

The committee further says "it is impossible to resist the impression" that the provincial government and the contractors are in league with each other.

The law was intended to make possible the payment of union rates on public work by public officials. The Voice, official paper of the Trades and Labor Council, makes this comment on the efforts of workers to secure a compliance with the law:

"In the fourteen years since the fair wage policy was first introduced in the public work of Canada by Hon. William Mulock, there have been schemes and crookednesses innumerable hatched out by contractors to beat it out. Not to abolish the policy, no, but after figuring on the wages as provided in the schedule to pay the workmen less rates and pocket the difference themselves. This has been the experience in the federal, the provincial and the municipal fields, and so persistently has wrongdoing cropped up that labor men who have followed the trail of it have had a hard task to hang on to any belief in the innate fairness of contractors when half a chance to rob the worker presents itself."

Comment on "Good" Unions.

While giving testimony before the United States Industrial Relations Commission, President Gompers was asked this question, referring to a statement by E. J. Berwind, coal operator:

"Mr. Berwind said there were good unions and bad unions. Don't you think a union that didn't ask for shorter hours, higher pay and better conditions would be considered by employers a good union?"

"Yes, sir—magnificent," answered the A. F. of L. executive. "Corporations think good unions are like good dogs—don't bite. They like unions that will sing 'My Country 'Tis of Thee,' and bless their employers."

Miners Answer "Cossack."

Officials of the United Mine Workers have issued a statement in answer to the claim of John C. Groome, head of the State police, known as "Cossacks," that his troopers acted within the law during strike troubles in this region.

The miners say:

"It is not necessary to go into details in order to answer the unblushing falsehoods of Groome, as the verbatim records of the Hazelton hearing will speak for themselves.

"Mr. Groome makes no attempt to contradict the testimony adduced at the Hazelton hearing, and in his answer follows the usual course of those whose methods cannot stand the light of day, by evading the real facts, and by making false counter statements of a nonsensical nature, calculated to divert attention from the terrible indictment made against him and his troopers.

"Groome denies that the State police

mixed with crowds, in their citizens' clothes. The records show city policemen and borough officers testifying that they did mix with the crowds in their citizens' clothes. We will therefore accept the sworn testimony of these men in preference to that of Groome.

"In brief, the weak defense of Groome but further entangles the troopers in the web of unlawful abuse of authority, and we are perfectly willing to measure steel with Groome or his captains before the Legislature, or any of the committees, and prove that every word of testimony was correct."

Danger in Child Labor.

In a speech on child labor, Miss Whiting, representing the Child Labor Committee of New York State, said that every year there are on an average about 15,000 children leaving school to seek 5,000 vacant positions, and that this average shows how vast a number have to wander about the streets looking for work which they are unable to find.

"Pupils who leave school before graduating," she continued, "especially those under the ages of sixteen, usually enter the field of unskilled labor at low wages and remain there the rest of their life. This is due to lack of mental training and sometimes to improper physical development. They often wander from one job to another because they are unable to stick to one long enough to make any headway.

"But not only does going to work impede progress in business, but it often impairs the health. The death rate among the workers is far greater than among the non-workers—the chief cause being consumption.

"Worse than all is the bad effect on the morals of the child. More working children go wrong than non-workers. More working children are arrested and brought before the Children's Court than school children. This is largely due to the bad associations formed."

State Has Safety Exhibit.

Ohio's first annual industrial safety exposition, held in Columbus last week, was a success and a revelation. The exposition was arranged and conducted by the State Industrial Commission, the executive body that is carrying into effect the provisions of the workmen's compensation law and other statutes relating to industry. A large hall was secured, and all manner of safety devices were arranged in booths. Attendants demonstrated the utility of each device. Railroad companies, large steel concerns, and other Ohio industrial corporations were represented, while other States occupied large booths. The most important feature of the exposition was the "round table" discussions, at which representatives of large corporations and representatives of organized labor discussed the relation of employer and employee and suggested measures to meet the problems presented. President Voll and Secretary Donnelly, of the Ohio State Federation of Labor, took a leading part in the debates. If even one-half of the betterments claimed to have been instituted by the companies is a fact, these concerns have revolutionized their methods in dealing with employees since the organized workmen of this State secured the enact-

ment of the workmen's compensation law. The Ohio Manufacturers' Association, at its last convention, declared in favor of co-operating with the labor unions in making the compensation law effective. Members of this organization resisted the adoption of the law.

WHO ARE THE GIVERS?

Among the securities contributed to the Rockefeller Foundation by John D. Rockefeller are five hundred first mortgage bonds of the American Agricultural Chemical Company, valued at \$505,000. This company recently reduced wages in its plant at Cartaret, New Jersey, from \$2 a day to \$1.60 a day. Thus it has levied upon the poverty-pinched workingmen in the Cartaret fertilizer mills for a portion of the funds with which the Foundation fights hookworms, looks after birds in Florida, and investigates the prevalent unrest.

A. Barton Hepburn, a director of the Rockefeller Foundation as well as of the corporation controlling the chemical company, testified before the Federal Industrial Relations Commission that he did not know that the Foundation held this half-million dollars' worth of bonds, and that he had never visited the plant at Cartaret. When the strike began he telephoned to an official of the chemical company and was told that the strike probably would not last very long, because there were many men out of work who would be glad to get jobs at \$1.60 a day. The company was not forced to lower wages. It was simply taking advantage of a surplus of labor.

Praise of Rockefeller generosity will savor of sardonic humor until the Rockefeller Foundation has washed such black stains from its hands. Florida's pampered birds should bless the workingmen at Cartaret, and the harassed hookworm should curse them as it dies. They, and not Rockefeller, are the givers.—San Francisco Bulletin.

During the fiscal year ended June 30, 1914, 53,415 patients received treatment as beneficiaries of the U. S. Marine Hospital Service. Of this number, 14,469 were treated in hospitals and 38,814 were treated as dispensary or out-patients. The hospital patients received a total of 411,225 days' treatment. During the year the service operated 23 marine hospitals, all of which are owned by the Government, and maintained 120 other relief stations where hospital and dispensary relief was furnished patients. In addition, 950 merchant seamen were physically examined to determine their fitness for duty on American vessels, of whom 30 were rejected; also 6 foreign seamen were examined, of whom 1 was rejected.

Australia spends large sums every year in the extermination of rabbits, and it is estimated that in Victoria alone 150,000,000 were put to death last year. It is generally admitted that ten rabbits eat as much as one sheep, and many graziers have long since realized that they can not profitably run sheep on properties infested with rabbits. Natural enemies, such as foxes and wild dogs, which are troublesome in certain districts, tend to keep the rabbits in check, assisted by the wire-netting fences that landlords are erecting. Another enemy of the grazer is the blowfly, which causes an annual loss of 1,000,000 sheep.

THE ANCIENT CODE.

(Joseph Dana Miller, in "The Public.")

Before him lay the man he slew—
They'd fought until the sun went down
For title to a field, these two—
A field which none should own.

At least the victor won the field,
And when the sword was sheathed, he saw
That land his own, with all its yield—
So ran the Ancient Law.

To-day we kill that lands may pass
To kings—and scarce a man of all
Can own a rood of native grass,
Whether he stand or fall.

If peace availeth not, and war
Be but the sad world's only mode,
Alas, though brothers that we are,
Give us the Ancient Code!

WHAT AILS OUR MERCHANT MARINE?

(Continued from Page 9.)

ditions are equal. Mr. Chairman, which flag will it be, patriot though you are? I know and you know that every man within the sound of my voice under the present conditions will buy the English ship and run it under the English flag, and that is all there is to it, and he will do it because it is utterly impossible for him to do otherwise. Permit me to give you some figures. Take a vessel that in England would cost \$600,000. It is a magnificent merchant vessel. That vessel built in America would cost \$1,000,000. Now, you and I are thinking about engaging in this trade, and you are a patriotic American and pay \$1,000,000 and buy the American-built vessel and I buy the English vessel, not being so patriotic. We will consider that the cost of the money is the same to us, as we both issue bonds. You use a million dollars of it and buy your vessel, and I use \$600,000 of it and buy my vessel. And now we start on the same business of carrying freight between Liverpool and New York, or wherever we wish to go. To begin with, the first year you are compelled to pay marine insurance on \$400,000 more than I am. And 6 per cent. on \$400,000 is \$24,000 that you pay for marine insurance more than I do; and then you pay 5 per cent. on \$400,000 more than I do, which is \$20,000 more than I pay for interest; and then the average annual repairs on vessels is about 5 per cent., which will cost you again \$20,000 more for repairs than I pay.

"The life of a vessel is supposed to be 20 years. Now, Mr. Chairman, at the end of 20 years you will have spent for insurance, interest, and repairs \$64,000 more a year than I. At the end of 20 years you will have spent \$400,000 more in original cost and \$1,280,000 more than I in interest, repairs, and insurance. You might have been a better patriot than I when you bought that ship, but if there was anybody dependent on you or your welfare they ought to have had a guardian appointed for you. Is it any wonder that under these circumstances the business man buys the English ship and puts it under the English flag? Is it any wonder that under these circumstances our merchant marine disappeared from the seas? Mr. Chairman, if you will not take my prescription, I am absolutely sure you will not have an American merchant marine. If you will take my prescription, I am just as sure that you will have an American merchant marine. The American Federation of Labor very recently, in a great national convention, unanimously adopted this resolution, introduced by Mr. Andrew Furuseth, of the International Seamen's Union: 'Resolved, That we urge upon Congress to so change our registration laws that any vessel rated in the highest class of any responsible classification society may be registered as an American vessel, to sail in any trade, provided that she be compelled to carry citizens of the United States as licensed officers.' This resolution contains my prescription for the American merchant marine.

"Free Ship" Bill Not a Panacea.

"As our laws now stand we have a so-called free ship bill. An American citizen may buy a ship where he pleases and obtain for it American register, but by the same law we restricted his right under it to engage only in the foreign trade. We said, 'You may fly the American flag, but we will give you absolutely not one privilege under that flag that you do not have under the British flag.' On the contrary, you will lose certain privileges which you have under the British flag. It is true that Great Britain permits any ship to engage in her British Isles coastwise trade.

"England is not afraid that foreign ships will take her home trade away from her; but England is a little selfish, too, and only English ships can engage in the coastwise trade of her great colonies. Under the American flag you will lose that privilege. Besides this, England has negotiated many treaties of reciprocity, under which her ships may enter the coast trade of many countries. You will not have that

privilege under the American flag. Mr. Chairman, not a foreign-built ship would be under our flag to-day under that law but for the benefit of our neutrality and national standing during the present war, and after the war every one of them, if our laws remain the same, will go back under some foreign flag. But if you will permit the ship that bears the American flag, under American register, and owned by Americans, though built abroad, to engage in our coastwise trade, then that ship has obtained a privilege of value. Then when it comes from Liverpool with cargo to New York and goes back by way of New Orleans or Galveston to obtain a return cargo to Europe, it will not go empty, as it does now, but will bear a full cargo of freight from New York to New Orleans or Galveston, and all along its route it will be earning money and be at great advantage over the English vessels, which can carry none of our coastwise trade.

American Labor Most Efficient.

"Please understand that this is not all I would have. Nothing but nature has the right to be prodigal. Civilization ought not to waste the labor of her sons, and therefore I would have no barren voyages, but our coast should be open to all ships, as the coast of England is. But if before I die I may see the dawn of a better day breaking by the adoption only of the policy set forth in the resolution of the Federation of Labor which I have presented, I am willing to say, 'Now let thy servant depart in peace.' Our shipbuilders, though they will not believe it, will be profited, also, in the end by such a law. They will not only build the bulk of the tonnage for our coastwise trade but millions and millions of tonnage for the overseas trade and for the trade of other countries. You can no more drive our shipbuilders out of business than you can the shipbuilders of England.

"The United States Steel Corporation, the Bethlehem Steel Co., and others can put out cheaper iron products than any other shops in the world, and they have to use American labor. All the other material that goes into a ship we have more readily at hand than any other country, so that it is foolish to talk about destroying our shipbuilding industry, in which we have about 32,000 workmen engaged. But even if that industry were injured, we ought never to have put ourselves in our present humiliating condition to protect the special industry of 32,000 men. We have crippled American commerce by that foolish policy in this present year along more than enough to have placed those 32,000 men on a pension roll for all time. Struggle brings strength. Our shipbuilders will learn the lesson of standardizing, which they say they have not done in the past. They will adopt economies, and just as sure as the sun rises, by improving their management, by having vast quantities of work to do and a vast market for their output, they will do as our shoe manufacturer, our iron and steel producer, our machinery men, and every other large enterprise of the United States have done, and they will become sellers to the world. Mr. Chairman, there was a day when, as a nation, we were strong and self-reliant shipbuilders, merchantmen, and seamen, and when, under conditions like the present, we would have gone out over the world the proud masters of commerce and of the sea. God grant such a day again."

Four German sailing vessels were offered by auction in London January 14, and realized good prices. The auctioneer announced that though a proclamation had been issued prohibiting the export of craft, he was able to say that any of the four vessels to be sold could be exported on a license being obtained, and that the British Board of Trade would facilitate the issue of licenses to buyers. The first vessel offered was the "Fritz," a steel ship of 2,024 tons register, built at Vegesack in 1894. Bidding started at £4,000, and she was knocked down at £8,000. Her chronometer was sold for £9. The "Orlanda," a steel ship of 2,065 tons register, built at Vegesack in 1892, was sold to Mr. S. P. Derbyshire, of Nottingham, for £7,050. Two chronometers belonging to the "Orlanda" were sold for £11 each. The "Olona," another steel ship, of 1,818 tons register, built at Dumbarton in 1902, was sold for £8,000. Her two chronometers went for £12 and £14 respectively. The steel three-masted schooner "Helgoland," 198 tons register, built at Waterhuizen in 1907, was finally put up, and realized £1,670. Her buyers were Messrs. T. & E. Sutcliffe, Grimsby. Her chronometer sold for £9.

Demand the union label upon all purchases!

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

There are 9000 union painters in Chicago.

The world contains 14,113,611 trade union members.

Nineteen States allow the employment of children under sixteen in mining.

In Iowa the great bulk of wage earners average between \$12 and \$15 a week.

A workmen's compensation law became operative in Ontario, Canada, on January 1.

Two new co-operative stores have been established in Chicago. The union miners of Cedar Point have started a co-operative store with \$1000 capital. It is stated that the business of this venture already amounts to over \$70 a day.

In a report on benefits paid last year, the organized street car men of Chicago call attention to the fraternal side of trade unionism. The benefits total \$124,218.35, divided as follows: Funeral and disability benefits, \$88,400; collections for sick members, \$32,741.35; funeral expenses, \$3077. The car men's official paper asks: "What institution of like proportions is doing as much for the protection of the home and family?"

In the first biennial report of the Montana Department of Labor and Industry, Commissioner Swindlehurst recommends an act requiring prompt payment to workmen of wages due them. In urging the passage of a compensation law the commissioner says: "Upon the forethought and foreknowledge with which the law is constructed depends its usefulness and efficiency. It is sincerely hoped that a compensation act will be passed and that the measure will be dictated by a prudent regard for all classes and interests."

The Oklahoma House Committee on Labor and Arbitration has agreed on the terms of a proposed workmen's compulsory compensation law to apply only to personal injuries. It does not make any provision for compensation for death. It was found that an amendment to the Constitution would be necessary to enact a law that would provide compensation in case of fatal injury. By the terms of the bill there is created a State industrial commission to be composed of three members to be appointed by the Governor, who shall have charge of the operation of the law. The workmen's compensation fund would be made up by compulsory contributions from employers. The bill carries four optional insurance features.

That death's toll in war is less than the number of persons killed in preventable accidents in the United States each year and that a Washington child runs a greater chance of being killed on the streets by a vehicle than he does of dying of diphtheria, scarlet fever, or smallpox were two of the points emphasized by William F. Peabody, president of the Washington Safety First Association, in a recent address. "As many people were killed in New York during the last three years in street accidents as were killed during the entire seven years of the revolutionary war," said Mr. Peabody. "In the United States in one year two-thirds as many people have been killed in accidents that could have been averted through the application of 'safety first' principles as were killed in the entire civil war."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

We don't care what others charge, we will prepare you to pass \$10 cheaper than they will

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, H. T.	Larsen, L. A.
Anderson, J. G.	Larsen, Herman
-1534	Larsen, -625
Anderson, Martin	Lindstrom, Geo.
Asgow, Andrew	Laf, Oscar
Andersen, Michal	Larson, Harry
Andersen, Salve	Larsen, Fred
Back, Marius	Melder, Johan
Bukly, C.	Miller, Jos.
Berg, Fred	Mortensen, J. R.
Buckman, J. W.	Munson, Sam
Butler, R.	Maro, Thorwald
Bartlett, H. N.	Mathieson, Sigurd
Bluhnen, Sigurd	Moen, Tryger
Campbell, Louis	Muier, F. W.
Celsen, Martin	Monroe, Wallace
Christensen, Aug.	Martinsen, K.
Christensen, Trygve	Mikkelsen, K. -1620
Christensen, Vigo	Naujack, G. F.
Clausen, P.	Newland, E.
Callishow, Russel	Nielsen, H. O.
Carey, Arthur L.	Nielsen, O. J. Reg.
Christensen, Christ	Ness, Carl J.
Christensen, Fred	Nielsen, P. L.
Dobblin, H.	Olsen, C. J.
Driscoll, Edvard	Olsson, Ernst
Ekstrom, Jimmy	Olsen, Charles
Erikson, Erik	Osterberg, Gust
Espedal, Y.	Olsen, A. M. -944
Evangner, Nils	Olsen, O. P. -1141
Eugene, J.	Otterson, Harry
Elsted, John	Pederson, Ole
Grant, W. D.	Pedersen, Carl
Gonzalos, M.	Pedersen, Carl -1300
Gundersen, L. S.	Pakko, Emil
Gustafson, Taevo	Porter, Albert
Gudmundsen, Chris	Quigley, R. E.
Hellison, Halver	Queam, Nick
Hickola, S.	Ring, Douglass
Hulberg, Ernst	Ronberg, Edvard
Hansen, Olaf	Rasmussen, Vigo
Halst, L.	Rogers, W.
Holmes, Geo.	Rasmussen, Arthur
Holm, H. P.	Schuring, Wm.
Iversen, Robert	Schutz, Robert
Jansen, Tom	Schmidt, F.
Jensen, Jens	Shultz, Billy
Johansen, Alfred	Schuldt, Theodor
Johnson, Andrew	Shanaghan, B.
Jacobson, Johan	Simmonds, A. E.
Jahnke, Otto	Spradlin, A. W.
Jensen, S. G.	Swanson, John
Johansen, A. -1797	Sack, Hans
Johanson, Carl	Schmah, M.
Jensen, L.	Schager, E.
Johnson, Hillmer	Shager, E. L.
Johansen, Ludolf	Slipners, P.
Kalning, J.	Soderberg, A.
Kristiansen, Nils	Swenson, L. G.
Kuschert, John	Strauss, W.
Kruse, E.	Thompson, Jos.
	Tjolsen, M.
	Wee, W.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH

Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. H. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Snderson, John C.	Murphy, Danial
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.—5-13-14.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

SCANDIA HOTEL

JOE COSTER, Proprietor

FIRST-CLASS BOARD AND LODGING
Reasonable Rates

Front Street, between C and D
EUREKA, CAL.

A GOOD CUP OF COFFEE

— Try —

A SQUARE MEAL

EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D St., Eureka, Cal.

ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

Christensen, Hans	Lomas, Richard
-1366	Nilsen, Nils
Edlksen, Anton	Olsen, Andrew
Laurence, Harry	Thorsen, Fredrik N.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the "Oceana Vance," kindly call at the office of the Charles Nelson Co. for money due them.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Eugene Martin, age 25, 6 feet, tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.
P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdierck, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, John Andreas
Decas, O.	Olsen, Arthur
Davey, Charles	Palm, A.
Dolany, Willie	Pohland, Max
Erickson, O. H.	Peterson, P. G.
-857	Perssons, Oscar
Erman, A.	Palmer, Jas. H.
Egenas, Nils	Pensgaard, Emil
Erikson, A.	Rinkel, H.
Edstrom, John	Rod, Halfdan
Felsh, Henry	Rasmussen, Thor
Gunter, John	Schmidt, Louis
Hecker, W.	Scott, James
Holm, Peter	Salvesen, S.
Hansen, H. F. C. C.	Saarenen, W.
Hansen, O.	Saer, J.
Hedlund, Albert	Sandstrom, Ivar
Hellman, Albin	Schacht, H.
Ingebrethsen, Alfred	Schmidt, Martin
Johansen, Chas.	Smedsvig, Andrew
Johansen, Christ	Simons, O. L.
Johnson, Charles A.	Sorensen, Peter
Johnson, Nils	Saer, E. A.
Johnson, Anton	Stardahl, J.
Johnson, Gust	Swansen, John
King, J. L.	Snyder, Jack
Kressman, Carl	Tamford, B. A.
Kermagoret, Anatch	Tortenson, Folke
Karvanen, Waino	Tasnase, E.
Kelly, Patric	Tuhkanen, J. J.
Kjer, Magnus	Urvoy, Geozep
Kritiansen, Nils	Vickey, Curtis S.
Knudsen, Richard E.	Wickman, Ernest
Keane, M.	White, Harry
Luckman, E.	Walter, John
Lindeman, W.	Westengren, C. W.
Lorins, Jack	Welsen, John
La Boyle, M.	Wilson, R.
Lyle, Alex.	
McLellan, John	
Muenchemeier, Herbert	
Muller, P.	

Aberdeen, Wash., Letter List.

Andersen, -1172	Nordgren, Chas.
Andersen, -1776	Olsen, Morten
Andersen, Oscar	Osman, P. A.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, J. A.
Arnell, John	Pettersen, Karl
Batchall, Alex	Petersen, J.
Bowen, J. J.	Peterson, Nels
Carlson, Sven	Rundblad, Oscar
de Lange, Ingolf	Roberts, Isaac
Ellefsen, Otto	Slattery, Wm.
Erikson, Sigurd	Sim, Gunder
Ernandes, Frisco	Schmidt, Heinrich
Eriksson, -333	Simensen, Isak
Evensen, Krist	Scheffert, Bernhard
Forde, S. C.	Sundquist, Walter
Gronros, Oswald	Sormato, Matti
Gueno, Pierre	Thomsen, Th.
Hansen, Ove Max	Toves, H. C.
Hansen, Erick	Thorne, John
Hvid, Einer	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Jacobson, Arthur	Walder, Olsen N.
Johansen, Hans	Packages.
Kustel, V. J.	Glazer, Y.
Kallas, A.	Gorgensen, Olaf
Latz, K.	Hansen, John
Malm, Gust	MacGuire, O. F.
Munsen, Fred	Stanners, W. S.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions
for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, aged about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Home News.

The total assessed value of all property in California for 1914 was \$3,232,646,152, as against \$3,114,136,640 in 1913.

The production of crude oil in California for 1914 is placed at 103,623,695 barrels, as against 97,867,148 barrels in 1913.

Automobile accidents for the year caused 2,488 deaths, while 2,921 were killed by horses and in accidents caused by other vehicles, principally those horse drawn.

A State-wide prohibition bill passed finally in the Arkansas Legislature on February 6 and was signed by Governor G. W. Hays on the same day. It goes into effect on January 1, 1916.

Postmaster-General Burleson has awarded an \$8,000,000 contract to the Middle-West Supply Company of Columbus, O., which will furnish 9,000,000 stamped envelopes to the Government during the next four years.

In 1914 the yield per acre in California rice fields was 53.3 bushels, according to the United States Department of Agriculture. The yield per acre of California's nearest competitor was 39.8 bushels. California is given fourth rank in the production of rice in the United States.

German exports to the United States in 1914 amounted to \$15,905,125. This shows a falling off of \$31,552,185, as compared with 1913.

The next session of the Louisiana Legislature will be the first in twenty-five years not unanimously Democratic. One Progressive Senator and seven Progressive Representatives will have seats in the new body.

Deaths from tuberculosis are decreasing while those from cancer are increasing, says the United States census bureau, in a report just issued. The State of Washington has the lowest death rate from all causes, and New Hampshire has the highest. Suicides decreased in 1913 as compared with 1912. The death rate from tuberculosis declined from 149.5 per 100,000 population in 1912 to 147.6 in 1913. Deaths from cancer rose from 63 per 100,000 in 1910 to 78.9 in 1913.

California State institutions on February 1st of this year held more inmates by 953 than at the same time a year ago, according to the figures compiled by California Board of Charities and Corrections. Each institution in the State showed a marked increase in population over a year ago, the greatest gain in numbers being in the State hospitals, where insane and inebriates increased 544; State prisons stood second with 336, while in the home for the feeble-minded there were but 51 and in the State reform schools but 19 more than at the same date last year.

Twenty-one lives were snuffed out at the South Wellington (B. C.) mine at the Pacific Coast Coal Mines, Limited, when Fire Boss David Nillerst fired a shot which broke through into the old workings of the Southfield mine of the Old Vancouver Coal Company, a mine abandoned some twenty years ago. The old workings were filled with water and when the shot broke through, the inrushing waters drowned all the men in the section of the mine affected with the exception of W. Murdock, who, after a hard struggle, succeeded in reaching safety.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

The young lawyer had been very lengthy in his closing speech of his first real case, and noticing the judge giving evidences of his weariness, he said:

"Your Honor, I shall soon be through now. I trust I am not trespassing too far on the time and patience of the court."

"Young man," responded the judge with a yawn, "you long ago ceased to trespass on my time and patience. You are now encroaching on eternity."

"When I was your age I didn't spend my days joy riding," said the replying father.

"Well," replied the self-confident youth, "I'm going to avoid your mistakes, too. When I get to be your age I'm not going to stay up half the night dancing the tango."

Ethel—Why did you take off your hat to that girl? You don't know her, do you?

Jack—No—er—but my brother does, and this is his hat.

Domestic and Naval.

Applications have been filed with the Bureau of Navigation by the Luckenbach Steamship Co. for permission to change the names of the steamships "Lyra" and "San Mateo." The former is to be called the "Hattie Luckenbach" and the latter "Fredrick Luckenbach."

The American tank steamer "Gulf-light" is under charter for a trip from Galveston to Bremen with cotton. So far as known, this is the first time that a tank ship has been loaded with cotton for a transatlantic trip. The "Gulf-light" has just completed a voyage to Rotterdam.

The steam yacht "Wakiva," which went ashore on the jetties at Tampico, Mexico, last month, has broken up and is a total loss. The "Wakiva" was of steel, 853 tons, built at Leith in 1903, at a cost of approximately \$180,000. She was owned by E. L. Doheny, of Los Angeles, Cal.

A fleet of sailing vessels is on the way to Pensacola, to load lumber and timber, owing to the fact that steam tonnage for this trade is practically prohibitive. Within the next few weeks fully twenty-five sailing craft, mostly Italian and Norwegian, will reach Pensacola to begin loading.

The "Achilles," one of the two colliers which the Maryland Steel Company is building for the Panama Canal, was successfully launched February 6 at Sparrow's Point. The "Achilles" will be used to carry coal from Norfolk to Panama. She is of 13,200 tons d. w. and will be ready for trial early in June.

The contract for repairs to the damaged steamer "Camino" has been awarded to the Halifax Graving Dock and a new rudder is now being made by the Nova Scotia Iron and Steel Company, at New Glasgow. Nothing has been decided yet as to what will be done with the cargo, but it is expected that it will be transferred to another steamer for shipment to Rotterdam.

Mr. Henry Whitney, Arctic explorer, has closed a contract with the Cramp Company, Philadelphia, for a steam yacht suitable for use in the Arctic seas. The vessel will be 175 ft. long, 25 ft. beam, 15 ft. depth of hold, and 25 knots' speed. She will be driven by turbines and will be ready for delivery by August 15. The yacht will have accommodations for several passengers.

The British Ambassador at Tokio reports that the following German ships are believed to have been at Tsingtao prior to the establishment of the blockade: "Markomannia," "O. J. D. Ahlers," "Gouverneur Laeschke," "C. Ferd Laesz," "Albenga," "Loongmoon," "Sikiang" and "Litung." The following vessels were sunk in the harbor: "Durendart," "Ellen Rickmers" and "Michael Jeb-sen."

Because of lack of market for the products there is a strong possibility that the seal hunt from Newfoundland which gives six or eight weeks employment to 4,000 men annually, will be abandoned this year. The market already is heavily stocked both with skins and with oil. As a result of the industrial depression and the war the 233,000 skins resulting from last year's catch have not yet been disposed of and about half of the catch of 372,000 skins in 1913 is still in the hands of brokers in London and New York.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adderman, Ernest
Akeros, Ilmar
Akeros, P.
Albertson, Chris
Alund, Ture
Amundsen, Daniel
Amundsen, David
Andersen, A. O.
Andersen, Anton
-1635
Andersen, Bale
Andersen, E. -1896
Andersen, Jon
Andersen, N. -1549
Andersen, Carl
Andersen, F.
Anderson, Gus -1853
Back, Edward
Backman, B. W.
Bakby, Cris
Bakker, Haakon
Bakmyhr, Gustav
Bausback, Erwin
Bejer, Jens
Berghalm, Edward
Bergstrom, Axel
Berntsen, Julius
Bjorseth, K. B.
Blair, Francis
Blom, Antton
Blumel, W.
Caen, P.
Cafferty, Andrew
W.
Calleo, John
Campbell, George
Carlson, Charles
Carlson, Henning
Carlson, Julius
Carlsson, Adolf M.
Carlsson, Oskar P.
Carrera, Pete
Carron, Ed.
Carter, J.
Cassberg, Gustaf
Cellan, John
Danielson, E.
Davey, C.
Davis, John
Davis, T. H.
Echlin, L. W.
Eckoff, Otto
Egeland, Olav O.
Elenius, A.
Ellassen, John A.
Ellefsen, Otto
Ellingsen, Fred
Fabruoski, Theodore
Ferguson, J.
Fischer, Wilhelm
Fitzpatrick, Patrick
Fjellman, Georg
Forsgren, Carl
Foss, John
Gangserud, O. K.
Gardan, Geo.
Gendo, G.
Gerner, Hans
Gibbons, Joe
Gilholm, Albin
Gleiminger, Eduard
Grandstrom, Nestor
Hagstrom, Carl E.
Haldin, F.
Hall, Alf
Hallberg, Herman
Hallen, Victor
Halvorsen, Hans
-2229
Hammargren, Oscar
Hansen, C. F.
Hansen, C. T.
Hansen, Henry
Hansen, Henry W.
Hansen, H. L.
Hansen, Jeremias
Hansen, M. -968
Hansen, Thomas
-2883
Hanssen, Lars
Hanson, H. M.
Hanson, Pet
Insunso, Francisco
Irving, J.
Jackson, August
Jacobson, John
Jade, Hans
Jakobsen, Joakim
Jakobsen, R.
Jamsch, Ed W.
Jann, E.
Janssen, H.
Jarosinski, Filiks
Jenkins, John B.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, J. K.
Jensen, Just
Jerdoe, Soren
Johansen, Carl J.
Johansen, Einar M.
Johannsen, Asmus
Johanson, Geo. N.
Johanson, Louis
Johansson, A. O.
Kallio, Frans
Karlsen, Hans
Karlsen, Martin
Kayser, Carl
Keating, R.
Kenny, James
Kierseinen, Emil
Kindlund, Otto
Klebingat, Fred
Knapp, Livius
Knudsen, Daniel
Kocharlin, Jacob
Koch, Harry
Kollo, M.

Chotard, Emile
Christensen, Alfred
Christensen, Erling
Christensen, Otto
Christensen, P.
-1236
Christenson, Willi
Christiansen, L. P.
Cirul, Mick
Claus, Charles
Clausen, Chr.
Cokinoros, John
Corregan, Robert
Curran, N.
De Bruin, B.
Deising, Ernst
Dixon, John
Dracar, Ed.
Eibngsen, W.
Enoksen, Marcus
Eriksen, E. M. -699
Erikson
Erickson, C.
Evans, S. C.

Fowler, J.
Franklin, John
Fraser, Thomas
Freiberg, P.
Fritsch, Leonad
Frost, Peter
Fyren, G. P. Von
Grantley, C. W.
Gregory, Joe
Gronlund, Oskar
Gundersen, Andreas
Gundersen, G. -785
Gusjoas, Oskar
Guthrie, Raymond
Hanson, S.
Hansson, Chas. G.
Harrison, Frank
Haugland, Harald
Hayard, O.
Hawkins, Fred
Hein, M.
Heldt, Charles F.
Hendriksen, William
Hermansson, -1622
Hermansson, Gustaf
Hewitt, Peter
Hillwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holmberg, Karl
Holmqvist, F.
Holt, R.
Husche, Henry
Iversen, Iver

Johansson, N. A.
-280
Johansson, O. -1908
Johnsen, C. -1593
Johnsen, Walter
Johnson, Andrew
Johnson, C. J. -1566
Johnson, Emil
Johnson, Henry
Johnson, Nathaniel
Johnson, Oscar
Johnson, Robert
Johnson, R. W.
Johnson, Tenar
Johnson, Valter C.
Jones, Berthon
Jonson, E.
Jonsson, K. A.
Jorgensen, H. P.
Jorgensen, Jorgen
Jorgensen, Oage
Jorgansen, R.
Kramer, Sigurd
Kressman, Karl
Krishjan, K.
Kristiansen, Peder
Kristensen, K. D.
Kristiansen, Hans
Kristjan, A. W.
Krogseth, Svend
Kronholz, Edwin
Kruiger, Gustaf
Kruis, F.
Kuhlman, Louis
Kuhn, John

Lake, A. F.
Lang, Chas. F. -89
Lange, F.
Larsen, Gustaf
Larsen, Hans -1677
Larsen, John
Larsen, Ludwig J.
Larsen, Martin
Lass, John
Lassen, Alfred
Laurensen, Hugh
Maattson, J.
Maatson, Olaf
Madsen, Ludwig
Magee, E. H.
Magnusen, Ernst
Maki, Ivar
Malmberg, Ellis
May, R.
Markley, Paul
Markman, Heino
Martens, Hans -1892
Martin, H.
Martin, J.
Mathiesen, N. L.
Mathsen, Olaf
Mayes, Joel H.
McCourt, Joe
McKeating, R.
McKenna, B.
Nagel, Alf
Naujack, Fritz
Nelsen, Christ -641
Nelson, Alvin
Nelson, H.
Nelson, P. -654
Nelson, Robert
Nelson, O.
Nelson, W.
Nerberg, Kristian
Nicholson, J. E.
-1125
Nielsen, Carl
O'Brien, R. F.
Oetichen, F.
Oeltfeld, Charles
Ohle, Hugo
O'Keefe, Ed
Olfstrom, Axel
Olson, Carl
Olson, Charles
Olson, Gus -562
Olson, John H.
Olson, Jorgen
P. -1504
Parson, Herman
Paulsen, Gustav
Paulsen, N.
Pedersen, Carl A.
Pedersen, Didrik
Pedersen, H. -1263
Pedersen, Halfdan
Pedersen, Johan
Pedersen, P. -1245
Pedersen, Paul -896
Persson, Oscar
Peterson, E.
Peterson, George
Peterson, J. A. -515
Peterson, Olav -1595
Quinn, C. R.
Raaum, Henrik
Rader, A.
Rakov, Stephen
Rasmussen, Andrew
Redinger, Miche
Reed, J. W.
Reinink, H.
Remmert, J.
Reitter, Fritz
Sammola, Vano
Sand, Bernhard
Sand, Torger
Sanders, S.
Sanderson, Geo.
Sanne, Rudolf
Saukka, August
Sauza, Custodio
Savage, Roland
Schellenberg, H.
Schmidt, Ernest R.
Schoger, Ernst
Schrader, Fred
Schrader, Paul
Schrei, G. W.
Schröder, F. A.
Schruster, E.
Schultz, F. J.
Scott, James S.
Sherry, J. H.
Shrene, Elwood
Sjablom, K. A.
Skogman, W.

Tamman, Krispin
Tarm, E.
Tasane, E.
Thee, Rudolf
Thomsen, William
Therion, John E.
Thoren, Victor
Thorsen, Jens
Ulmar, John
Valeur, Marius
Vangelder, William
Vestvik, Ingolf
Viberg, John
Wacner, Wil
Wallin, John
Walter, Jon
Waltin, Gustav
Wank, Romano
Wee, William
Wendy, Geo.
Westlake, S. G.
White, Thomas
Yojala, Yjo
Zebe, G. V.
Zerb, Walter
Zimmerman, Fritz

Lorch, Paul
Lewis, R. W.
Lidsten, Charles
Liljeborg, F.
Lindeman, Ernst
Lindholm, Axel
Lindroth, Erik
Liscum, Chas. -1778
Lofgren, Richard
Lorentsen, Karl
Mehrtens, Herman
Melder, Albert
Mennicke, Fred
Mersman, A.
Meyer, Ernest
Meyer, Herman
Michelsen, Carl
Milding, M.
Miller, James
Milos, P.
Minner, Albert
Monsen, J.
Moore, Albert
Moris, Francis
Muller, A. R.
Muller, Henry
Murray, C. P.
Musneck, Walter

Nielsen, Harald
Nielsen, H. O. -1229
Nielsen, Niels
Niemela, John
Niemeyer, Oscar
Nilsen, J. C. -1210
Nilsson, Hjalmar
Nordstrom, B.
Nordstrom, Johan
Norman, Olaf
Norris, Edward
Norton, Edgar
Nyman, Oskar
Olson, L. -813
Olson, Marinus
Olson, Ragnvald
Olsson, Gus F.
Olson, James
Olsson, A. V.
Olund, J. A.
Ommenson, E.
O'Neill, Jas.
Osterberg, S. H.
Owen, Fred
Petterson, A. C.
Peterson, Conrad
Pettersen, Frank
-1526
Pettersen, Karl
Plant, Edlie
Plom, Charles
Plotner, Alfred
Pommer, Jon
Post, Albert
Powell, Hamilton
Pring, Carl
Publicatus, August
Purgall, Geo.
Pulman, Charles
Quinn, C. R.

Riegel, Wilhelm
Ries, Heinrich -1146
Ripper, Harry
Roos, Rudolf
Ross, Roys
Rutter, R.
Rundquist, O.
Rutte, Peter
Smith, John
Sonnenberg, J. C.
Sorensen, Marius
Spanos, James
Spod, Emil
Stahlbourn, F.
Stamquist, Louis
Stintman, John
Stoff, Fred
Strand, Konrad
Strand, Louis
Strauss, Walter
Suurinen, Frank
Sunde, Knut
Sundhouse, Joe
Sutherland, Peter
Sutherland, W. -2398
Svedstrup, E. F.
Svensen, C. J.
Svensson, Patrik
Swanson, C. H.
Swanson, Michael

Thorsen, Rolf
Tierney, Pat
Tiller, Edw.
Tobey, John
Torensen, Carl
Traynor, John
Tylund, Carl E.
Vogel, Gus
Von Helnz, Hendrick
Voorhes, Firman
Whiteside, Fred
Whitl, J.
Willmorn, W.
Wilson, W.
Winberg, Oscar
Winther, H. H.
Winton, J. A.
Wold, Olaf -1285
Zimmerling, Fritz
Zornig, Harry
Zweiberg, John

Johansen, Emil
Johnson, Henry
Jorgensen, R. W.
Jorgensen, Jorgen
Jorgensen, Oage
Jorgansen, R.
Kramer, Sigurd
Kressman, Karl
Krishjan, K.
Kristiansen, Peder
Kristensen, K. D.
Kristiansen, Hans
Kristjan, A. W.
Krogseth, Svend
Kronholz, Edwin
Kruiger, Gustaf
Kruis, F.
Kuhlman, Louis
Kuhn, John

Anderson, A.
Anderson, Andrew
Anderson, S.
Athanasiele, Michal
Berling, J. B.
Carlsen, Jacob
Carter, H.
Ceelan, John
Ellefsen, Otto
Evensen, Louis
Frelberg, Peter
Finnely, Wm.
Goblom, K. A.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hawkins, Fred
Hendriksen, Hag-bart
Henningsway, Geo.

Johansen, Emil
Johnson, Henry
Jorgensen, R. W.
Jorgensen, Olav
Klette, E. F.
Olsen, Andrew
Olsen, Arne
Olsen, Carl -1101
Persson, Oscar
Peterson, Georg
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Ruter, Peter
Schroder, Aug.
Schultz, Fred
Spoblom, Karl A.
Swanson, Ben
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Thorsen, Jens
Wakely, R. E.
Whiteside, Fred
Winkel, August
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.—10-21-14.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

A charming society girl had spent the entire summer in trying to elevate the simple country people with whom she was boarding. When she was about to leave she said:

"Good-bye, Mr. Crossroads. I hope my visit here hasn't been entirely without good results."

"Sartin not," replied the old farmer. "You've learnt a heap since you first come; but, by heck, you was about the greenest one we ever had on our hands."

Miss Snipp—Take back your ring, Mr. Sharpe. I love another!

Mr. Sharpe—Please mention that I have a ring for sale—the sucker's got to have one!

Tramp—One moment, boss; can you spare de price of a meal?

Accosted Party—Certainly! I'm on my way to get it now.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

**PATRONIZE
HOME
INDUSTRY**

Capt. Chas. J. Swanson

**CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS**

**Gold Braid and Gold Wreaths
of All Descriptions**

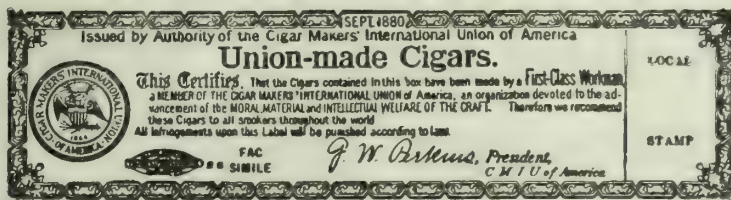
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J.—9-30-14.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

News from Abroad.

The Spanish Government has been authorized to purchase four submarines for the Spanish navy in the United States.

January imports into Great Britain decreased \$3,020,000; exports decreased \$97,790,000. Food imports increased \$36,250,000. Cotton decreased \$17,500,000.

Premier Asquith, speaking in the House of Commons, said that British casualties in all ranks in the western arena of the war from the beginning of hostilities to February 4 amounted to approximately 104,000 men. This includes killed, wounded and missing.

Italy is reported to have called her last reserves to the colors, and the public sentiment in favor of the Allies is increasing. Roumania is said to grow more restless and demonstrative. Holland, at the behest of Premier P. W. A. van der Linden, holds her entire army of 200,000 ready for action. Riots in Hungary mark the application of drastic conscription laws.

The German steamer "Holger," which has arrived at Buenos Aires (Argentina), brought news that during the months of January and February the German auxiliary cruiser "Kronprinz Wilhelm," operating on the northern coast of Brazil, sank the British steamer "Highland Brae," the British steamer "Potaro," the British steamer "Hemisphere," the sailing ship "Sumatra," and the schooner "Wilfred." The crews of these vessels are on board the "Holger."

Interest still centers in the operations of German submarines that have undertaken to pick off British merchantmen in British waters. Submarine U-21 has sunk two merchantmen in the English Channel off Havre, and three in the Irish sea. The crews were warned to take to their boats, and were afterwards picked up by passing vessels. Other ships report having been pursued by the submarine. As this submarine has been operating 1,500 miles from its base these activities denote great resourcefulness.

Germany's proclamation of a war zone in the waters surrounding Great Britain and Ireland, contrary to first reports, does not include the seas directly adjacent to any neutral countries in Europe. The official text of the proclamation, received from Ambassador Gerard at Berlin by the State Department, reveals that the areas directly bordering on the territorial waters of France and Great Britain are held to be in the zone of operations within which neutral vessels may be subject to the hazards of naval warfare.

The total British imports of frozen and chilled meats in 1914 amounted to 694,456 tons, as against 720,661 tons in 1913. The import valuations of these quantities according to Board of Trade returns, were £29,960,642 for 1914 and £26,662,896 for 1913. In other words, quantities decreased by only 3.6 per cent., while values increased by 12.4 per cent. Out of 200,875 tons of frozen beef imported into Great Britain, only 101,440 tons were produced within the British Empire; and of the 95,638 tons brought from South America fully half came from the works operated by three American-owned companies.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Albertsen, Christian
Anderson, Gus
Ainey, Carl
Andersen, Hilding
Andersen, E. W.
Andersen, Eric
Andrade, Manuel
Anderson, Thomas
All Certz, Emanuel
Bang, Robert O.
Cohn, W. E.
Colbert, M. J.
Erickson, Earl
Ekelund, Will H.
Gundaker, Sam W.
Hansen, Henry
Israclson, Ernest
Kathy Albert
Johnson, Martin
Jacona, Carmelo
Johnson, John E.
Magnussen, Magnus
Nilson, William
Orabrovae, Anton
Olson, Thon
Osterlund, Carl
Schlachte, Alfred
Shultz, F. J.
Saalman, Joe
Teracison, Ernest
Wilson, Herman
Wallin, E.

Seattle, Wash.

Abolln, Adam
Borgen, K. Sigurd
sen
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasm's O.
Spellman, Tom
Starks, John
Stein, George G.
Stixrud, Jack
Stromness, Oscar

As a country physician was driving through a village he saw a man amusing a crowd with the antics of his trick dog. The doctor pulled up and said:

"My dear man, how do you manage to train your dog like that? I can't teach mine a single trick."

The man looked up with a simple, rustic look, and replied:

"Well, you see, it's this way: you have to know mor'n the dog, or you can't learn him nothin'."

Two Pullman porters, representing different railroads, stood in the mole at Oakland and progressed from friendly gossip to heated arguments. Their quarrel centered about which one worked for the better road. Their claims, figures, and arguments came fast and furious.

At last the tall, thin porter settled the dispute with these classic words: "Go on, nigger; we kills mo'e people than you fellows tote."

With the Wits.

Edith—Mamma, didn't the missionary say the savages didn't wear any clothes?

Mamma—Yes, dearie.

Edith—Then why did papa put a button in the missionary box?

"She is very pretty."

"Yes."

"She was to sell kisses at a charity fair. All the boys were delighted, but now her fiance has arranged to take the entire output. What shall we do?"

"Have him pinched for restraint of trade."—Courier-Journal.

It Is Indeed.

In these days of the high cost of living the following story is not without a decided point.

The teacher of a primary class was trying to show the children the difference between natural and man made wonders and was finding it hard.

"What," she asked, "do you think is the most wonderful thing a man ever made?"

A little girl, whose parents were obviously harassed by the question of ways and means, replied as solemnly as the proverbial judge:

"A living for his family."—Woman's Home Companion.

Senator Ollie James is a big man, weighing 300 pounds. He could not get a lower berth on a recent trip and the one directly under his was occupied by a small man weighing about 125.

Ollie grasped the curtains of the berth, shook them vigorously, growled once or twice, and remarked vindictively to the porter:

"So I've got to sleep in an upper, have I? The last time I did that it was on a trip from Frankfort to Washington, and the blamed thing broke down and mashed the man under me. Throw that grip up there, and I hope to heaven the berth will hold me."

Then he went back to the smoker and had a cigar. When he returned, the little man was in the upper.—Popular Magazine.

Secure and Profitable

The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00 REWARD \$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

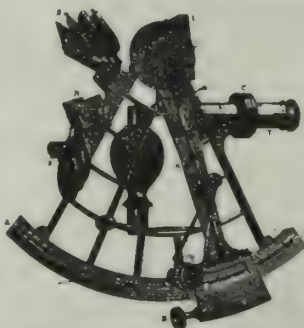
72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS' HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



James F. Sorensen
Pres. and Treas.



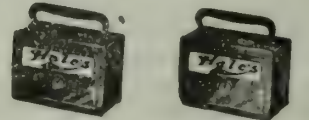
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 MARKET STREET
SAN FRANCISCO

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE
ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 25.

SAN FRANCISCO, WEDNESDAY, MARCH 3, 1915.

Whole No. 2319.

THIRTY YEARS OF PROGRESS.

A Brief Historical Sketch of the Sailors' Union of the Pacific.

On Saturday, March 6, 1915, the Sailors' Union of the Pacific will celebrate its thirtieth anniversary.

When a man or a woman has reached the ripe and discreet age of thirty, he or she can not always look back upon an "eventful" career. It is "so different," however, with an organization of men, and particularly with an organization of workingmen.

Few labor organizations have as eventful and inspiring a history as the Sailors' Union of the Pacific and there is no time like the present for a review of the thirty years of progress in which every member may find not only abundant cause for pride but ample inspiration for future endeavor.

Early Efforts at Organization.

The "spirit of unionism" manifested itself among the seamen of the Pacific Coast as early as 1850, when a strike of that craft took place in San Francisco against a reduction of wages induced by the influx of disappointed gold-seekers. As in most other instances of the kind in that period of severe depression, the seamen failed in the attempt to maintain wages, and the rate of pay for the passage back to "the States" was reduced to \$25 per month or less.

The "Seamen's Friendly Union and Protective Society" was organized in San Francisco on January 11, 1866. This organization passed out of existence after a few months. Twelve years later, on January 31, 1878, the "Seamen's Protective Union" was formed. The second attempt to establish organization among the seafaring men was little more successful than its predecessor, and in a few months the new union became extinct. In 1880 another attempt was made to organize the seamen, under the name of the "Seamen's Protective Association." This body lived for about two years.

Permanent Organization Effected.

Despite the failures, the desire for organization still persisted among the seamen, and while the various efforts at organization had left no impress upon the seamen's condition, the educational results of the agitation shortly became apparent in another movement to secure the long-desired object. This movement culminated on March 6, 1885, in the formation of the organization now known as the "Sailors' Union of the Pacific."

When first established the seamen's organization was named the "Coast Seamen's Union of the Pacific Coast," and its membership was confined to the men employed on sailing vessels. Shortly afterward (in May, 1886), a union was

formed among the sailors employed on steam vessels, this body being known as the "Steamship Sailors' Protective Association." In 1891, these two bodies combined and adopted the present title of "Sailors' Union of the Pacific."

For several years the union confined its activities to the questions of wages, hours and working conditions on board ship. A good deal of its time was occupied in maintaining itself against the constant attempts of the shipowners and crimps to destroy it. Having acquired a large fund of experience, mostly unfortunate, in this way, and realizing that the law applying to seamen was such as to make impossible any permanent progress in the affairs of the craft, the union turned its attention to legislative work, at the same time vigorously maintaining its efforts along economic lines.

Beginning of Legislative Activity.

In 1892 a committee was appointed to draft amendments to the maritime law. This being done, a bill embodying these amendments was presented in Congress by the Hon. James G. Maguire, who was then the representative in Congress from the Fourth Congressional District of California.

After much discussion, during which the shipping and commercial interests opposed the measure with all the force at their command, the bill was finally passed in 1895. The law thus placed upon the National statutes has since been known as the Maguire Act.

The main features of the Maguire Act applied only to the seamen in the coastwise trade. Efforts were therefore continued and in 1898 the White Act passed Congress, thus extending the provisions of the first-named law to the seamen engaged in the foreign-going, as well as in the coastwise trade. The passage of these two measures, besides greatly ameliorating the minor hardships of the seaman's life, accomplished his entire liberation in the matter of the disposition of his person, wages and personal belongings.

From the day of its establishment, the Sailors' Union has recognized and practiced the principle of federation among the organizations of labor in all crafts. In 1885, the union, while yet in its swaddling clothes, took part in the formation of the San Francisco Labor Council (then known as the Council of Federated Trades), and it has been affiliated with that body ever since. It is also affiliated with the California State Federation of Labor, and, through its agencies at the various coast ports, with like bodies in other States.

"International Unionism"—The Aim.

The organization and federation of the entire seafaring craft of North America has always been an object of prime consideration with the union. In 1892, the International Seamen's Union of America was formed by the three unions of seamen then existing in the United States, the Lake Seamen's Union, Atlantic Coast Seamen's Union, and Sailors' Union of the Pacific. In the intervening period the work of organizing has been pushed without intermission, so that now the Sailors' Union of the Pacific forms part of a chain of maritime unions embracing sailors, firemen, cooks and stewards, bay and river steamboatmen, fishermen—in short, "all hands"—in all the maritime localities of the country, the Atlantic Coast, the Gulf of Mexico, the Great Lakes and the Pacific Coast, including Hawaii and Alaska.

The Sailors' Union of the Pacific through the International Seamen's Union of America, is affiliated with the American Federation of Labor and the International Transport Workers' Federation, the latter a body of world-scope, with headquarters in Europe. The principle of federation is carried still further through an arrangement with the Australasian Seamen's Union, and similar organizations in other countries, under which those bodies and the Sailors' Union of the Pacific "exchange cards," that is, recognize and receive each other's members as they travel to and fro in the respective localities.

The "Journal" Established in 1887.

Two years after its establishment, namely, in 1887, the union published an official organ, the "Coast Seamen's Journal," which has been issued weekly ever since, carrying the message of good cheer to the seamen and all other classes of labor in all parts of the world.

The union has been consistent throughout its history in maintaining a low initiation fee. Its initiation fee is only \$5, and every sailor is welcome within its ranks.

From time to time the membership of the Sailors' Union of the Pacific has levied an assessment upon itself, either for the support of its own members on strike or for affiliated unions in need of financial support.

Within the recent past, the Sailors' Union voted several assessments in aid of the seamen of the Great Lakes, who were battling against the attempt of the Lake Carriers' Association to destroy organization among the members of the maritime craft on the inland waters. This ac-

(Continued on Page 11.)

PROGRESS OF A DECADE.

By HERMAN JOCHADE, Secretary International Transport Workers' Federation.

A decade of unwearied effort and noteworthy success terminated with the year 1914. It was on October 1, 1904, that the Headquarters of the International Transport Federation, by resolution of the International Congress in Amsterdam, was transferred from England to Germany. The transfer of business was, however, so much delayed that it was not until January, 1905, that I was able to take up my work as International Secretary, to which post I had been appointed. At this time the I. T. F. was in a very sad plight. Only after many difficulties had been overcome was it possible to hold the International Congress in Amsterdam. The membership of the I. T. F. was short of 100,000. Negotiations were confined to a few countries. Connections had not been lacking, but our English comrades from 1896 to 1905 had not been successful in keeping these intact. The new executive was, therefore, faced with a difficult task. The result is shown in the fact that in July, 1914, the membership of the organizations affiliated to the I. T. F. numbered 1,054,506.

Relations have now existed for several years with all countries. Hundreds of our trade comrades holding leading posts in the organizations receive our publications, are engaged in correspondence with us, send us reports of the economic conditions in their countries, of wages and labor conditions, social legislation, protection of workers, activity of the organizations, etc. The inner organization of the I. T. F. has so developed in the last few years that one can entertain with complete justification the hope that at last a permanent foundation has been established.

All this is, however, not the work of a single person, but has issued from the co-operation of many convinced and like-minded persons, and from the co-operation of the Executive, which was fully alive to the seriousness and responsibility of its task. These qualities have and do characterize the members of the existing central committee in the highest degree. They have worked with a full and earnest sense of duty, as Germans disinterested, seeking to help the weak and the needy in other countries, so far as was in conformity with the principles laid down in the International Congresses of the I. T. F. We give our heartiest thanks, therefore, to these and all trade comrades who during the decade just past have so splendidly assisted in the building up and extension of the I. T. F.

As international secretary I have had occasion during this period to gain insight into conditions and characters which sometimes occasioned joy, but more often pain. I saw organizations blossom and quickly perish—a species of suicide brought about by untoward actions or in part by thoughtless persons. I saw organizations founded for seamen, dockers, transport workers, railway workers or tramway workers—not to make any distinctions—for whose permanent development the best hopes for the future were justified. I saw hatred and dissension, individualism and self-interest spreading, chiefly from a few persons, who thought first of themselves, of how they were to

derive an advantage or gratify their personal vanity. I saw embittered struggles engendered by exchange of opinions on questions of tactics or organization. I saw persons emerge quite suddenly, play a great role among us, then disappear again quite as suddenly, having by their sharp practices obtained a well-paid post for their services at the hands of the employers. In the course of my work I have also become acquainted with people in our ranks who were not what they pretended to be, and towards whom one must exercise the greatest caution.

On the other hand, persons appeared, mature in years but young in trade union experience, who were and are full of ardor to destroy everything and rebuild according to their fantastic notions. In the course of my activity I have become acquainted with comrades from north and south, comrades with slowly pulsing blood and with volcanic natures, from America—"the land of liberty,"—from Australia and New Zealand, liberals, democrats, social democrats, anarchists and the politically indifferent; all are represented in the I. T. F.; all seek there to gain recognition of their views, their ideals, their purposes, which for the most part are widely divergent from each other. It is not easy, even with the best will, to find and preserve the balance.

In spite of much resistance the I. T. F. has steadily grown. But it is far yet from its goal. New groups of organized trade comrades were moving towards us, when unfortunately the war now raging, intervened. The program of the I. T. F. was also hindered, whereby it was hoped that through discussion and resolution the executive would be reformed upon a wider basis. All preparations had been made and the conference had already been fixed up. This duty must now be fulfilled after the war.

For the time being we are confined to passive work, namely, to maintain intact all the connections of the I. T. F., and to preserve the movement through the turmoil of war among the peoples, until more peaceful times. This will be a hard task, but it must be done if the work of two decades is not to be rendered vain.

NEWS FROM ENGLAND.

In the "Daily Citizen," the sole daily newspaper of the English labor movement, a number of events are recorded, which make it quite clear that the war is not without influence upon the economic position of the labor movement in England. The "Daily Citizen," for example, reproaches the government with only helping business men. The shipowners were reaping unheard-of profits. The cost of transportation to French harbors had increased three—and even four fold. The evidence of the shipping companies reveals a favorable situation, while at the same time large masses are suffering from hunger.

The Food Provision Committee, which includes all women's organizations of the Labor and Socialist parties as well as the Co-operative Societies, and which gets into touch with needy families by house-to-house visits, has organized a petition supported by 20,000 women, in which the admission of women to the Government's

Committee for Prices and the State Regulation of Prices, is demanded.

Trade Union questions are also more acute. The protest movement among the railway workers is growing. Numerous groups of unions are pressing the Executive Committee to appeal to the Government. A Birmingham meeting of postal assistants protested against the wages' regulation, and requested the Postal Union to support their demand for a 30 shilling week.

The London Trades Council passed unanimously a resolution as to the increase in prices and urged the labor party to take Parliamentary action in order to secure Government control similar to the State control of the railways and the purchase of sugar. The transport workers demand State control of the necessities of life as well as regulation of prices.

The "Daily Citizen" indicates that both overtime and unemployment are to be found in the harbor industries. The dockers' wages are just as high as they were before the war. The "Daily Citizen" protests against the pressure brought to bear on the dockers, who are seeking work, to join the army. The Liverpool dockers of military age are refused employment. The Dockers' Union (Sexton) states that the war office issued a decree on January 16, whereby all persons seeking employment may be employed only after they have been declared unfit for military service by the doctor.—From Weekly Report of the International Transport Workers' Federation.

U. S. SHIPS AT ROTTERDAM.

Following is a list of the eighteen American ships which have arrived at Rotterdam since the outbreak of the European war, with their respective in and out going cargoes. While for the past seventeen years seldom more than one or two vessels flying the American flag annually visited the Rotterdam harbor, the year 1915 opens up with eight United States ships in this port during the month of January.

Arrival.	Name of vessel.	Incoming cargo.	Outgoing cargo.
Oct. 6, 1914	Red Cross	Red Cross supplies	
Oct. 20, 1914	Matanzas	Ballast	Dyestuffs, chemicals.
Nov. 4, 1914	Sun	Ballast	Dyestuffs, chemicals.
Nov. 23, 1914	Massapequa	Provisions for Belgium	Gen'l cargo.
Dec. 14, 1914	Matanzas	General cargo.	Dyestuffs.
Dec. 28, 1914	A. A. Raven	Cotton	Fertilizer.
Dec. 28, 1914	Gulfight	Oil	Ballast.
Dec. 29, 1914	Neehes	Provisions for Belgium	Chemicals, dyestuffs.
Dec. 30, 1914	Berwind	Cotton	Chemicals, dyestuffs.
Dec. 31, 1914	El Paso	Ballast	Gen'l cargo.
Jan. 9, 1915	Robt. M. Thompson	Cotton	Fertilizer.
Jan. 15, 1915	Louisiana	Oil	Ballast.
Jan. 17, 1915	Georgiana	Cotton	Fertilizer.
Jan. 17, 1915	Medina	Cotton	Ballast.
Jan. 18, 1915	Massapequa	Provisions for Belgium	Gen'l cargo.
Jan. 19, 1915	Ruby	Ballast	Fertilizer.
Jan. 19, 1915	City of Savannah	Cotton	Dyestuffs, fertilizer.
Jan. 21, 1915	L. V. Stoddard	Cotton	Fertilizer.

WHY NOT ALLIGATOR PEARS?

Former President Eliot of Harvard declares that one reason why American workingmen can not live on their wages is that they eat too much meat. That is getting down to brass tacks. If the workingmen would only fill in the chinks with omelet soufflé and potatoes O'Bryan, or mushroom en glass, we should have a nobler land by far!—California Outlook.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Immigration Figures.

The effects of the European war can be seen in the immigration report of December, just issued by the United States Department of Labor. It is shown that during this time 30,335 immigrants arrived, against 106,701 during the month of December, 1913.

During December of last year Italy continued in the lead in furnishing immigrants, nearly 20 per cent. of the total coming from that section of Europe.

Of the entire number, 18,266 were listed as "laborers," while the number admitted under the head of "farmers" and "farm laborers" totaled but 585.

Of the number arriving last December the industrial State of New York received the largest number, 5,781. California was next with 1,886, followed by Pennsylvania, 1,494; Massachusetts, 1,361; Illinois, 1,234.

Restricting Test Is Fair.

Because of the immense size of the United Mine Workers of America, and the cosmopolitan character of its membership, the following editorial in its official journal, under the caption, "Restricting Immigration," is significant, and also fairly indicates the position of organized labor on this question:

"President Wilson has vetoed the 'Burnett bill,' intended to further restrict immigration, and gives as one of his reasons, the reason he lays most stress upon, the 'literacy test' provided for in the proposed law.

"The law, as passed in both houses of the national legislature, provides that an alien shall not be eligible to land here, to make his home, unless he can read some language, or dialect.

"It appears to us the question that first confronts us is—is it desirable that immigration should be further restricted? Or is it not?

"If we decide that it is desirable, it appears to us that the literacy test, while it might tend to exclude some very desirable people, is as fair as any test that could be applied.

"It would seem that, with millions of willing men now here out of employment; walking the streets of the cities; tramping the roads from one industrial city or town to another, anxious for work but denied the opportunity, it should be the part of wisdom to prevent the influx of so many more competitors for jobs that are not in sight.

"It has been possible, is still possible, for some employers to replace the working citizens of entire communities, of entire towns and counties of this land; replace them with newly landed immigrants, and, when these in turn became dissatisfied with hard conditions, drive them out in turn, pointing to the fact that 'they were foreigners' as an excuse for their brutality.

"There have been many suggestions as to how to alleviate the great question of unemployment that is becoming a threat to the entire country, and especially to the workers. The suggestion of public employment agencies, to bring together the manless job and the jobless man would

not be so bad if it could be pointed out where there are any jobs that would employ any number of men. Under circumstances as we know them to exist, this suggestion is hardly more than a mockery.

"It would seem that it would only be fair to restrict immigration that further accentuates this condition.

"And if it is necessary to restrict, as we believe it is, would it not be an advantage to eliminate those who are least informed; those who, though possibly through no fault of their own, had not learned to read or write in any language or dialect?

"Men and women, in every land, have conquered their environment to the extent of acquiring the rudiments of an education.

"Why not select these?

"We believe such selected immigrants would not be so dangerous to the American standard of wages and living."

Another Injunction Judge.

At the request of the owners of buildings in Chicago Judge Sullivan, of the Superior Court of Cook County, has issued a sweeping injunction against members of the Chicago Flat Janitors' Union. The order is also directed against members of the Milkwagon Drivers' Union, against all persons assisting them, and all persons having any knowledge of the injunction.

All are commanded to "desist and refrain" from "picketing or patrolling or maintaining any picket or pickets" in the vicinity of the strike-bound buildings; from boycotting; "from calling, inducing, engaging in or maintaining any strike or strikes" for the purpose of enforcing the union shop, or because non-union janitors are employed; and from exhibiting or distributing any printed matter, characterizing the owner of the buildings as unfair to union labor.

The usual subterfuge of assuming that the men may commit violence or that they may make use of threats or intimidation is not resorted to in this injunction.

It is a very straightforward denial of the right of personal liberty, forbidding, in effect, the exercise of personal rights of a nature common to all citizens and universally used in the ordinary course of competitive business, because such liberty and rights are in this case being used by workingmen in an effort to establish conditions that will enable them to bring about improved standards of living.

Organized labor of Illinois will not remain silent while the courts continue to usurp to themselves powers of personal government utterly at variance with the modern idea of government by law.

An anti-injunction bill, with provisions similar to those of the Clayton bill recently enacted by Congress to restrain the federal courts, will be introduced during the present session of the Illinois legislature, and the members of the Assembly will be given an opportunity to show to the people whether they stand for personal government by judges or for government by law.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The strike at Cockatoo Island dockyard, Sydney, N. S. W., has been settled by means of conference.

"Phossy jaw," the occupational match workers' disease, has been outlawed now in every part of America, due primarily to the efforts of the American Federation of Labor in championing the Esch bill, which passed the Sixty-second Congress. Shortly after Mexico issued an administrative order against it; and recently the Canadian parliament wiped the continent clean.

The British farmer must be nearly in as tight a situation for rural labor as Germany or Austria. But in Germany the regular demand for temporary farm work, outside the ordinary farm work, is about 300,000 hands, required principally just during the potato and beetroot harvest; 250,000 of these men come annually from Russia and Poland, the remainder being Galicians, Hungarians and Bohemians.

During the year 1914 the total number of seamen shipped in the United Kingdom on foreign-going vessels was 536,022, a decrease of 36,659, or 6.4 per cent., on the total for 1913. London, Cardiff, Bristol, and Dublin showed an increase, but all the remaining ports a decrease, the largest being at Southampton, Glasgow, Liverpool, and the Tyne ports, in the order named. Lascars are not included in these figures.

At the smallest average for the making of a single rich man, said A. Froude, we make a thousand whose life long is one flood of misery. The charnel houses of poverty are in the shadow of the palace, and, as one is splendid, so is the other dark, poisonous, degraded. How can a man grow rich except on the spoils of others' labors? His boasted prudence and economy, what is it but the most skilfully availing himself of their necessities, most resolutely closing up his heart against their cries to him for help.

The first conference of the Federal Executive of the General Textile Workers' Federation of Australia was held at the Trades Hall, Geelong, recently. A letter was read from the Employers' Federation agreeing to a request to nominate three representatives to meet three delegates from the federation at a conference to be held this month to consider tariff and other matters. Two delegates were appointed to represent the federation, and it is expected that the "Made in Australia" policy will be shoved ahead.

Before the war the rules of the Trade Unions in Ghent provided for an unemployment benefit of 16 francs per week. With the outbreak of the war the unions were compelled to give only one franc per day, or about 5s. per week. Of this 5s. the Communal authorities of the city of Ghent paid 2s. 6d., on the understanding that the trade unions paid the other 2s. 6d. After the Germans entered Brussels all the trade union offices were closed, and the business of the unions was finished, because the Germans took all the money in the Post Office, the National Bank, and the railway stations, and although the private banks were not interfered with they were not able to do business because of the general dislocation. The result was that the unions were unable to get their money, even where they had any reserves left.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Sven	Menter, Wilhelm
Andersson, Enkan	Malm, Gustaf
Ahlquist, Evert	Nylander, Robert
Apelquist, Otto	Nurminen, J. C.
Anderson, David C.	Nalter, John
Bylander, B. B.	Nilsen, Martin
Bylander, B. B.	Nikander, Knut
Breston, Ralph	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Boy, A.	Nielsen, Ole
Brusbard, B.	Olsen, Olaf
Cotter, J.	Owen, Fred
Cornelius, L.	Olsen, Ole Wilhelm
Christensen, Martin	Olsen, Harald
Carlson, Carl	Petterson, C. V.
Chilton, Harry	-1363
Carlsson, C.	Penningsrud, Ludvik
Carlsson, Olaf	Peterson, H.
Evans, Dave	Rodgers, Mike
Eriksen, Otto	Rutel, Ernest
Ellisen, Sam	Rennvall, Anshelm
Fredriksen, H. G.	Rugg, A. P.
Fredriksen, J. H.	Rasmussen, J. -416
Fasholz, Dan	Schmidt, Louis
Gustafson, Alf	Schultz, F. J.
Hecker, William	Sandstrom, O. H.
Holmstrom, Fritz	Schlachte, Alfred
Hansen, John F.	Svenningsen, S. N.
Hansen, S.	Swanson, E.
Hellstrom, O.	Sorgenson, H. P.
Hansen, H. T. -1446	-1498
Headstrom, J. F.	Staff, Louis
Hansen, Sigvarth	Tell, Olaf
Johnson, Charlie F.	Tonnesen, P. -100
Johnson, Albert	Thygesen, John
Jensen, Edward	Telm.
Johansen, Nils	Tonnesen, P. -100
Johansen, Emil	Toren, Gustaf A.
Johansen, Johan H.	Tvedt, Olaf
Johanson, Albert	Winberg, Oscar
Jeter, Edw. A.	Zimmer, Walter
Kolodzie, George	Ziegler, Fred
Lellin, Joseph	(Photos & Packages)
Larsen, John	Anderson, David C.
Lato, E.	Bower, G.
Lutzen, Valdemar	Johansen, Nils A.
Lindeman, Gus	Johnsson, C. A.
Lindeman, J.	-2044
Lassen, Alf	Penningsrud, L.
Monsen, C.	

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Canada, Ch. W.	Nielsen, Chr.
Engenis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Ellif S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Pacific Coast Marine.

Many trainloads of cotton for Russia are coming to Seattle to be loaded on steamers bound for Vladivostok, where it will be transported by rail to Petrograd.

The American-Hawaiian Steamship Company is reported to have chartered the coasting steamers "Olsen & Mahoney" and "Stanley Dollar" for a period of three months.

The "Chickamauga," destined to become the first Diesel-powered tug in America, was launched February 10 by Nielsen & Kelez, Seattle. The "Chickamauga" is 75 ft. long, 18 ft. beam and 10 ft. depth of hold.

J. J. Moore & Company have chartered the schooner "W. H. Marston" to load lumber on the Columbia River for Australia. She will take about 1,500,000 feet. She is now en route from South Africa and is expected about April 15.

Lumber rates from British Columbia ports to the United Kingdom have advanced from 100 to 110 shillings per thousand feet to London and Liverpool and from 105 to 115 shillings to Glasgow. The new rate on salmon is 60 shillings a ton.

The prices for bunker coals at the Panama Canal are based upon the Canal authorities being able to use the supplied vessel's gear. If such gear is not available, and crane or hoist be supplied by the Canal authorities the charge is \$1 an hour extra.

The United States Shipping Commissioner at Seattle has issued a warning based on notice from the American Consul at Melbourne, that all German, Austrian and Turkish seamen aboard American craft would be arrested and held until the war ends at any port in Australia.

The stern-wheel steamer "K. L. Ames," built for the Northwestern Fisheries Company, was launched at the yards of J. F. Duthie & Company at the Seattle East waterway. The "Ames" will cost \$30,000 and will be operated as a canner tender at Orca, near Cordova.

The new summer schedule of the Pacific Coast Steamship Company will give the steamers "Congress," "President" and "Governor" only ten days to make the round trip between San Diego and Puget Sound, according to recent advices. The new schedule will eliminate the all-night layover at San Pedro.

There is a confusion of measurements of the depth of water in Grays Harbor as given by the Hydrographic Office and by the U. S. engineers. The Hydrographic Office gives the depth of water on the Grays Harbor bar as 19 ft. at low water. The U. S. Government engineers say the depth at low water is 23 ft., while masters of bar tugs give 24 ft. as the depth.

To be put into the codfishing service in Alaska, the schooner "Mawema" was purchased on February 23 by the Alaska Codfishing Company from Dolbeer & Carson for a price not made public. The schooner has been in the lumber trade between Gray's Harbor and San Diego for a number of years. She was built at Fairhaven, Cal., in 1895, is 392 net tons, 156 feet long, 36 feet beam and has a draft of 11 feet.

The local Board of United States Inspectors at San Pedro has suspended the license of Captain Thomas D. McFarland for thirty days upon charges of negligence in handling the tug "Warrior," which was in collision with the American-Hawaiian steamer "Oregonian" in the turning basin January 10. The tug was assisting the steamer to turn and backed into the big steamer and stove in a hole amidships.

First of the codfishing fleet to get away from San Francisco for Alaska this present season is the power schooner "Golden State," which left on February 21, bound for Pirate Cove. The schooner arrived from the codfishing grounds on her last voyage December 20, and was the last vessel but one to arrive from the north. The only vessel to arrive after her was the "City of Papeete," which came only one day later.

Among the bills passed by the recent Oregon Legislature, to which Governor Withycombe has affixed his signature, was one providing for joint regulation of fishing on the Columbia River, as agreed on with the State of Washington. The measure makes the Oregon and Washington laws uniform after years of conflicting regulations. It increases the cost of fishing licenses 50 per cent. over the previous Oregon law. Federal ratification of the compact will be necessary when a similar measure pending in the Washington State Legislature is passed, before the law becomes effective.

The United States Geological Survey has published, as Water-Supply Paper 331, its annual volume for 1912 showing the results of the measurements of the principal streams of the Pacific Coast in California. The field work has been carried on by the Federal Survey in co-operation with the State of California, and gaging stations were maintained during the year at about 200 points. These records of the behavior of rivers throughout the year, and year after year, are of the utmost importance in the consideration of all projects relating to the development of water supply for irrigation, power, etc. A copy of the report may be obtained free on application to the Director of

the United States Geological Survey at Washington, D. C.

Secretary of Commerce Redfield has just approved a recommendation from the Commissioner of Lighthouses that the new lighthouse tender for general service to be assigned to the sixteenth lighthouse district (Alaska) be named "Cedar," this being the name of one of the common trees of Alaska. By the act approved January 25, 1915, Congress made an appropriation of \$250,000 for constructing this tender, which is to take the place of the tender "Armeria," which struck a pinnacle rock and was lost off Cape Hinchinbrook at the entrance to Prince William Sound, Alaska, on May 20, 1912. Plans and specifications for the new vessel are now in preparation. It is intended to be an advance in capacity and efficiency over any previous vessel of the kind.

Judging from the orders which have been placed during the past twelve months, it is apparent that there are now many shipowners who favor the motor-ship for long ocean routes. The motor-ships are specially adapted to the service between the United Kingdom and the Pacific Coast, it is said, and this is borne out by the fact that already a number of the new vessels have been in San Francisco and many more are to follow. The East Asiatic Company and the Johnson Line will have the distinction of being the pioneers in the motor-ship traffic to San Francisco. Recently no less than four large motor craft were ordered for Norwegian owners. Two of these vessels, the dimensions of which are 425 feet by 55 feet by 38.6 feet, and having a deadweight capacity of 10,000 tons, are being constructed for Fred Olsen, the Norwegian shipowner, who plans to enter the service between Scandinavian ports and this Coast. The first of these vessels is to be delivered in 1916. Fred Olsen's son, Fritz Olsen, has ordered a sister ship, which is also to be ready at the beginning of next year. All three vessels will ply between Norway and the North Pacific under the Norwegian colors. Fred Olsen has also contracted for another motor-ship for the La Plata service, which will be of smaller capacity.

The leaps and bounds by which Pacific Coast shipping trade increased with the opening of the Panama Canal are shown in a comparison, made public by the foreign trade department of the San Francisco Chamber of Commerce, between the shipments via the Canal last January and via the Panama Railway and the Tehuantepec route in the same month of 1914. Shipments to New York through the Canal last month were almost three times those last year, the value of merchandise through the Canal totaling \$2,139,228, as compared with \$709,167 last year. Shipments to Boston and Philadelphia increased almost as heavily, while three new ports, Galveston, Norfolk and Charleston, were opened to shippers, which formerly were barred by prohibitive rates. Beans were the greatest commodity in value shipped to the East, 107,880 bushels, worth \$365,950, went through the Canal. Next in value was canned fruit, worth \$270,842, and prunes, worth \$207,994. From the Atlantic Coast came 175,331 tons of freight for Pacific ports, and the grand total of westbound freight was 199,067 tons. Of this 12,789 tons of coal for British warships was shipped from Europe. The total eastbound freight amounted to 239,358 tons, of which the Pacific Coast sent 101,060 tons, and South America 111,178 tons.

The retirement of the revenue tug "Hartley," which was ordered condemned a year ago, now seems imminent, for news from Washington is to the effect that there is a possibility of an appropriation of \$9,000 going through at this session to purchase a new tug for the service of customs officers on San Francisco Bay. The "Hartley" has been in service for more than a quarter of a century and has had several narrow escapes from destruction during the past few years. When the craft was ordered condemned by the Secretary of the Treasury a year ago and to pass its last days in the Oakland estuary the order was rescinded on account of the protest made by Collector of the Port J. O. Davis, who said that the service would be crippled seriously if the tug was retired at that time. A certification by Captain Sill of the revenue cutter service that the craft could safely carry twelve persons has resulted in keeping her in the service for the past year. It is now proposed to buy the tug "California" from the California Pilots' Association for \$9,000. This tender to the pilot fleet is no longer needed, as the pilots have installed auxiliary power in their sailing craft. The "California" is less than two years old, is sixty feet long, fourteen feet beam and has a draft of five and a half feet. Her power is a gas engine of 105 horse-power, and enables the little vessel to make nine and a half knots.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65
ABERDEEN, Wash., P. O. Box 6
PORTLAND, Ore., 41 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64
SAN PEDRO, Cal., P. O. Box 67
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 3, 1915.

THE SEAMEN'S BILL.

At the hour of going to press, the Seamen's bill was in the President's hands, awaiting his approval or veto.

Before this issue reaches most of its readers, President Wilson's decision will have been made, for the present session of Congress expires by limitation on Thursday, March 4.

The welcome news of the Seamen's bill's passage was received at San Francisco in the following telegram:

Washington, D. C., Feb. 28, 1915.

Mr. John H. Tension, Secretary,
Sailors' Union of the Pacific,
59 Clay Street, San Francisco, Cal.

Seamen's bill as reported by Conference Committee passed House of Representatives on Thursday, Feb. 25, and was approved in Senate on Saturday, Feb. 27. It provides for freedom for seamen and the right to one-half of wages due, at any port. The language test and the standard of efficiency are also provided for. The latter requires three years' experience for sailors on oceans and eighteen months on lakes, bays and sounds. Other important features are covered. Copy sent by mail. Senator La Follette again rendered invaluable service.

(Signed) ANDREW FURUSETH.

There are rumors to the effect that President Wilson will refuse to sign the bill because the bill provides for the abrogation of treaties with foreign nations, and will thus complicate an already tense international situation. The JOURNAL, however, is not among those who believe in inspired rumors.

President Wilson was elected upon a platform which specifically declared for the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion or with a violation of their contract of service.

The shipping interests will doubtless flood the White House with telegrams of protest; but the JOURNAL and, we believe, the seamen of America generally, have confidence in the President's sense of fairness and justice. At any rate, until shown to the contrary, we shall retain our faith in President Wilson and refuse to believe that he will be swayed from his duty by the pleas of those who want cheap commerce first, last and all the time, even though it be at the expense of human liberty!

THIRTY YEARS YOUNG.

The thirtieth anniversary of the Sailors' Union of the Pacific will be celebrated in appropriate manner. It has become a well-established custom to give due honor to the Union's natal day on every recurring Sixth of March. Accordingly, a program of literary exercises, which promises to become a record breaker, has been arranged for this year's celebration at San Francisco.

The following gentlemen have been invited to address the meeting to be held in the Union's splendid new hall in the Maritime Building, on Saturday, March 6, at 7:30 p. m.:

Daniel Murphy, President of the San Francisco Labor Council; Walter Macarthur, former editor of the COAST SEAMEN'S JOURNAL; James Rolph, Mayor of San Francisco; Patrick Flynn, Secretary of the Marine Firemen, Oilers and Water-tenders' Union of the Pacific and President of the Water Front Workers' Federation; Rudolph Spreckels, the very man who quite recently so ably "called" a turn on Mr. Schwerin, the champion of coolie labor; I. N. Hylan, Secretary of the Alaska Fishermen's Union; James H. Barry, editor of "The Star" and a life-long and loyal friend of the Union; Eugene Steidle, Secretary of the Marine Cooks and Stewards' Association of the Pacific Coast; and last, but certainly not the least respected and beloved of the Union's friends, ex-Congressman James G. Maguire.

In addition to speech-making there will be some excellent selections of string music under the direction of Professor Charles Schuppert.

Edward Andersen, the grand old man and veteran, who helped to organize the Union thirty years ago, will open the ceremonies by introducing the Chairman of the evening, Paul Scharrenberg, editor of the COAST SEAMEN'S JOURNAL.

All seamen in port on March 6 should make it their duty to come to this noteworthy gathering—the first formal celebration in the Union's splendid new home. The members of other labor organizations and the public are also cordially invited.

Remember the date and the time and place: Saturday, March 6, at 7:30 p. m., in the Maritime Hall Building, at 59 Clay street.

WHEN FINANCIERS DISAGREE.

Spokesmen for labor have often made the claim that it is decidedly to the interest of capital to have a fairly substantial reserve army of unemployed at all times within our midst.

Spokesmen for the interests generally referred to as capital or capitalists have been emphatic and fairly unanimous in denying that claim. Merely as an example we quote a pertinent paragraph from a recent issue of the New York Times "Annalist":

The inculcation of the idea that capitalists somehow profit by the idleness of labor is as preposterous as it is pernicious.

So thinks the financial expert who writes for the "Annalist."

Another expert, Mr. Byron W. Holt, writing in such a prominent financial publication as "Moody's Magazine," sets forth some of the reasons why in his judgment business will begin to revive in the near future. One of the principal and basic reasons thus given by Mr. Holt is that "employed labor is most effective when unemployment is greatest."

Without conceding a point to either of the

two authorities (?) quoted, it is obvious that they do not look convincing when placed in the deadly parallel.

Certainly, if labor is most effective when unemployment is greatest, then it must be to the advantage of capital to have an unemployment situation all the year—summer and winter, spring and fall.

These experts on finances and unemployment ought to hold a convention occasionally and take a vote on subjects about which they entertain such divergent notions. If they can not be induced to do that they ought to at least agree among themselves to give a rest to the long-suffering public.

PERVERTED PATRIOTISM.

The following items from an Australian labor paper tell their own story:

The Fremantle (W. A.) Lumpers' Union have decided not to work on wharves with Germans, Austrians, or Turks, whether naturalized or not.

* * *

On behalf of the naturalized German members of the Sydney Wharf Laborers' Union, August Neilsen has applied to the Supreme Court of New South Wales for an injunction preventing the union officials from enforcing the decision not to work with alien enemy subjects.

* * *

A mass meeting of the Sydney Wharf Laborers' Union was held last week in the Town Hall, to consider the application for an injunction against the officers of the organization, and members who recently decided not to work with Germans, Austrians, and Turks, and an application for an injunction to restrain the president (Mr. A. Kelly, the secretary (Mr. J. Woods), and the organizer (Mr. J. Morgan) from hindering August Neilsen, of Balmain, from obtaining his livelihood on the wharves, which are to be heard by the Supreme Court within the next few days. On receipt of the summons, the executive of the union placed the matter in the hands of a solicitor. The meeting endorsed all that had been done by the executive so far, and it was decided to fight the case to the bitter end.

At the top of the very page on which the foregoing notes appear in print our Australian contemporary proudly displays a cartoon of mother earth with a belt containing the inscription "Unity Our Hope."

Better remove that belt, brother editor.

The dictionary defines the word unity as "a state of general good feeling; mutual understanding; harmony; concord; i. e., brethren dwelling together in unity."

The war in Europe was not brought on by the working people of Germany, Austria, or Turkey. It was not wished or wanted by the common people of England, Russia or France.

Why then discriminate against Comrades and Brothers who are no more responsible for the war than for their place of birth?

During the Spanish-American war thousands upon thousands of the "alien enemy," naturalized and unnaturalized, were peacefully and happily following their various callings throughout this country. Certainly no American labor organization ever attempted to prevent any of its members from earning their livelihood simply because they happened to be born in the alleged enemy's country.

Let us hope that we shall ever be spared from such disgusting manifestations of patriotism as are reported from Australia.

Seamen and firemen at South Shields, England, are reported to have made a stand for a further increase of wages on January 28, when the steamer "Baron Vernon" required a crew. It is said that the demand was successful, and an additional 10s., making £8 10s., was secured. This rate (£8 10s., or \$45) for ocean tramp steamers is believed to be without precedent—at least, out of English East coast ports.

A DESERVED TRIBUTE.

Of all the dignitaries who orated at the opening of the Panama-Pacific International Exposition, only one paid a just and deserved tribute to the workers who built the Fair.

Mayor Rolph of San Francisco, who, by the way, is a shipowner, and as fair and square an employer of labor as is to be found anywhere, is the man who distinguished himself by his kind and thoughtful allusion to the "man who works."

Here is the Mayor's tribute:

These palaces of the people are the work of men, and by work I mean hard work. Into this Exposition, every morning, trudged thousands of men, and out of it, every evening, they thronged homeward. These were not in holiday dress. They wore no glittering badges on their coats. They waved no flags and banners, and they made no speeches. Their badges were the badges of toil, a smear of plaster here, a splash of cement across the shoe or a smear of paint across the sleeve. These were their ribbons of honor, their marks of distinction. Their robes of state consisted of overalls and jumpers. It was their labors that transformed a waste of mud flats and sand dunes into the fairyland that lies before us. They sank the piles upon which these colossal structures stand; they built them up, timber by timber, stick by stick, and bolt by bolt. Let's give them their dues—let's give full praise to the men of muscle and skill, the men of strong arms and level heads. They built what we see here. It is the biggest and best job on earth. It is a monument to the man who works, and in San Francisco's name I thank him for it.

The Mayor's remarks become all the more significant when we take into consideration that the Panama-Pacific International Exposition is the first great exposition to be constructed and operated upon a strictly union basis.

To the trade-unionists of San Francisco, nay, to the organized workers of the world, the Panama-Pacific International Exposition stands as a monument to collective bargaining and to industrial peace. During the period of construction no serious labor disputes arose to retard the building of the Exposition. Union conditions maintained. Union building mechanics were employed at union wages and union hours. The relations between the directors of the Exposition and the labor officials were most friendly. A uniform spirit of fairness and a desire to co-operate to make the Exposition a success marked every conference between the representatives of labor and the Panama-Pacific International Exposition during the constructive period.

For the benefit of those who will not have the opportunity to see "our Fair" we desire to record the fact that the Panama-Pacific International Exposition covers an area two and one-half miles in length by half a mile in width along the shore of San Francisco Bay, just within the Golden Gate. Forty-three of the States of the Union and forty-two foreign nations are officially exhibiting, and many other nations are represented by individual exhibitors; more than have been represented in any other world gathering in history. The investment, exclusive of the amusement section, is said to represent over \$50,000,000.

It is not the monetary valuation, however, which gives us reasons for pride and cause for congratulations. It is Labor's formal and official participation and responsibility in this great enterprise, it is the successful culmination of Labor's task, and finally, it is the spirit behind it all, the recognition of the man who toils!

Demand the union label upon all purchases!

SOME "ANCIENT HISTORY."

When a union of seamen has reached the mature age of thirty there remain but few active members who themselves helped to make and shape its early history.

It is unfortunate, but nevertheless a fact, that men who sailed on the Pacific Coast during the first ten years of the union's existence, and still retain active membership, are few in numbers. Yet those first ten years determined the question whether the Sailors' Union was to become a mushroom organization, like its several predecessors, or a permanently established fighting force.

The old files of the JOURNAL contain a fairly accurate history of the Union's trials and struggles. Few men, however, have the time or the inclination to overhaul musty volumes. Having in mind this fact, the JOURNAL herewith presents a compilation, in the shape of a very much condensed log, covering some of the high spots in the first ten years of the Union's life.

1885.

March 6—Coast Seamen's Union organized on Folsom-street dock, San Francisco; Rasmus Nelsen, Secretary.

April—Shipping office opened on Spear street.

April 20—Mass meeting in Metropolitan Temple to protest against undue police interference.

May—Union boarding-house established on Broadway, San Francisco.

December 1—Convention called to form Council of Federated Trades in San Francisco.

December—Broadway boarding-house discontinued.

1886.

January—Council of Federated Trades organized in San Francisco.

May—Union headquarters opened at 513½ East street, San Francisco. Commencement of the Spreckels strike.

May—Steamship sailors organize a separate union, known as the Steamship Sailors' Protective Union.

June—Formation of the Shipowners' Association and opening of scab shipping office.

July 24—Council of Federated Trades declare boycott on Spreckels.

August 20—Comrades Crangle, Hyde, Fuhrman, McDonald, Larsen and Regnier tried for assaulting crimps in San Francisco.

August 25—Great strike inaugurated against the shipment of scabs by the Pacific Coast Shipowners' Association.

September 1—Arbitration conference between seamen and shipowners met in San Francisco. Three proposals for settlement were made by the Union representatives, all of which were rejected. Steamship Sailors' Protective Union levied an assessment of \$1 per week on each working member.

September 9—Charles Nordgrind, a member of the Union who died from injuries received from parties unknown, was buried with honors. Twenty members were arrested at Eureka on charges of inciting riot.

September 19—Union decided to open a shipping office. Ed. Crangle elected Shipping Master.

October 5—Strike was declared on at San Pedro. All business suspended.

(Continued on Page 8.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 23, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping slack. A committee was elected to make arrangements for the celebration of the Union's thirtieth anniversary, on Saturday, March 6.

Senate Joint Resolution No. 234, by Senator La Follette, authorizing the President of the United States to convey to all neutral nations the desire of this Government for an international conference for the purpose of establishing peace among the warring nations of Europe, was indorsed.

March 1, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Upon recommendation of the Sixth of March Committee, a program was adopted providing for suitable literary exercises in honor of the Union's thirtieth birthday, to be held at the Union's Headquarters in the Maritime Hall Building, 59 Clay street, on Saturday, March 6, 7:30 p. m.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Feb. 22, 1915.

Shipping slack; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 23, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 23, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 23, 1915.

Shipping slack; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 23, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 23, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 23, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 15, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 25, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to one member of the steamship "Santa Maria."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 18, 1915.

No meeting. Shipping very slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 17, 1915.

No meeting. Shipping improving slowly; many men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Feb. 22, 1915.

No meeting. Prospects poor.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

SOME "ANCIENT HISTORY."

(Continued from Page 7.)

October 14—John Hubbard, a member of the Union, who was shot in an affray at San Pedro, died at Los Angeles.

November 12—Conference between John D. Spreckels and representatives of Marine Firemen.

1887.

January—Ex-Secretary Rasmus Nelson died.

January 30—Union gains an increase of \$5 per month in wages.

October 14—Steamship Sailors' Protective Union was expelled from San Francisco Council of Federated Trades.

November 2—First issue of COAST SEAMEN'S JOURNAL makes its debut to the discriminating public.

November 7—Seattle, Wash., Agency of Coast Seamen's Union established.

1888.

January 26—"Coffee Jack's" (John Conroy) scab boarding-house and gambling den at San Pedro is burned to the ground.

March 6—Third birthday of Coast Seamen's Union celebrated at San Francisco by parade of 400 members.

July 5—Union's committee confers with shipowners who urge a voluntary acceptance of wage reduction because of exceptionally dull trade.

July 25—Citizens' mass meeting at San Francisco adopts resolutions "determinedly and emphatically protesting" against the endeavor of shipowners to crowd the Pacific Coast with Japanese seamen.

August 13—Twenty-one seamen and firemen of the Australian Seamen's Union visited the Coast Seamen's Union's meeting at San Francisco. These men came from Australia to supplant Chinese crew of Spreckels liner. Donation of \$100 made in their behalf.

1889.

March 18—Headquarters removed from 513½ East street to southwest corner of East and Mission streets, San Francisco.

March 25—Xaver H. Leder resigned the editorship of the COAST SEAMEN'S JOURNAL. W. J. B. Mackay elected his successor.

June 3—One hundred dollars donated to the sufferers by the Johnstown, Pa., flood.

June 10—Seattle Agency burned in the great fire.

September 23—Fifty dollars donated to London, England, dock strikers.

November 6—Atlantic Coast Seamen's Union organized.

November 25—Legal counsel engaged to prosecute the "Reuce" scurvy cases.

1890.

January 6—One hundred dollars donated to the Lasters' Union of Lynn, Mass.

January 15—Monster mass meeting in Metropolitan Temple, San Francisco, to discuss the cruelty to seamen of the bark "Estrella" by Captain Healy of the United States revenue cutter "Bear."

February 17—Five hundred dollars donated to the Atlantic Coast Seamen's Union.

March 31—One hundred dollars per week voted to the striking San Francisco Iron Molders.

May 14—"Reuce" seamen get favorable decision in the scurvy cases; \$3,600 damages awarded.

June 30—Fifty dollars donated to Seattle Cornice Makers' Union, and \$300 to San Francisco Iron Molders' Union.

July 21—Twenty-five dollars donated to Australian Ballot Law fund.

August 11—Delegates Furuseth, Crangle, Waterhouse, elected to International Convention of Seamen at Glasgow, Scotland.

August 18—One hundred dollars donated to striking miners in British Columbia.

September 22—Shipwreck Benefit raised from \$30 to \$50.

1891.

January 19—One hundred dollars donated to British Columbia Miners' Union and \$50 to Emeryville Iron Workers' Union.

February 6—Joint meeting of Steamship Sailors' Union and Coast Seamen's Union.

March 6—President Samuel Gompers of the American Federation of Labor, addresses mass meeting held in honor of the Union's sixth anniversary at the Metropolitan Temple.

March 19—Union shipping office reopened at Headquarters. Ed Crangle, Shipping Master.

July 1—Amalgamation of Steamship Sailors' Protective Union and Coast Seamen's Union under the title of the Sailors' Union of the Pacific.

August 15—Agreement entered into with Goodall, Perkins & Co. by which the latter agreed to ship only union men.

October 5—Agency of Union established at Portland, Ore.

October 12—One hundred dollars donated to Franklin, Wash., miners.

October 19—Victoria, B. C., Agency of Union established.

November 30—Standing Emergency Committee elected.

1892.

January—Committee on Maritime Law elected.

April 22—First convention of the National Seamen's Union of America opened at Chicago.

May 31—Fifty dollars donated to Roslyn, Wash., miners.

June 3—O. Anderson, a member of the Union, murdered in San Francisco by A. Gomez, a scab.

June 27—Great mass meeting in Metropolitan Temple protesting against the action of the Employers' Association.

June 20—George M. Lynch, Secretary of the Sailors' Union, mysteriously disappears.

September 19—One hundred dollars donated to Coeur d'Alene Miners' Union.

September 26—J. McLaren elected Organizer of the Atlantic Coast.

November 6—Judge James G. Maguire ("the American Plimsoll") elected to Congress from the Fourth Congressional District of California.

November 16—Case of "America's" crew tried and dismissed in Los Angeles. The accused had been imprisoned for eight months.

November 21—"Scab Johnnie," notorious San Francisco crimp, indicted by Grand Jury for illegal payment of advance to seamen.

December 19—Exchange of cards with the Australian Seamen's Union, inaugurated.

1893

January 18—Bark "Majestic," with union crew, given up as lost.

January 19—Capsized schooner "Volant" towed into San Francisco.

February 6—"Scab Johnnie" acquitted of the charge of illegal payment of advance.

February 20—Comrades McNally, Robinson, Massey and Paulin sentenced for three, two and one year each, respectively, in Nainimo, B. C., for implication in the "Bawn-

more" kidnaping case. Two others, Hansen and Johnson, were acquitted.

February 21—Union boarding house opened at Port Townsend, Wash.

March 7—John Curtin, San Francisco crimp, fined \$10 for attempted shanghaiing.

March 10—Ship "Tacoma" chain-cutting outrage took place.

April 1—Dynamite found in the hold of the steamer "Bawnmore." Two crimps in Tacoma, Doyle and Baker, sentenced to one year's imprisonment and fined \$100 for attempt to shanghai seamen.

April 12—Reported discovery of an attempt to destroy the bay tug "Ethel and Marion" with dynamite.

April 18—Second annual convention of the National Seamen's Union of America convened in New Orleans. Delegates from the Pacific Coast: Messrs. Waterhouse and Haist.

April 20—Organizer McLaren (N. S. U. A.) left the Atlantic Coast. Richard Powers appointed to the vacancy.

June 26—Captain McIntyre, charged with shooting one of the crew of the bark "Richard III," acquitted at San Francisco. Thomas Peterson, member of the Sailors' Union, charged with assault to murder on board the schooner "Halcyon" at Redondo, acquitted.

July 21—George C. Perkins (of Goodall, Perkins & Co.) appointed United States Senator from California.

September 8—Sailors' Union made a reduction of wages averaging \$5 per month all around.

September 18—Shipowners' Association made a \$5 per month cut in scab wages.

September 24—Dynamite explosion in Curtin's boarding-house in San Francisco. Five non-union seamen killed and one disabled for life. Three members of the Sailors' Union arrested on suspicion. Sailors' Union offered \$1,000 reward for the arrest and conviction of the perpetrator.

October 2—Communication read from Goodall, Perkins & Co., stating their intention to ship whoever they please and to cease paying overtime wages. Union decided that its members must refuse to sail with scabs.

October 16—J. P. Hansen arrested on charges of complicity in the attempt to destroy the tug "Ethel and Marion."

October 30—Donation made to Lake Seamen's Union.

November 7—A. Anderson, a member of the Union, murdered in Eureka by Deputy Marshal Hall.

November 20—One hundred dollars donated to the Tyrrell defense fund. Tyrrell was charged with complicity in the Curtin dynamite outrage.

December 12—H. Wills, a member of the Union, murdered in San Pedro by Constable Harding.

1894.

January 25—Jury in J. P. Hansen case disagree and are discharged.

March 5—One hundred dollars donated to Lake Seamen's Union. Secretary Furuseth went to Washington, D. C., in the interest of the Maguire bills.

March 9—J. P. Hansen acquitted in second trial.

March 20—J. Tyrrell acquitted of charges of complicity in the Curtin dynamite explosion.

May 17—House Committee on Merchant Marine and Fisheries favorably reports the Maguire bill No. 5603.

May 21—Twenty-five dollars donated to

help in completing the petition for the pardon of the "Jefferson Borden" mutineers.

July 9—Two hundred and fifty dollars donated to A. R. U. strikers.

August 1—Secretary Furuseth's report of work done at Washington, D. C., published in the JOURNAL.

August 13—Standing Emergency Committee of the Union abolished.

September 20—Hon. James G. Maguire addressed the seamen at Headquarters on the subject of the Maguire bills.

November 6—Hon. James G. Maguire re-elected to Congress.

1895.

January 11—Maguire bill No. 5603 passed the House of Representatives.

January 14—W. J. B. Mackay resigned from the editorship of the COAST SEAMEN'S JOURNAL. Walter Macarthur was elected his successor.

February 11—Bill to exempt seamen's clothing from attachment presented to the California Legislature.

February 9—Maguire bill No. 5603 passed the United States Senate.

February 18—Maguire bill No. 5603 signed by President Cleveland.

March 6—Union's tenth anniversary celebrated in appropriate manner at Headquarters. Chairman: Walter Macarthur. Speakers: Alfred Fuhrman, M. McGlynn and E. P. Burman. The two last named being President and Secretary of the San Francisco Labor Council.

IN 1815.

According to "Life in America One Hundred Years Ago," by Gaillard Hunt, the North River steam ferryboat, running every half hour, charged 12 cents for each foot passenger and for vehicles 75 cents to \$1.50. Between New York and Brooklyn a ferry propelled by horses in a treadmill crossed every fifteen minutes, charging a four-cent fare. The run from New York to Albany, three days by stage, began to be made by steamboat in twenty-four hours. The Sound boats brought New Haven within eighteen hours of New York, and the fare was \$5. The stage lines charged \$16 for the trip from this town to Boston, \$18 to Baltimore and \$24 to Washington. From Boston to Washington, 460 miles, was a week's journey overland. The main lines of traffic were pretty good, the crossroads very bad.

For long distances water transportation was simpler, though sailings were irregular and the sailing slow: New York to Savannah, two weeks; to Boston, four days. Postage cost eight cents a letter of one sheet up to thirty miles, 10 cents up to eighty miles, 12½ cents up to 150 miles; over 400 miles, 25 cents. For two, three or four sheets the rate was doubled, trebled, quadrupled. A newspaper would be carried 100 miles for one cent; for pamphlets and periodical publications the rate was, up to 100 miles, one cent for sixteen pages. In New York it cost 12½ cents to get cartage for a bale of cotton, a barrel of oil, a box of Havana sugar or 100 feet of lumber for any distance short of two miles, and one-third extra for every additional half mile; 31 cents for a hog-head of beer or molasses holding 60 to 90 gallons; 37½ cents for a load of brick weighing more than 1000 pounds, and \$1 for a load of loose hay.

FIGHTING TUBERCULOSIS.

When one single disease, tuberculosis or consumption, causes one-third of all deaths among workingmen between 15 and 45, and in certain dusty trades as high as one-half, it seems time that organized labor aroused itself from its apathy and proceeded to do something to down this plague.

The original purpose of the labor union and its predecessor, the trade guild, was protection from outside oppression and an endeavor through collective bargaining to lessen the grip of the employer upon the workingman. While a few unions, here and there, have recognized that there were deadly enemies within as well as without the union, most of the 2,000,000 and more men and women in the ranks of organized labor have never recognized tuberculosis as such a foe.

It is true that increased wages and improved working conditions have a vital effect upon the home-life and thus react favorably in the control of tuberculosis. It is also true that within the unions themselves, education and adequate care for every man or woman threatened with or attacked by this disease is needed. Eight-hour days, maximum wages, and sanitary shops will not of themselves control the spread of tuberculosis. Until the individual workman is taught such lessons as not to spit promiscuously about the shop, to sleep with his windows open, and to guard himself and his children by care of his body against the entrance of infection, consumption will continue to be unduly prevalent in the ranks of labor. Until opportunity is afforded for every man who thinks he has tuberculosis to get an examination free or at a price within reach of his means; and until hospital and sanatorium facilities are adequate to care for every afflicted case, the death rate from this disease will continue to be abnormally high.

Right here, the labor unions can fight the enemy within their ranks. This article and succeeding ones will offer some suggestions as to methods. The first suggestion is to study the problem in your own ranks. Find out about tuberculosis in your trade and in your individual shop. For example, ask these three questions of yourself or your fellow workers and see what answers you get: (1) How many deaths from tuberculosis and from all other causes were there in your shop during this past year 1914? (2) How many members of your union are now on the sick list as a result of tuberculosis? (3) What peculiar trade or shop conditions, so far as you know, tend to predispose members of your union to tuberculosis? Note such things as dust, gases, fumes, dark rooms, bad ventilation, etc.

These questions will readily suggest others. By answering them, you will get some appreciation of the tuberculosis problem as it relates to you.

The kangaroo, which is noted for its enormous appetite, is said to be able to eat as much grass as six sheep.

A little learning is a dangerous thing, but the danger can only be averted by more learning.—The Public.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Protest Postoffice Cuts.

In protest against salary reductions of postal clerks and letter carriers, Representative Buchanan, member of the House labor group, has introduced a resolution asking the Postmaster General to inform Congress why the economy plan of the department is directed against the low-salaried men in the ranks, while the officials with large salaries are unmolested.

The resolution has the indorsement of the National Federation of Postoffice Clerks, affiliated to the American Federation of Labor. In explanation of the need of a Congressional investigation into the postal department's method of reducing expenses, Thos. F. Flaherty, legislative representative of the postoffice clerks, said:

"The clerks and carriers are as loyal and as self-sacrificing as any body of men. If the needs of the service demand retrenchment, we will stand our proportionate share. But we object to having the efficient men in the ranks, the hardworking, plodding clerk and carrier, suffer a 20 per cent. wage reduction on the plea of economy while no effort is made to shave the princely salaries of the departmental and service political favorites. If salary reductions are necessary, let them be more equally distributed.

"The situation in Chicago is typical of the entire service. Four hundred clerks and carriers were reduced \$100 and \$200 because of falling revenues, caused largely by placing the catalogues of the mail order concerns into the parcel post classification, which means a \$4,000,000 annual loss to the postoffice department. The already sorely tried employes must now suffer wage reductions to make up the \$4,000,000 gift to the mail order houses."

Vote Investigation of Judge Dayton.

The House of Representatives has unanimously adopted a resolution from its judiciary committee providing for an investigation by the committee of charges against Federal Judge Dayton, of the northern district of West Virginia.

The charges were filed several months ago by Representative Neely, of that State, and provided that the committee inquire whether Judge Dayton, among other things, "had shown marked favoritism to certain corporations having extensive litigation in his court," and "whether he had lent his services as judge to the coal operators of West Virginia by improperly issuing injunctions; whether he has shown hatred and bitterness toward miners on trial in his court; whether he has used his office as judge to discourage and prevent said miners from exercising their lawful right to organize and peaceably assemble under the laws of the United States and the State of West Virginia."

After investigating the charges, the committee reported an investigation was warranted, and in this the House has concurred.

Judge Dayton has attracted nation-wide attention because of labor injunctions which have been issued from his court.

The criticism of the "labor leader" on the ground of his failure to lead his union into politics is rather a compliment to his attentiveness to his own business.

DANGEROUS ALASKA WATERS.

The startling information that twenty-one dangerous pinnacle rocks in forty-two miles of ship channel had been discovered in Alaska during last season by Field Engineer John A. Daniels, of the Coast and Geodetic Survey, has been made public by Secretary of Commerce Redfield.

These rocks were located by means of a wire drag more than a mile long, the wire being supported at the desired depths by cables to surface buoys and towed along by power boats.

The ship channels covered by the wire drag survey are located in southeastern Alaska. They form a section of the well-known inside passage followed by all steamers going up and down the coast. The main thoroughfares included in the survey operations were Revillagigedo Channel, Nichols Passage, and Tongass Narrows.

The rock walls of the channels of this part of Alaska are nearly straight up and down, both above and below the level of the water. Depths from 20 to 100 fathoms are within 100 yards of shore. Yet it was in these waters the twenty-one dangerous pinnacles were discovered.

One of these rocks is of pyramid shape and rises over 600 feet from the bottom of the channel to within seventeen feet of the surface. It is surrounded by deep water on all sides and is now located on the chart where a 109 fathom sounding was formerly recorded. Field Engineer Daniels speaks of this 600 foot pyramid as a sort of a submerged Washington Monument. He says that if the lead struck it in the old survey it probably slipped off into the deep water of 109 fathoms alongside. But he thinks it is more probable that it came in between two soundings and was missed altogether.

The net result of the survey operations is covered by the statement that forty-two miles of ship channel having twenty-one dangers hitherto unknown and uncharted are now completely surveyed and made safe for navigation, a large result from comparatively small operations. The entire field season of the wire drag survey was included within three months. Out of these the number of working days was forty-eight. The area covered by the wire drag was sixty square miles. The cost of each danger discovered was \$675. The cost of the wreck of the "State of California" was thirty-one lives and \$300,000. figured on a money basis, this wreck alone would pay for the location of over 400 pinnacle rocks or would run a wire drag party for twenty field seasons of three months each.

This resurvey does not mean that the old surveys of this locality were poorly executed. On the contrary, they are among the best of their kind in Alaska. It is merely a question of progress; of old methods versus new methods. If the wire drag had been in use at the time of the old survey there would have been twenty-five pinnacle rocks to report in this locality instead of the twenty-one mentioned, the other four being the Ohio Rock, Idaho Rock, Potter Rock, and the California Rock, all previously made known to navigation by ships of corresponding names having been wrecked or damaged by them.

Ship owners, captains, shippers of car-

goes and passengers can now feel justly relieved that the right of naming at least twenty-one rocks of one section of Alaska has been abrogated by their discovery by the Coast and Geodetic Survey. It is claimed by the captains and pilots of ships which go up and down the coast of Alaska that the pinnacle rocks discovered by the recent wire drag surveys justify their demands for the more rapid extension of such operations. They say the navigation of the waters of Alaska will not begin to be safe until a wire drag survey has been made of all the main lines of ship travel.

If the area surveyed is a fair sample of the remaining waters of this region it would appear that the safe return of a merchant or Government ship from an Alaskan cruise involves a considerable element of luck. In any event, it is not altogether a question of skilful navigation as would be the case if all dangers had been located by wire drag surveys and were charted.

There can be no question about the great value and importance of the discovery of the pinnacle rocks reported by Field Engineer Daniels. It is true that a number of shipping accidents in the locality just surveyed by him indicated the existence of other dangerous rocks not yet discovered and named in honor of ships wrecked upon them. Yet when it is reported that there are twenty-one such pinnacle rocks in one forty-two mile section of the ship channel, the shipping interests of Alaska are likely to be even more worried than they were before they knew the facts now made public.

The dangers discovered have already been placed on new editions of Coast and Geodetic Survey charts and the more important ones will be buoyed by the Light-house Service. So it is not the forty-two miles of ship channel already covered by wire drag surveys which will worry the ship captains and shipowners. What they will worry about more than ever is the hundreds of miles of ship channel which have not been so surveyed.

In fact, it is a serious question whether the true conditions surrounding the navigation of ships in Alaska developed by last season's wire drag surveys will not increase insurance rates and retard development of shipping instead of having the contrary effect as is usually the result of successful navigational surveys under less startling conditions.

The only practical remedy for the present unfortunate condition of the charting operations in Alaska is the rapid extension of wire drag surveys of that territory. No wonder that President Wilson has stated that this matter of making adequate provisions for the survey and charting of our coasts, particularly in Alaska, was on his conscience. Secretary Redfield says this matter is also on his conscience and on the conscience of Superintendent Tittman of the Coast and Geodetic Survey and all the officers of that Service acquainted with the subject, and that they are prepared to push vigorously any wire drag surveys that may be authorized by Congress.

News print paper has been made by the forest service laboratory from twenty-four different woods, and a number compare favorably with standard spruce pulp paper.

Demand the union label upon all purchases!

A HANDBOOK OF THE COAST AND GEODETIC SURVEY.

The Department of Commerce has issued, especially for distribution at the Panama-Pacific International Exposition, a pamphlet entitled "United States Coast and Geodetic Survey, Description of Its Work, Methods and Organization."

While this work is intended for the general reader it also gives a concise account of the more important scientific features of the work of the Survey and of the improvements that have been made in recent years in instruments and methods. In the section relating to hydrography there is a description of the wire drag, an apparatus so valuable in discovering hidden dangers that escape detection by the ordinary method of sounding.

In the section relating to tides is a brief description of the improved tide-predicting machine which with one operator predicts the tides for one year in advance for any port, and does the work of 100 men. To set the machine for any station and tabulate the tides for a year for any port takes not more than twelve hours.

In the article on base lines there is a description of the modern method of measurement with tapes of invar metal now used in the Survey to the exclusion of any other method. The invar metal is an alloy of nickel and steel, the advantage of which for this and many other purposes is that its rate of expansion and contraction under changes of temperature is about 1/25 that of steel, so that the important source of error due to temperature changes is practically eliminated. The use of tapes has decreased the cost of base measurement by about 35 per cent and greatly increased the rapidity of the work.

Under the head of astronomy is a description of the Talcott method of observing latitude by means of which results of superior accuracy are attained. This method has long been used by the Survey in precise determinations. The instruments used in the determination of longitude by the telegraphic method are also described.

The use of a motor truck for the transportation of parties engaged in latitude work is mentioned as having increased the rapidity and decreased the cost of such work by a large per cent.

There are numerous illustrations of instruments and apparatus, parties at work in the field, etc., and maps showing the extent and character of the work.

When the survey was begun under Ferdinand R. Hassler, the entire coast of the United States was on the Atlantic and Gulf of Mexico. The acquisition of California, Oregon and Washington, and later of Alaska, Porto Rico, Hawaii and the Philippine Islands, greatly extended the scope of the Survey and brought new problems to be solved. The extension of the triangulation into the interior so as to form a geodetic connection between the Atlantic and Pacific Coasts; the extension of this system so as to furnish accurately located geographic positions and elevations in all parts of the United States; and the beginning of a systematic magnetic survey of the whole country, are among the important works that have been undertaken since the original plan of Hassler was adopted.

The results of the operations of this Bureau are of importance to the navigator, the surveyor, the engineer, and to all who are interested in works of public improvement requiring accurate surveys as their basis.

The publication may be obtained without charge from the Division of Publications, Department of Commerce.

WAR'S TOLL OF SHIPPING.

The ravages of war are widely reflected in the report for 1914 of the Liverpool Underwriters' Association. Three hundred and twenty-three vessels, representing a tonnage of 787,268 were totally lost, as compared with 235 vessels, with an aggregate tonnage of 527,884 in 1913. Cruisers or mines, etc., accounted for 105 vessels, 57 of which were British. The magnitude of loss in values of \$50,000 upwards is estimated at \$68,444,770, as compared with \$33,680,000 in 1913. Of the total loss in 1914, about \$35,900,000 is laid to the war. This total may not be considered excessive, in view of the fact that the navies of the allied powers have completely throttled the maritime trade of Germany and Austria, both nations having also lost a considerable number of ships by capture and destruction. The total of 323 vessels lost is divided as follows: British—sail, 11; steam, 115; foreign—sail, 56; steam, 141. The returns are for vessels of 500 tons gross register and upwards. During 1914 the shipbuilding returns of the United Kingdom show an output of merchant shipping of about 1,728,000 gross tons, as compared with 2,336,368 tons in 1913. For obvious reasons the returns for naval work are not published.

Returns for November give 35 vessels with a tonnage of 75,894 totally lost. War causes accounted for 15 vessels. In December 49 vessels, with an aggregate tonnage of 111,522, were totally lost, 24 being attributed to the war. The total estimated loss occasioned by the important casualties in October, November and December amounted to \$31,018,750 for steam vessels and \$1,125,500 for sail. About \$20,000,000 of the loss represented by steam vessels is attributed to the war.

THIRTY YEARS OF PROGRESS.

(Continued from Page 1.)

tion, among others, demonstrates the spirit of unanimity and comradeship existing between the seamen of all localities, and indicates the judgment of those who, building upon that spirit, conceived a union of seamen as all-embracing as the sea itself, a union which shall yet secure to the maritime craft its rightful place in the world.

Self-Help Better Than "Friends."

The Sailors' Union of the Pacific affords as good an example of the power of organization as may be found in any craft. Composed of men who, by the very nature of their calling, are handicapped in the work of self-protection—who, indeed, had long been regarded as absolutely helpless and entirely dependent upon their "friends"—that organization has not only discharged all the usual functions of the trade union, but has made its influence felt in fields, such as that of National legislation, hitherto supposed to be closed to all but the most powerful interests.

Surely, the Sailors' Union of the Pacific is an example, and ought to be an inspiration, to every other class of workers, no matter how hopeless or helpless their lot may appear to be.

Nature provides a compensation for every misfortune. The internecine troubles of the labor movement keep us from worrying about our troubles with the natural enemy.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 58 Commercial St.

Branches:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 49 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Officers of trade unions in St. Paul, Minn., wish to correct the statement that many men would be needed in St. Paul and Minneapolis for work on buildings. It is claimed that this statement is untrue and detrimental to the welfare of labor in these cities on account of the number of unemployed there at the present time.

H. W. Dennett, of the Typographical Union, has furnished the United States Commission on Industrial Relations figures refuting the claim of Harrison Gray Otis that the rates in the composing room of the non-union Times compares favorably with the union rates. It is shown that the average of Times' composing room employees is \$27.63 against \$35.21 for the union employees, based on an eight-hour day.

Employees of the Government printing office will receive thirty days' annual leave hereafter instead of twenty-six days, as the result of a decision by Comptroller of the Treasury Downey. The case was decided on an appeal made by F. C. Roberts, well known among the union men of the country, from a decision rendered by former Comptroller Tracewell. Judge Downey's decision overrules that of his predecessor.

Prof. Fisher, of Yale University, told an arbitration board that is considering wage demands of the Bay Street Railway Company employees that even if a street railway company was suffering under financial stress and it was necessary to discontinue certain trips, the company should not hesitate to increase the wages of its employees to meet the new conditions because of the increased cost of living. He also said that the working day is too long, both from the standpoint of the employer and the employee, and, in the case of a railroad, from the standpoint of the public as well.

"The practice of law at the present time is like running a hand-me-down clothing store," said Vice-President Marshall in a recent talk. "When a client comes into a law office the attorney immediately hauls down statutes and decisions and attempts to make them fit the case under discussion 'like the paper on the wall.'" Mr. Marshall's speech was a plea for reversion to the basic principles of law and a curtailment of statutes in the United States "made by those who know nothing about the subject, and variously interpreted by the courts. There is more trouble occasioned in the United States by outworn precedent than any other cause."

It is stated that the coal company at Royalton, Ill., where fifty-two miners' lives were recently lost by an explosion, has offered \$25,000 for a settlement in full. This is less than \$500 for each of the lives lost. Officers of the State Federation of Labor make this comment on the company's offer: "This demonstrates most clearly the need for a compulsory compensation law in Illinois. Even under our present unsatisfactory law, if the company had been operating under its provisions, the widows and orphans would have received \$1,500 each, immediately, at the time when they needed it most. The chances are if the women and children collect more under the liability law than the company now offers it will be years before they get it."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

We don't care what others charge, we will prepare you to pass \$10 cheaper than they will
PIER NO 1. Established 1890 SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, H. T.	Larsen, L. A.
Anderson, J. G.	Larsen, Herman
-1534	Larsen, -625
Anderson, Martin	Lindstrom, Geo.
Asgow, Andrew	Laf, Oscar
Andersen, Michal	Larson, Harry
Andersen, Salve	Larsen, Fred
Back, Marius	Melder, Johan
Bukly, C.	Miller, Jos.
Berg, Fred	Mortensen, J. R.
Buckman, J. W.	Munson, Sam
Butler, R.	Marc, Thorwald
Bartlett, H. N.	Mathiesen, Sigurd
Bluhaen, Sigurd	Moen, Tryger
Campbell, Louis	Muier, F. W.
Celsen, Martin	Monroe, Wallace
Christensen, Aug.	Martinsen, K.
Christensen, Trygve	Mikkelsen, K. -1620
Christensen, Vigo	Naujack, G. F.
Clausen, P.	Newland, E.
Callishow, Russel	Nielsen, H. O.
Carey, Arthur L.	Nielsen, O. J. Reg.
Christensen, Christ	Ness, Carl J.
Christensen, Fred	Nielsen, P. L.
Dobbin, H.	Olsen, C. J.
Driscoll, Edvard	Olsson, Ernst
Eikstrom, Jimmy	Olsen, Charles
Erikson, Erik	Osterberg, Gust
Espedal, Y.	Olsen, A. M. -944
Evanger, Nils	Olsen, O. P. -1141
Eugene, J.	Pettersen, Harry
Elsted, John	Pederson, Ole
Grant, W. D.	Pedersen, Carl
Gonzalos, M.	Pedersen, Carl -1300
Gundersen, L. S.	Pakko, Emil
Gustafson, Taevo	Porter, Albert
Gudmundsen, Chris	Quigley, R. E.
Hellison, Halver	Queam, Nick
Hickkola, S.	Ring, Douglass
Hulberg, Ernst	Ronberg, Edvard
Hansen, Olaf	Rasmussen, Vigo
Halt, L.	Rogers, W.
Holmnes, Geo.	Rasmussen, Arthur
Holm, H. P.	Schumik, Wm.
Iversen, Robert	Schutz, Robert
Iversen, Ole	Schmidt, F.
Jansen, Tom	Shultz, Billy
Jensen, Jens	Schuldt, Theodor
Johansen, Alfred	Shanaghan, B.
Johnson, Andrew	Simmonds, A. E.
Jacobson, Johan	Spradlin, A. W.
Jahnke, Otto	Swanson, John
Jensen, S. G.	Saek, Hans
Johansen, A. -1797	Schmah, M.
Johanson, Carl	Schager, E.
Jensen, L.	Shager, E. L.
Johnson, Hillmer	Slipners, P.
Johnson, Ludwig	Soderberg, A.
Karlson, Rudolf	Swenson, L. G.
Kalning, J.	Strauss, W.
Kristiansen, Nils	Thompson, Jos.
Kuschert, John	Tjolsen, M.
Kruse, E.	Wee, W.

INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio.
10-21-14

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Danial
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden.
5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash.
1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal.
7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England.
3-3-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Christensen, Hans	Lomas, Richard
-1366	Nilsen, Nils
Ediksen, Anton	Olsen, Andrew
Laurence, Harry	Thorsen, Fredrik N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.
5-13-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.
6-24-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerderk, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, A.
Lucas, O.	Olsen, John An-
Davey, Charles	dreas
Dolany, Willie	Olsen, Arthur
Ericksen, O. H.	Palm, A.
-857	Pohland, Max
Erman, A.	Peterson, P. G.
Egenas, Nils	Petersons, Oscar
Ericksen, A.	Palmer, Jas. H.
Edstrom, John	Pensgaard, Emil
Feish, Henry	Rinkel, H.
Gunther, John	Rod, Halfdan
Hecker, W.	Rasmussen, Thor
Holm, Peter	Schmidt, Louis
Hansen, H. F. C. C.	Scott, James
Hansen, O.	Salvesen, S.
Hedlund, Albert	Saarninen, W.
Hellman, Albin	Saar, J.
Ingebretsen, Alfred	Sandstrom, Ivar
Johansen, Chas.	Schacht, H.
Johansen, Christ	Solberg, F.
Johnson, Charles A.	Svensson, Martin
Johnson, Nils	Smedsvig, Andrew
Johnson, Anton	Simens, O. L.
Johnson, Gust	Sorensen, Peter
King, J. L.	Saer, E. A.
Kressman, Carl	Stardahl, J.
Kermagoret, Anatch	Swansen, John
Karvanen, Waino	Snyder, Jack
Kelly, Patric	Tamford, B. A.
Kjer, Magnus	Tortenson, Folke
Kritlansen, Nils	Tasnase, E.
Knudsen, Richard E.	Tuhkanen, J. J.
Keane, M.	Urvso, Geozzep
Luckman, E.	Vickey, Curtis S.
Lindeman, W.	Wickman, Ernest
Lorins, Jack	White, Harry
La Boyle, M.	Walter, John
Lyle, Alex.	Westengren, C. W.
McLellan, John	Welsen, John
Muencheimer, Her-	Wilson, R.
bert	
Muller, P.	

Aberdeen, Wash., Letter List.

Andersen, -1172	Nordgren, Chas.
Andersen, -1776	Olsen, Morten
Anderson, Oscar	Osman, P. A.
Andersen, Andrew H.	Peterson, Axel
-1118	Peterson, J. A.
Arnell, John	Pettersen, Karl
Batchall, Alex	Peterson, J.
Rowen, J. J.	Peterson, Nels
Carlson, Sven	Rundblad, Oscar
de Lange, Ingolf	Roberts, Isaac
Ellefson, Otto	Slattery, Wm.
Erikson, Sigurd	Sim, Gunder
Ernandes, Frisco	Schmidt, Heinrich
Eriksson, -333	Simensen, Isak
Evensen, Krist	Scheffner, Bernhard
Forde, S. C.	Sundquist, Walter
Gronros, Oswald	Sormato, Matti
Gueno, Pierre	Thomsen, Th.
Hansen, Ove Max	Toves, H. C.
Hansen, Erick	Thorne, John
Hvid, Elner	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Jacobson, Arthur	Walder, Olsen N.
Johansen, Hans	Packagees.
Kustel, V. J.	Glazer, Y.
Kallas, A.	Gorgensen, Olaf
Latz, K.	Hansen, John
Malm, Gust	MacGuire, O. F.
Munsen, Fred	Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
**GENERAL MERCHANDISE
and MEN'S FURNISHINGS**

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions
for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods

Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Home News.

The Utah State Senate passed a Statewide prohibition bill on February 11.

The Iowa State Senate on February 12 voted to submit a prohibition constitutional amendment. If adopted by the House, it must be passed again by the next Legislature before being submitted.

Sacramento (Cal.) reports the erection of the Phillips rice mill. This is said to be the largest plant of its character west of the Mississippi River. The daily capacity is to aggregate 3000 bags of finished rice daily, in addition to forty tons of by-products.

The Georgia Supreme Court on February 13 held unconstitutional an ordinance of the Atlanta City Council to segregate residences of negroes.

Fines aggregating \$125,000 were levied on five Chicago packing firms by the Missouri Supreme Court on February 9 for violation of the anti-trust law of the State.

Statistics of United States foreign trade, from January 2 to 30, through customs ports handling 86 per cent. of the Nation's commerce, show the imports to be \$107,440,208, and the exports \$238,574,096. Should this excess of exports over imports continue throughout the year it would amount to \$1,500,000,000. The largest previous excess was in 1908, when it amounted to \$666,000,000.

Because they have an enormous demand for ammunition from European countries, the Dupont Powder Company is spending between \$5,000,000 and \$6,000,000 on improvements to its plant at City Point, Va. The company is said to already have contracts to supply the warring countries of Europe with \$50,000,000 worth of ammunition and its plants in Delaware and Pennsylvania cannot begin to furnish the necessary daily output. Four thousand mechanics are employed at City Point constructing new buildings, and by June 1 this number will be increased to 6000.

In a report on immigration illiteracy prepared under the direction of the United States Commissioner of Education, it is shown that more than one-half of the immigrants from Portugal, Mexico, Turkey, Syria, Lithuania and southern Italy are illiterate and southern Italy are illiterate country with 52.3 per cent. of its illiterate immigrants. On June 30, 1914, there were 2,442,765 foreign-born illiterates in the United States, 65 per cent. of whom are huddled in the cities and manufacturing towns of the Atlantic seaboard. Since 1910 the native white illiterates have been decreasing in number, while foreign-born illiterates have increased rapidly.

Withdrawals of public lands from entry was held by the United States Supreme Court as a right of the President. The Court sustained the action of former President Taft in 1909 withdrawing from entry thousands of acres of rich oil lands in California and Wyoming for conservation by the Government. Justice Lamar rendered the Court's opinion. Justice Day announced a dissenting opinion, in which Justices McKenna and Vandeventer concurred. As an immediate result of the opinion, oil companies which obtained entries after the Taft withdrawal, but before legislation by Congress a few months later providing for withdrawal, lose their claims on lands valued at millions of dollars.

NAVIGATION

Author of Study in Ocean, Coast and Lake Navigation

This Book Free

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools
Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name

St. & No.

City State

Domestic and Naval.

It is now stated that the vessel sunk by the Australian battle-cruiser "Australia" was the Woermann liner "Aline Woermann" (3,133 tons), and that it happened in the South Atlantic about six weeks ago.

Steamers coming from British ports report icebergs and floes extending nearly 200 miles from the east coast of Newfoundland. Because of the fact that wireless stations have been taken over for military and naval purposes exclusively and the customary warnings cannot be sent out steamships will have more than usual difficulty in avoiding ice during the remainder of the spring.

The Reid Newfoundland Company has sold the steamer "Lintrose" to the Russian Government. She is looked upon as the best ice-breaker on this side of the Atlantic, and is to be used for this purpose in the White Sea with the intention of opening Archangel and keeping it open. The "Earl Grey," which left in the fall, reached there, but since then she has become disabled. The "Lintrose" will be taken to her destination by a Newfoundland crew.

Notwithstanding the German declaration against neutral shipping, war risk rates are freely quoted. The feeling is that unless there is actual destruction of neutral ships by Germany the forward movement of trade from this country to Great Britain and France will not be lessened in volume. The rate to the west coast of England has advanced from 3/4 per cent. to 1 per cent., and in some cases 1 1/4 per cent. Until the recent German submarine raid in the Irish Sea the rate had been from 3/8 to 5/8 per cent. To the east coast the rate is about 1 1/2 per cent. The River Plate rate remains at 1 1/4 per cent.

The U. S. revenue cutter "Seneca" has been detailed for ice patrol service and left New York February 15 for the Grand Banks. It will be her duty to locate the ice fields and positions of icebergs, observe the drift and to obtain any other information that may be of value toward minimizing this danger. During the period of ice observations the "Seneca" will be the only vessel employed on this duty, but when the ice has moved southward and a constant patrol is necessary an additional vessel will be detailed for that purpose. Reports from St. John's, N. F., indicate that ice has begun to come down from Greenland in great quantities and is sweeping southward toward the transatlantic steamship lines.

In years gone by, the purchase of second-hand British boats was the chief means used by Italian owners to procure tonnage. Since the war broke out, however, the British Government has stopped the transfer of British bottoms to Italians. The Italian owners, to prove that they were determined to use these steamers in the most neutral manner, offered to deposit in a bank the value of the steamers for the Government to dispose of in case of infringement of neutrality by the steamers arising from a fault of the owners. But the Italian Government has declared its unwillingness to assume such responsibility, and Italian owners will therefore continue to look with envy at the prices of second-hand tonnage disposed of so freely in England in these days and at the auctions of prize steamers.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adolfson, C. Anderson, Gus -1853
Ahokos, Ilmar Anderson, Henry
Alstrom, Harry Anderson, Hilding
Alango, P. Anderson, I. -1363
Albertson, Chris Anderson, John C.
Allen, James Anderson, S.
Aund, Ture Anderson, S. M.
Amundsen, Daniel Anderson, Victor
Amundsen, David Anderson, A. -1060
Andersen, A. O. Andersson, E. -1781
Andersen, Bale Andersson, J. R.
Andersen, Jon -1246
Andersen, K. -1823 Anderson, Anton
Andersen, N. -1549 Antonsen, H. -1783
Anderson, Andy C. Apps, P.
Anderson, C. Aronson, Albert
Anderson, Carl Arvidsson, Hjalmar
Anderson, Ed Axelson, William
Anderson, F. Azevedo, Manuel T.

Backman, B. W. Bode, With
Bakby, Cris Bohm, Franz
Bakker, Haakon Boisen, Knud
Bakmyhr, Gustav Bowden, Chas.
Barz, Herman Boy, Geo.
Bausback, Erwin Brown, George
Belme, William A. Bruun, Axel
Bejer, Jens Bryndall, Harry
Berghalm, Edward Brynjulfsen, H. B.
Bjorklund, Erik Buasa, Thomas
Bjornsen, Conrad Buckley, J. J.
Blarich, M. Bucow, C. W.
Blumel, W. Bunnett, E.
Bodagh, A. Bynum, Joe
Caen, P. Chotard, Emile
Cafferty, Andrew Christensen, Alfred
W. Christensen, Erling
Calleo, John Christensen, Otto
Campbell, D. C. Christensen, P.
Campbell, George -1236
Carlson, Charles Christenson, Willi
Carlson, Julius Christie, Martin
Carlsson, Adolf M. Cirul, Mick
Carrera, Pete Claus, Charles
Carron, Ed. Clausen, Chr.
Carter, J. Cokinos, John
Carter, Sidney Costantinos, Lay
Cassberg, Gustaf Corregan, Robert
Cellan, John Curran, N.
Davey, C. De Bruin, B.
Davis, John Dracar, Ed.
De Baare, Harry

Echlin, L. W. Enokson, Marcus
Eckhoff, Otto Enstrom, Carl
Egeland, Olav O. Erikson, Gustaf W.
Einardt, John Erikson, Konrad
Ellassen, John A. Ermandes, Francisco
Ellesfen, Otto Evans, S. C.
Ellingsen, Fred Franklin, John
Fabruoski, Theodore Fraser, Thomas
Ferguson, J. Freiberg, P.
Fischer, Wilhelm Fricke, Willie
Fitzpatrick, Patrick Fyren, G. P. Von
Fowler, J. Graugaard, L. I.
Gangserud, O. K. Gregory, Joe
Gardan, Geo. Griffith, Hugh E.
Gendo, G. Gronlund, Oskar
Gerner, Hans Gundersen, Andreas
Gilholm, Albin Gustavsen, Olaf
Gleiminger, Eduard
Grantley, C. W.

Hagstrom, Carl E. Hansson, Chas. G.
Hakonsson, Ingvar Harrison, Frank
Haldin, F. Haugen, Hans C.
Hall, Alf Haugen, Lars
Hall, S. C. Haugland, Harald
Hallberg, Herman Havard, O.
Hallen, Victor Hawkins, Fred
Hallgren, John Heckman, Fred
Halvorsen, Hans Hein, M.
-2223 Heldt, Charles F.
Halvorsen, Hans J. Hendriksen, William
Hansen, Henry Hiltwood, A. S.
Hansen, Henry W. Hine, Jack
Hansen, H. L. Holgaard, Hans
Hansen, Jeremias Hogan, A.
Hansen, M. -968 Hogstedt, Charles
Hansen, Thomas Holm, Carl
-1383 Holmberg, Karl
Hansson, Lars Holmqvist, F.
Hanson, Pet Holst, R.
Hanson, S. Hubner, Carl
Insunso, Francisco Isakson, Karl
Irving, J. Iversen, Iver

Jackson, August Johanson, Geo. N.
Jakobsen, Anders Johanson, Louis
Jakobsen, Joakim Johansson, A. O.
Jakobsen, R. Johansson, John
Jamisch, Ed W. Johansson, N. A.
Janssen, H. -280
Jarosinski, Filiks Johnsen, C. -1593
Jenkins, John B. Johnsen, Walter
Jensen, Carl Johnson, F. -1723
Jensen, C. Johnson, John A.
Jensen, Erik Johnson, Oscar
Jensen, J. K. Jones, Berthon
Jensen, Just Jonson, E.
Jensen, Oluf Jonsson, K. A.
Jerdoo, Soren Jorgensen, H. P.
Johansen, Birger Jorgensen, Jorgen
Johansen, Carl J. Jorgensen, R.
Johansen, George Junge, Heinrich
Johanson, Carl

Kalena, Gustaf Klotzke, Otto
Kallberg, Arvid Knapp, Livius
Kallio, Frans Knudsen, Daniel
Karlsen, Martin Kochariin, Jacob
Karlsson, Oskar Koch, Harry
Karpersen, Henrik Kollo, M.
Kayser, Carl Konopaki, M.
Kearns, N. Kramer, Fred
Keating, R. Kramer, Sigurd
Kehr, Fred Kressman, Karl
Kenny, James Krishjan, K.
Kessa, Theo Kressman, K. D.
Klmeral, H. Kristian, A. W.
Kindlund, Otto Kruger, Gustaf
Kleibgat, Fred Kuhn, John
Kleishman, Frank

Lang, Chas. F. -89 Larsen, Hans
Larsen, Gustaf Larsen, Hans -1677

Larsen, Ludwig J. Lindholm, Axel
Larsen, Martin Lindroth, Erik
Laurensen, Hugh Liscum, Chas. -1778
Lerch, Paul Lofgren, Richard
Lewis, R. W. Loran, A. L.
Lill, Charlie Lorentsen, Karl
Lindenau, Ernst Lundberg, H. G.
Maatson, J. McKeating, R.
Maatson, Olaf McKenna, B.
Magee, E. H. Mehrtens, Herman
Magnussen, Ernst Melder, Albert
Maki, Ivar McManus, J.
Marcussen, John Mersman, A.
Markley, Paul Meyer, Ernest
Markman, Heino Meyer, Herman
Markson, M. Miller, James
Martens, Hans -1892 Millos, P.
Martin, A. Minner, Albert
Martin, H. Monsen, L.
Martin, J. Moore, Albert
Mathesen, Ludvig Morris, Francis
Mathiesen, N. L. Morris, O. R.
Mathsen, Olaf Muller, A. R.
Mayes, Joel B. Munk, Chas.
McCourt, Joe Murray, C. P.
Nashis, Pete Niemela, John
Nashis, Fritz Niemeyer, Oscar
Neilson, C. F. Nilsen, Andreas
Nelson, A. W. Nilsen, Julius Aan-
Nelson, Alvin drew
Nelson, H. Nilsson, Hjalmar
Nelson, Robert Nor, Niels
Nelson, W. Nordin, Gus
Neubert, Herman Nordstrom, B.
Nicholson, J. E. Nordstrom, Johan
-1125 Norman, Olaf
Nielsen, Carl Norris, Edward
Nielsen, E. S. -1116 Norris, N. A.
Nielsen, Harald Norton, Edgar
Nielsen, H. O. -1229 Norve, Olav, I.
Nielsen, Niels Nyman, Oskar
O'Brien, R. F. Olsen, Oscar -705
Oettchen, F. Olsen, Oscar
Ohle, Hugo Olsen, Terje
Ojstedt, S. A. Olson, James
O'Keefe, Ed Olsson, A. V.
Olstrom, Axel Olsson, Ernst
Olsen, Carl Ommenson, E.
Olsen, Charles O'Neill, Jas.
Olsen, John H. Opperbeck, Eugene
Olsen, Jorgen Osterberg, S. H.
Olsen, O. -1283 Owen, Fred
Olsen, Ole

Parson, Herman Petersen, Olav -1595
Paulsen, Gustav Petersson, A. C.
Paulsen, N. Petersson, Conrad
Pedersen, Carl Pettersen, Karl
Pedersen, Carl A. Pitkanen, J. W.
Pedersen, Didrik Pitkanen, Wiktor
Pedersen, Elif Plant, Belle
Pedersen, Johan Plom, Charles
Pedersen, Olaf 1392 Pommer, Jon
Pedersen, P. -1245 Post, Albert
Pedersen, Paul -896 Powell, Hamilton
Persson, Oscar Pring, Carl
Petersen, J. A. -515 Publicatus, August
Petersen, O. F. Purgall, Geo.
-1558 Pulman, Charles

Quinn, C. R. Roery, Frans.
Raaum, Henrik Ross, H.
Rakov, Stephen Ross, Rudolf
Reed, J. W. Rotter, R.
Reinink, H. Rundquist, O.
Ries, Heinrich -1146 Ruffa, Peter
Ripper, Harry Rytka, Otto
Roberts, Frederick
Rod, Sakarias

Saarinen, Werner Spanos, James
Sammola, Vano Stahlburn, F.
Sand, Bernhard Stedman, Geo. F.
Sand, Torger Stein, Emil
Sanders, S. Stintman, John
Sanderson, Geo. Stoff, Fred
Sanne, Rudolf Stocker, John
Sankka, August Strand, Konrad
Sanza, Custodio Strand, Louis
Savage, Roland Strauss, Walter
Scheel, Paul Strom, Ed
Schellenberg, H. Suarinen, Frank
Schmidt, Louis Sunde, Knut
Schoger, Ernst Sundhouse, Joe
Schradler, Fred Sutherland, Peter
Schradler, Paul Sutherland, W. -2398
Schrej, G. W. Svedstrup, E. F.
Schroder, F. A. Svensen, C. J.
Schultz, F. J. Svensson, Patrik
Scott, James S. Swanson, C. H.
Sherry, J. H. Swanson, Michael
Shrene, Elwood Swanson, O.
Simmonds, J. Svarthy, Norman
Skoglund, Harry Sweeting, John B.
Skogman, W. Swensson, T. H.
Smith, John -2055

Sonnenberg, J. C. Symons, W. J.
Tame, E. Theron, John E.
Tamanen, Erland Thorsen, Jens
Tamisar, P. Thorsen, Otto
Tamm, H. -973 Thorsen, Rolf
Tarm, E. Tierney, Pat
Tasvik, Olaf Tiller, Edw.
Tasvase, E. Traxnor, John
Thee, Rudolf Tylund, Carl E.
Themsen, William

Uderkul, C. Ulmar, John
Ullman, Ernst
Valeur, Marius
Valure, Harry
Vangelder, William
Vesgaard, Jens
Vestvik, Ingolf
Waltin, Gustav
Wank, Romano
Weber, Fred
Wee, Wilhelm
Wellman, Frank
Wells, Frank
Wendy, Geo.
Westlake, S. G.
Zerb, Walter
Zimmerman, Fritz
Zimmerling, Fritz
Zoran, Geog

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A. Ceelan, John
Anderson, Andrew Lindstrom, Sigurd
Anderson, S. Ellefsen, Otto
Athanase, Michal Evensen, Louis
Berling, J. R. Ewald, Wilhelm
Carlsen, Jacob Flinnelly, Wm.
Carter, Sidney Hansen, Karl

Hansen, Marius Rarly, Frans
Hansen, O. Rathke, Reinhold
Hawkins, Fred Relursen, A. L.
Hendriksen, Hag- Ruter, Peter
-burt Schultz, Fred
Henningway, Geo. Spoblom, Karl A.
Jacobsen, Emil Swanson, Ben
Johansen, Emil Sorensen, Pete
Jorgensen, Oluf Stradsin, A. W.
Klette, E. F. Tanum, H. -793
Olsen, Andrew Thorsen, Jens
Olsen, Arne Wakely, R. E.
Olsen, Carl -1101 Winkel, August
Olsen, Sigurd -1229 Wolters, Johan
Persson, Oscar Wurthman, W. L.
Raasch, O.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts., SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7766

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

There are three kinds of men who don't in the least understand women. They are young men, old men and men of middle age.

A New England physician says that if every family would keep a box of mustard in the house one-half of the doctors would starve to death. A mean man suggests that everybody should keep two boxes.

"Fred is so poetical! When I accepted him he said he felt like an immigrant entering a new world."

"Well, there's sense as well as poetry in that. Wasn't he just landed?"

Baldheaded Gentleman (to barber) —You ought to cut my hair cheaper; there's nothing much to cut.

Barber—Oh, no; in your case we don't charge for cutting the hair; we charge for having to search for it.

"What are you doing with that miserable looking cur, sonny?"

"Tak'n' him to the dog show."

"But you can't win a prize with him."

"Well, they may give me a special prize fer showin' the kind of a dog that no dog ought to be."

A small boy returned from the home of his grandparents and was told that while he was away the stork had brought him a baby brother.

"Go right in and see him," said his aunt.

"I'd rather see the stork," replied the boy.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East St., and 4 Mission St.,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelope.

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

PATRONIZE
HOME
INDUSTRY

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348
Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

News from Abroad.

General Jesus Carranza, brother of
General Venustiano Carranza, was
executed with his son by a Zapata
commander near San Geronimo,
Mexico.

General Francisco Villa has pro-
claimed himself in charge of the
Mexican Presidency, and appointed
three ministers to take charge of the
civil government.

Preparations are made in England
to fit out a "mosquito fleet" of
steam trawlers, for use in detecting
the presence of submarines along
the coast and in seining for floating
mines.

Military authorities at Panama
have proof that an American soldier,
a private in the Tenth Infantry, has
been selling maps of military trails
in the Canal Zone to agents of
Japan.

The British official information
bureau has announced that the "Clan
MacNaughton," an armed merchant
cruiser, is missing. The vessel was
last heard of February 3, and it is
feared that she has been lost, with
280 men.

After long negotiations, Portugal
has decided to permit the Standard
Oil Company's steamers "Excelsior"
and "Mohican" now at the Azores,
to raise the American flag, under the
names of "Petroline" and "Corning."
Both vessels will leave for New York
under American registry when their
American crews arrive.

The Italian Government has or-
dered four German and seven Aus-
trian steamers which took refuge at
Genoa on the outbreak of the war
and have been there ever since to
land and repatriate their crews and
then proceed to a minor nearby port.
The action has been taken in order
that the vessels may not hamper
traffic at Genoa.

Formal announcement has been
made of Great Britain's decision to
declare a blockade of the coast of
German East Africa as from mid-
night, February 28. The announce-
ment said: "The British Ambas-
ador at Washington, D. C., has in-
formed the Department of State that
his Government has decided to de-
clare a blockade of the coast of
German East Africa, as from mid-
night, February 28. This blockade is
to extend along the whole coast, in-
cluding islands, that is from latitude
4 degrees 41 minutes south to lati-
tude 10 degrees 40 minutes south,
four days' grace from the time of
institution of the blockade being
given for the departure of neutral
vessels from the blockaded area."

All ports in the British Isles were
made "special ports," requiring spe-
cial rates of war risk insurance from
the U. S. Government bureau, by
an order issued February 25 by Sec-
retary of the Treasury McAdoo.
The only special ports in the United
Kingdom under former orders were
those on the North Sea north of
London. The order also extends the
special port zone on the Continent
to include Bordeaux. The previous
limit was Dunkirk. The bureau re-
serves the right to refuse insurance
to these ports. The order was the
first general move made by the de-
partment to protect the insurance
bureau interests since Germany's
declaration of a war zone about the
British Isles. It was made neces-
sary, according to the department's
statement, "owing to the exceptional
hazard involved."

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.
Albertsen, Christian Israelson, Ernest
Anderson, Gus Kathy Albert
Ainey, Carl Johnson, Martin
Andersen, Hilding Jacona, Carmelo
Andersen, E. W. Johnson, John E.
Anderson, Eric Magnussen, Magnus
Andrade, Manuel Nilson, William
Anderson, Thomas Orabrova, Anton
All Certz, Emanuel Olson, Thon
Bang, Robert O. Osterlund, Carl
Cohn, W. R. Schlachte, Alfred
Colbert, M. J. Shultz, F. J.
Erickson, Earl Saalman, Joe
Ekelund, Will H. Teracslon, Ernest
Gundaker, Sam W. Wilson, Herman
Hansen, Henry Wallin, E.

Seattle, Wash.

Abolln, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
sen Phister, Albert
Fister, Johannes Polhome, Mr.
Finnigan, I. H. Ridderstaf, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johnson, Ingvald Slinning, Rasm's O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wil- Starks, John
helm Stein, George G.
Larsen, Fred Stixrud, Jack
Magnuson, P. A. Stromness, Oscar
Osterlund, Albert

INFORMATION WANTED.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Coun-
sul-General at San Francisco.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

With the Wits.

Josh Billings says: "This sitting down with our arms folded waiting for something to turn up, is about as rich a speculation as going out into a four-hundred acre lot, sitting down on a sharp stone with a pail between our knees, waiting for a cow to back up to be milked."

A farmer in the country last autumn gave a job to a seedy-looking individual who had applied to him, and who assured him that he never got tired. When the employer went to the field where he had put the tramp to work, he found the latter lolling on his back under a tree.

"What does this mean?" asked the employer. "I thought you were a man who never got tired?"

"I don't," calmly responded the tramp. "This doesn't tire me."—Sacred Heart Review.

Among the most charming of this season's crop of debutantes in Washington were the twins of a San Francisco man who spends his winters at the national capital.

One day at the Metropolitan Club a certain member was approached by a friend, who whispered confidentially, "I understand that you are practically engaged to one of those ravishing twins."

The other member smilingly admitted the soft impeachment.

"How can you tell them apart?" asked the friend.

"I don't try to," said the other.

Assistant Professor Charles T. Copeland had reproved his students for coming late to class. "This is a class in English composition," he remarked, and added with sarcasm, "I'm not conducting an afternoon tea."

At the next meeting of the class, one of the girls was twenty minutes late. Professor Copeland waited until she had traversed the room and found her seat. Then he remarked bitingly, "How will you have your tea, Miss Brown?"

"Without the lemon, please," Miss Brown answered gently.

An Invitation

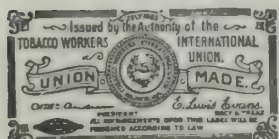
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



James F. Sorensen
Pres. and Treas.



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 MARKET STREET
SAN FRANCISCO

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 26.

SAN FRANCISCO, WEDNESDAY, MARCH 10, 1915.

Whole No. 2320.

PRESIDENT APPROVES SEAMEN'S BILL.

Seamen's Long Struggle for Freedom Crowned With Success.

It has come to pass at last!

And it "happened" when many of us had given up all hope of securing the enactment of the Seamen's bill at "this" session of Congress.

Some of the more pessimistic among us had even abandoned the hope of "ever" securing justice at the hands of Congress.

We had been told to wait and wait for so many, many years; and we had been disappointed so often and so regularly that many of us had ceased to look upon patience as a virtue.

Of course, the JOURNAL had never lost hope and faith in ultimate victory.

And victory came on March 4, 1915,—just twenty-three years and two months from the time the organized seamen on the Pacific Coast determined to secure such legislation from Congress as was necessary to secure for seamen the same rights—the same freedom—as is enjoyed by the workers ashore.

Well, Congress finally did pass such legislation.

And the President of the United States has signed it.

It is no longer the "Seamen's bill." It is now an "Act." Let us christen it "The La Follette Act."

And it will be in full force and effect on November 4, 1915, so far as American shipping is concerned. And with reference to all foreign shipping touching at United States ports it will be in effect twelve months from the date of enactment, namely, on March 4, 1916.

Here are the salient features of the La Follette Act:

Abolishment of Compulsory Servitude.

Freedom for seamen is secured in this enactment by wiping from the United States statutes all imprisonment penalties for desertion of seamen. This applies to all American ships—whether in United States ports or abroad. It also applies to seamen on foreign ships at United States

A MESSAGE FROM SENATOR LA FOLLETTE.

Among other inspiring messages read at the meeting held at San Francisco on March 6th in honor of the thirtieth anniversary of the Sailors' Union of the Pacific, was the following telegram:

Washington, D. C., March 6, 1915.
Sailors' Union of the Pacific,
San Francisco, Cal.

As you meet to celebrate the thirtieth anniversary of your organization I rejoice that in the Providence of God I am permitted at last to hail you as free men under the Constitution of our country. The fourth of March, 1915, is your emancipation day. The Act approved by President Wilson makes America sacred soil and the Thirteenth Amendment finally becomes a covenant of refuge for the seamen of the world. In the years to come, as you commemorate this great event, you should dedicate a part of the service to the memory of Andrew Furuseth. Except for his intelligent, courageous and unswerving devotion to your cause for twenty-one years you would be bondsmen instead of free men to-day.

ROBERT M. LA FOLLETTE.

ports but it will first be necessary to abrogate so much of our treaties with other nations as provides for the arrest and imprisonment of seamen.

A Standard of Efficiency.

The Act provides that no one shall be rated or qualified to serve as able-seaman on ocean-going vessels unless he is nineteen years of age and has had at least three years' service on deck at sea.

For service on the Great Lakes or on the smaller lakes, bays or sounds, the same age is required but only one and one-half years' service on deck is required.

The foregoing stipulations are somewhat modified by the following section of the Act:

"Graduates of school ships approved by and conducted under rules prescribed by the Secretary of Commerce may be rated able-seamen after twelve months' service at sea; provided, that upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, and physical condition, such persons or graduates are found to be competent; provided, further, that upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, physical condition, and knowledge of the duties of seamanship a person found competent may be rated as able-seaman after having served on deck twelve months at sea, or on the Great Lakes; but seamen examined and rated able-seamen under this proviso shall not in any case compose more than one-fourth of the number of able-seamen required by this section to be shipped or employed upon any vessel."

The Language Test.

The Act provides that at least seventy-five per cent. of each department of a vessel's crew must be able to understand any order given by the officers of such vessel.

Able-Seamen Must Be Employed.

Under the old law shipowners were permitted to employ any landsman who had never seen service on the water.

Under the terms of the Act just passed no vessel will be permitted to depart from any port of the United States unless she has on board a deck crew composed of a certain percentage of able-seamen exclusive of licensed officers and apprentices.

In the first year after the passage of the Act such percentage must be at least forty. In the second year forty-five; in the third year fifty; in the fourth year fifty-five, and thereafter sixty-five percentum of the deck crew.

Enforcement of "Standard of Efficiency."

The section of the Act providing the machinery for the enforcement of the "able-

seamen" standard, and the "language test," reads as follows:

"Any person may make application to any board of local inspectors for a certificate of service as able-seaman, and upon proof being made to said board by affidavit and examination, under rules approved by the Secretary of Commerce, showing the nationality and age of the applicant and the vessel or vessels on which he has had service and that he is entitled to such certificate under the provisions of this section, the board of local inspectors shall issue to said applicant a certificate of service, which shall be retained by him and be accepted as prima facie evidence of his rating as an able-seaman.

"Each board of local inspectors shall keep a complete record of all certificates of service issued by them and to whom issued and shall keep on file the affidavits upon which said certificates are issued.

"The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section: provided, that the collector of customs shall not be required to cause such muster of the crew to be made unless said sworn information has been filed with him for at least six hours before the vessel departs, or is scheduled to depart; provided further, that any person that shall knowingly make a false affidavit for such purpose shall be deemed guilty of perjury and upon conviction thereof shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding one year, or by both such fine and imprisonment, within the discretion of the court. Any violation of any provision of this section by the owner, master, or officer in charge of the vessel shall subject the owner of such vessel to a penalty of not less than \$100 and not more than \$500; and provided further, that the Secretary of Commerce shall make such rules and regulations as may be necessary to carry out the provisions of this section, and nothing herein shall be held or construed to prevent the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, from making rules and regulations authorized by law as to vessels excluded from the operation of this section."

Watch and Watch at Sea.

The Act provides that sailors shall, while at sea, be divided into at least two watches; and the firemen, oilers, and water tenders into at least three watches.

The Act also provides that seamen shall not be shipped to work alternately in the fireroom and on deck, nor shall those shipped for deck duty be required to work in the fireroom, or vice versa.

It is expressly stated in the Act, however, that the foregoing "provisions shall not limit either the authority of the master or other officer or the obedience of the seamen when, in the judgment of the master or other officer, the whole or any part of the crew are needed for the maneuvering of the vessel or the performance of work necessary for the safety of the vessel or her cargo, or for the saving of life aboard other vessels in jeopardy, or when in port or at sea from requiring the whole or any

part of the crew to participate in the performance of fire, lifeboat, and other drills."

A Nine-Hour Workday and no Unnecessary Work on Sundays.

The Act provides that while a vessel "is in a safe harbor no seamen shall be required to do any unnecessary work on Sundays or the following named days: New Year's Day, the Fourth of July, Labor Day, Thanksgiving Day and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage. And at all times while such vessel is in a safe harbor, nine hours, inclusive of the anchor watch, shall constitute a day's work. Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel and to receive the wages earned. But this section shall not apply to fishing or whaling vessels, or yachts."

Prompt Payment of Wages.

The Act provides that two days' pay shall be paid to a seaman for every day he is kept waiting for wages due him if such waiting period extends beyond twenty-four hours after the cargo has been discharged or four days after the seaman has been discharged, whichever first happens.

The old law allows only one day's pay for each waiting day.

Increased Forecastle Space.

The old law relating to space for crew's quarters allowed only seventy-two cubic feet of space and twelve square feet floor measurement per man. The new law reads as follows:

"That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than one hundred and twenty cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another; such place or lodging shall be securely constructed, properly lighted, drained, heated, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvium of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."

Health and Sanitary Regulations.

Hospital quarters, washing accommodations and occasional fumigation of fore-castles is provided for in the following sections of the Act:

"On all merchant vessels of the United States which in the ordinary course of their trade make voyages of more than three days' duration between ports, and which carry a crew of twelve or more seamen, there shall be constructed a compartment, suitably separated from other spaces, for hospital purposes, and such compartment shall have at least one bunk for every twelve seamen, constituting her crew, provided that not more than six bunks shall be required in any case.

"Every steamboat of the United States

plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold, wind, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector General of Steam Vessels, and shall be properly heated.

"All merchant vessels of the United States, the construction of which shall be begun after the passage of this Act having more than ten men on deck must have at least one light, clean, and properly ventilated washing place. There shall be provided at least one washing outfit for every two men of the watch. The washing place shall be properly heated. A separate washing place shall be provided for the fireroom and engine-room men, if their number exceed ten, which shall be large enough to accommodate at least one-sixth of them at the same time, and have hot and cold water supply and a sufficient number of wash basins, sinks, and shower baths.

"Any failure to comply with this section shall subject the owner or owners of such vessel to a penalty of not less than \$50 nor more than \$500; provided, that fore-castles shall be fumigated at such intervals as may be provided by regulations to be issued by the Surgeon General of the Public Health Service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies."

One-Half of Wages Due at Any Port.

One-half of the wages due may be demanded by seamen at any port where the vessel shall load or deliver cargo. This was provided in the old law but a clause was usually inserted in the shipping articles practically nullifying the intent of the law. Under the Act just passed all stipulations in the contract to the contrary are void.

This section also applies to seamen on foreign vessels while in the harbors of the United States, and the courts of the United States are held to be open to such seamen for its enforcement.

Vessel Liable for Escape of Bucko Mates.

The Act provides that the master of a vessel or the owner of a vessel shall be liable in damages if the master fails to use due diligence in surrendering to the proper authorities the officer of such vessel who has flogged or administered corporal punishment to a seaman.

Under the old law only the master was liable in damages.

Live-Saving Appliances.

The Act contains elaborate and comprehensive regulations upon different types of boats, rafts, davits, life jackets and life buoys.

This phase of the new law will be dealt with in a subsequent issue of the JOURNAL.

Manning of Boats.

The Act provides that "a licensed officer or able-seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men, and other members of its crew which shall be sufficient for her safe management, and shall see that the men placed under his orders are acquainted with their several duties and stations.

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Would Change Constitution.

Representative Bryan, of Washington, has introduced a resolution to amend the Federal Constitution by providing that a majority, instead of two-thirds, of both Houses of Congress, may propose constitutional amendments, and to make their ratification by two-thirds instead of three-fourths of the States sufficient.

This new plan calls for the submission to the voters every twenty years of the question whether there shall be a convention, which, if affirmatively decided, would be followed by choosing of delegates and assembling of the convention March 4, two years afterward, and for submission of the convention's recommendation to popular vote at the ensuing presidential election. A majority of Congress or a majority of the State Legislatures might call for the submission of the question of holding a convention at other presidential elections than those falling on the twenty-year intervals.

Long Work Hours Harmful.

President Boyd, of the State Medical Association of Texas, has issued a signed statement on the effect of long hours on working women, which could be read with profit by those who oppose organization and legislation intended to remedy this evil.

Dr. Boyd insists that women forced to work long hours "are absolutely unfitted, both physically and mentally, to become mothers, and to have the care and training of future generations."

In discussing the penalty nature exacts for violating its law that the human body needs sufficient rest, the medical man says:

"This is especially true with regard to women, owing to their peculiar physical structure and the nature of the functions which pertain to them as females. Physically weaker than the male, with a corresponding lack of power to resist fatigue and the destructive influence of physical toil upon the body tissues and nervous system, the effect of excessive hours of toil is much sooner apparent, and the ultimate result much more disastrous than in the male.

"In the case of a strong, well-developed woman, the effect of the strain incident to overwork may not be noticeable at once. Nature's workshop may for a time be able to temporarily repair the damage, but the effects are cumulative.

"When nature is no longer able to meet the demands upon her to rid the body of excessive waste matter accumulating from overwork, and to replace worn out material, the breakdown is usually very rapid. The appetite becomes poor, the digestion is interfered with, constipation is the rule, the person loses flesh, the blood is poisoned by retained waste matter, and is impoverished by a lack of proper nutrition due to the deranged digestion. The person becomes pale and anaemic, and in most cases develops an irritable, moody and despondent disposition, frequently assuming a reckless attitude, with a lowering of her moral tone. A craving is often acquired

for stimulants or excitement to offset the depression resulting from her mental condition.

"Such a person is, in common parlance, run down, and becomes a ready prey to diseases of all kinds. All the communicable diseases, such as tuberculosis, typhoid, measles, scarlet fever, and a host of others, may find ready lodgment in the system of such a subvitalized person. This is especially true with reference to tuberculosis, the germs of which are so universally distributed that it is said that every person comes into contact with them many times during their lives, and only their powers of resistance; dependent upon their physical condition, prevent tuberculosis from developing in their system."

Mine Fatalities Decrease.

Albert H. Fay, mining engineer of the United States bureau of mines, reports that one life every day during the last year has been saved because of decreased fatalities in coal mines, which totaled 2,785 in 1913, against 2,451 last year. The principal causes of accidents that show a material decrease were: Coal dust explosions, 96 per cent.; haulage, 11 per cent.; falls of roof and pillar coal, 10.6 per cent. The net decrease in underground fatalities was 365, or 14 per cent.

It is not possible to attribute these lower rates to any one particular influence, continues the report. They may, however, be assigned in part to any one of the following agencies or to a combination of all of them: Closer and more careful inspection by the State inspectors, better enforcement of laws and regulations by the operators, a realization of the dangers attendant upon the miner in his daily work and his efforts to reduce accidents due to the educational campaign conducted in his behalf, the extended use of safety lamps in doubtful mines, the use of permissible explosives, humidifying dusty mines, first-aid and rescue training which saves lives that might otherwise be lost by reason of injuries received, the enactment of industrial accident compensation laws, and last, but not least, the spirit of cooperation on the part of all concerned.

Immigrants and Farmers.

The cry "put immigrants on the farms" was answered in Congress recently by Representative Gardner of Massachusetts, who said:

"Every year, at certain seasons, when we hear of the demand for farm labor, gentlemen on this floor pull long faces and solemnly express the opinion that a proper distribution of immigration would solve the whole problem. I venture to predict that until the employing farmer can offer the farm laborer a steady job we never shall be free from this cry as to the shortage of farm labor. There are just two seasons of the year when the farmer is short of farm labor. One of these seasons comes at seeding time and the other when the harvest is gathered.

"For nearly eight years we have had on

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenens Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A Berlin banker with an income of £400 a day is now interned in a concentration camp at Aleria, in Corsica, where he does manual labor, for which he receives 3½d. a week.

The British Miners' Federation has ordered a ballot to be taken amongst the West Yorkshire miners on the question as to whether they should strike because of the coal barons' non-payment of the increase in wages as determined by arbitration.

What it may cost to deal with a strike in England is revealed by the accounts of the City of Leeds. When there was the municipal strike last year the maintenance of 600 special police absorbed £22,000, and the police seem to have been thirsty. Forty casks of beer, 25,700 bottles of mineral water, and about 5,000 pints of beer, nearly 800 pounds of tobacco, 1,100 cigars, and 13,475 pounds of beef and mutton all suggest that the police were well treated.

A system of police espionage on wives of soldiers has been instituted in England for the purpose of finding out whether the women are "misconducting" themselves. In the event of "misconduct" being proved—to the satisfaction of the war office—the allowance of the soldier's wife is to be stopped. A women's paper says it is "a scandalous insult to soldiers' wives." So far as we can learn the arrangement does not extend to the wives of field marshals, admirals, generals, and other officers.

Preparations are being made for the Commonwealth Public Works Committee to commence active operations. It is anticipated that the first sitting will be held within the next fortnight. The first public works which will be dealt with will be those at the Flinders naval base, which are under the control of the Home Affairs Department. They include water supply, the erection of buildings, sewerage, and the construction of a dam at the Queanbeyan River, near the Federal capital site, for water storage purposes. This dam, which is estimated to cost £100,000, will be 100 feet high.

The British labor movement, as represented by the labor party and the trades union organizations, has issued a statement defining its action in relation to the war. The policy of the movement, it is said, has been dictated by a fervent desire to save Great Britain and Europe from the evils that would follow the triumph of military despotism. Until the power which has pillaged and outraged Belgium and the Belgians, and plunged nearly the whole of Europe into the awful misery, suffering, and horror of war, is beaten, there can be no peace. While the conflict lasts England must be sustained both without and within. Combatants and non-combatants must be supported to the utmost. The labor movement has done, and is doing, its part in this paramount national duty, confident that "the brutal doctrine and methods of German militarism" will fail. When the time comes to discuss the terms of peace the labor movement will stand, as it has always stood, for an international agreement among all civilized nations that disputes and misunderstandings in the future shall be settled not by machine guns, but by arbitration.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven	Menter, Wilhelm
Andersson, Enkan	Malm, Gustaf
Ahlquist, Evert	Nylander, Robert
Apelquist, Otto	Nurminen, J. C.
Anderson, David C.	Nalter, John
Bylander, B. B.	Nilsen, Martin
Bylander, B. B.	Nikander, Knut
Breston, Ralph	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Boy, A.	Nielsen, Ole
Brusbard, B.	Olsen, Olaf
Cotter, J.	Owen, Fred
Cornelius, L.	Olsen, Ole Wilhelm
Christensen, Martin	Olsen, Harald
Carlson, Carl	Petterson, C. V.
Chilton, Harry	-1363
Carlsson, C.	Penningrud, Ludvik
Evertsen, Olaf	Peterson, H.
Evans, Dave	Rodgers, Mike
Erlsson, Otto	Rutel, Ernest
Elissen, Sam	Renvall, Anshelm
Fredriksen, H. G.	Rugg, A. P.
Fredriksen, J. H.	Rasmussen, J. -446
Fasholz, Dan	Schmidt, Louis
Gustafson, Alf	Schultz, F. J.
Hacker, William	Sandstrom, O. H.
Holmstrom, Fritz	Schlachte, Alfred
Hansen, John F.	Svenningsen, S. N.
Hansen, S.	Swanson, E.
Hellstrom, O.	Sorgenson, H. P.
Hansen, H. T. -1446	-1498
Headstrom, J. F.	Staff, Louis
Hansen, Sigvarth	Tell, Olaf
Johnson, Charlie F.	Tonnesen, P. -100
Johnson, Albert	Thygesen, John
Jensen, Edvard	Telm.
Johanson, Nils	Tonnesen, P. -100
Johansen, Emil	Toren, Gustaf A.
Johansen, Johan H.	Tveit, Olaf
Johansen, Albert	Winberg, Oscar
Jeter, Edw. A.	Zimmer, Walter
Kolodzie, George	Ziegler, Fred
Kelin, Joseph	(Photos & Packages)
Larsen, John	Anderson, David C.
Lato, E.	Bower, G.
Lutzen, Valdemar	Johansen, Nils A.
Lindeman, Gus	Johnson, C. A.
Lindeman, J.	-2044
Lassen, Alf	Penningrud, L.
Monsen, C.	

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
David, Ch. W.	Nielsen, Chr.
Engen, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Elmf. S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.
Sailors' Accounts are Especially Welcomed
Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

Pacific Coast Marine.

The chartering of the Pacific Coast sailing fleet indicates a revival of lumber shipments both domestic and offshore. No less than fifteen sailing vessels were chartered to take lumber offshore during the last week in February.

The Alaska Steamship Company has purchased from the C. A. Smith Lumber Company the steamer "Redondo," and will place the vessel on the run between Seattle and Southeastern Alaska ports. It is said the Redondo will carry cannery supplies principally.

A life-saving station for Duxbury reef, to cost \$12,000, was assured when the United States Senate passed Representative Kent's bill making the appropriation. The bill has passed the House. Work on the new station will begin soon after July 1.

Joseph Strand, former head of the boarding officers in the immigration service at San Francisco, has been promoted to the position of inspector in charge of the immigration division at Angel Island, according to announcement made by the department recently. Strand succeeds Captain Frank Ainsworth.

There is a probability that the steamer "Salvor" of the British Columbia Salvage Company will be ordered to the Mexican coast to attempt floating the stranded Japanese cruiser "Asama." The Japanese officials at Esquimalt have inspected the "Salvor" to see if she is sufficiently equipped to save the warship.

Notice has been received at Seattle that a high-powered radio station will be located by the Navy Department on Puget Sound, probably at the new torpedo station at Keyport, and another at Cordova, Alaska. The new local station will have towers from 300 to 400 feet high and will communicate with all Coast stations and Alaska.

The Government dredge, "Colonel P. S. Michie," Captain John Reed, has left Eureka, where she has dug about 300,000 cubic yards of sand to improve the harbor. She is at present at Portland, where additional boilers are to be installed. The craft is expected to leave for Coos Bay in about six weeks to resume work on that bar.

The "Roosevelt," Admiral Robert E. Peary's Arctic ship, has been sold by her owners, the Arbuckle brothers, to John W. Sullivan & Co. The Sullivan company will refit the former Peary craft with oil-burning machinery, with the understanding, it is said, that she will be taken over by the Bureau of Fisheries of the Department of Commerce, to be used in connection with the fisheries service in Alaskan waters.

Gregory B. Drisen, of Harbin, Manchuria, has brought suit against the Barneson-Hibberd Company. The steamer "Mariechen" sank in 1905, four days out of Seattle, while on the way to Manchuria, with goods for the troops stationed there. The Barneson-Hibberd Company had the vessel under charter and had taken out insurance on the cargo. Mr. Drisen now alleges part of the cargo belonged to him and that he should be given \$60,000 of the insurance collected.

The Alaska Barge Company, of Seattle, has filed a protest with the Department at Washington against permitting the steamer "Salvor," a British vessel, to save the steamer "Delhi," wrecked in Alaska. The company charges that the British Government refused to allow an American vessel to save one of its sister liners wrecked in British waters, and as a result the vessel was a total loss on account of delay occasioned by the British salving steamer in reaching the wreck.

Two new oil barges, one for use on San Francisco Bay and the other for river work, are to be built for the Union Oil Company in the near future, and the contract for the two craft is to be let shortly. One of these barges will have a capacity of 4000 barrels of crude oil and will be used to distribute oil to ports around the bay. The other will carry 70,000 gallons of refined oil and 100 tons of case oil and will be put in the river service. The cost of the two craft will be approximately \$100,000.

Eleven tins of opium were found on the Pacific Mail Panama liner "San Jose" by Customs Inspectors at San Francisco, the total value of the drug being \$800. The eleven tins were secured in three finds, one of seven, one of three and a single tin being found in different parts of the vessel. Inspectors C. W. Jacobson, B. G. Swinehart and S. H. Sackett unearthed the drug from its hiding places. Under the amended law in regard to the discovery of opium on a vessel, the company owning the craft is fined and not the master, as was formerly the case. The fine assessed is \$250.

Orders received by Senior Captain W. E. Reynolds at San Francisco from the commandant of the Coast Guard Service in Washington are to the effect that the cutter "Bear" is to be ready for the Arctic cruise not later than May 1. The "Bear" is now at Mare Island Navy Yard undergoing repairs, and next week will go into dry dock. Repairs should be completed by April 1, according to Captain Reynolds. The "Bear" is the only cutter which has

received definite orders to go into Bering Sea this year, and it is understood that the patrol in the north during the coming summer will consist of fewer vessels than usual.

A petition is now being circulated in Prince Rupert, B. C., and vicinity, which will be presented to the Dominion Government, asking (1) that fishing boats of American registry be allowed to enter any western Canadian port of entry and purchase fresh, frozen, or salt herring, to be used for bait, and such other ship stores and supplies as may be necessary for a fishing trip; and (2) that fishing boats of American registry be allowed to sell or dispose of their cargoes of fish at a western Canadian port of entry, to be held in bond and shipped via Canadian railways to a port of entry in the United States.

The customs tug "Hartley," which has been in service on San Francisco Bay, will remain for some time, for when the sundry civil bill passed Congress the appropriation for a new tug, inserted as an amendment by Senator Perkins, was cut out. According to a telegram received by Collector of the Port J. O. Davis from Senator Perkins, the House conference committee failed to concur in this amendment, but he hopes the Secretary of the Treasury will be able to supply funds for a new tug from some other source. Unless this is possible, he says, nothing can be done but to retain the "Hartley" in service until the next session of Congress.

Increased San Francisco water frontage has come under the control of the State because of the completion of a seawall between the Ferry building and the channel. The property is owned by the Santa Fe Railroad and by the terms of a leasehold agreement entered into between the former Harbor Commission and the company the seawall and bulkhead make it possible for the State to claim jurisdiction of the property for the benefit of the Belt line. According to John Dwyer, president of the Board, further improvements will be made along the 2500-foot strip between the channel and pier 54, to increase facilities. The Belt line may also be extended there.

The power schooner "Ruby" has been chartered for a voyage from Bellingham, Wash., to Nelsons Lagoon, Bering Sea, 200 miles east of Unimak Pass, with a cargo of lumber for a new cannery. Upon her return the "Ruby" will be prepared for a voyage for the Hudson Bay Company to Herschel Island, in the Arctic wastes beyond the region where the expedition of Vilhjalmur Stefansson, the Canadian explorer, met disaster. The "Ruby" will leave Seattle in May for the Kuskokwim River with general freight, thence go to Eller, where she will load a cargo abandoned last year when the attempt to reach Herschel failed. Captain S. F. Cottle, late of the whaler "Belvedere," will command the "Ruby" in the daring attempt through the ice.

The hesitation of the Japanese shipping companies with regard to the inauguration of a service to and from Europe and the United States through the Panama Canal has been disposed of by the successful experimental trip just completed by the "Tokushima Maru" of the Nippon Yusen Kaisha line, Japan's premier shipping concern. The Nippon Yusen Kaisha has now made arrangements to open a regular round-the-world service via the Panama Canal. Several vessels, including the "Tokushima Maru," have been detailed for the work. It is intended at present to make the outward trip to London via Suez, the return being made via Galveston, where cotton will be loaded for Yokohama via Panama. The service will be commenced by the "Tottori Maru," which will leave Yokohama for London via Suez shortly.

After an absence from the North Pacific for three months, serving as a collier for the British Admiralty, the British steamer "Protesilaus" of the Blue Funnel line has returned to Esquimalt harbor. The greatest secrecy was maintained about her movements from the time she left Esquimalt under sealed orders three months ago. The next the public heard of her was at Balboa, when she proceeded through the Panama Canal to Jamaica. Later she returned to the Pacific, where she got in the public eye through charges of violating American neutrality by using wireless to communicate with British warships while in canal waters. Three weeks ago the "Protesilaus," steaming up the coast, received orders to aid the Japanese cruiser "Asama," ashore off Mexico. The "Protesilaus" brings news that the "Asama" will not be abandoned. Her armament will be removed so she can be floated. The "Protesilaus" expects to be released from the Admiralty and join the "Ixion" and "Talhybius" in Blue Funnel transpacific service soon.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 10, 1915.

FREEDOM'S BATTLE WON.

On Thursday, March 4, at about 9:30 a. m., the good news arrived at San Francisco that the Seamen's battle for freedom had been won—i. e., that President Wilson had signed the Seamen's bill.

Throughout the country the same good news was disseminated by the afternoon papers of that day.

March 4, 1915, was truly a day of rejoicing. And all will agree that there was ample reason for rejoicing. In the language of Senator La Follette, the noble champion of the Seamen's cause, March 4, 1915, should be fittingly described as "the Seamen's Emancipation Day."

It has been a long and weary struggle—a contest that might well exhaust the patience of the most enduring and persevering of mortals.

From January, 1892, to March, 1915, the organized seamen of America have struggled and striven in the legislative field, always using their very best efforts to secure that measure of justice so long denied and only just now secured.

During the years in which the Seamen's bill has been pending in Congress, boys have grown into manhood and men have reached the declining years of life.

There have been more investigations and hearings and conferences upon the legislation asked for by the Seamen than on any other subject that ever engrossed the attention of Congress. The various Congressional committees, sub-committees, conference committees, etc., have each in turn referred, re-referred or harbored, sheltered and housed the bill for periods varying from days to months. Nearly every pigeon-hole in every committee room where maritime affairs are considered has at some time or other served as a resting place to the Seamen's bill. The volumes of printed matter issued with regard to the questions involved in the Seamen's bill if placed side by side and measured with a lead line would run well up into the 'steenth fathom mark. The actual time consumed by the various sessions of Congress in which the

Seamen's bill received consideration, if measured by a monetary standard, would exceed several of the largest fortunes rolled into one.

But why relate or dwell upon the past? The fight has been made and won—

For Freedom's battle once begun,
Bequeath'd by bleeding sire to son,
Though baffled oft is ever won.

Freedom's battle has been won, and after Nov. 4, 1915, when the La Follette Act is in effect, as far as American shipping is concerned, the American seaman will stand relieved from any criminal proceedings for violating a contract to labor. In a word, he will be in exactly the same position as other workmen. And after March 4, 1916, when the Act takes effect with regard to foreign shipping at American ports, the seamen on foreign ships will enjoy the same blessings of freedom so long as they are in American ports.

As for the other important features of the La Follette Act—and there are many—it behooves every seaman to thoroughly familiarize himself with the changes and the improvements made upon existing statutes.

Without the intelligent effort of each individual seaman and the loyal backing of his economic organization, it will be utterly impossible to reap to full advantage the benefits of the new charter of freedom.

Comrades of the Pacific, the Lakes and the Atlantic, it is necessary now, more than ever before, to attend your Union meetings. It is essential to bring in every straggler not yet within the fold and, above all, remember the words of Daniel Webster:

"God grants liberty only to those who love it, and are always ready to guard and defend it."

San Francisco's new Labor Temple has just been completed at a cost of more than \$150,000. The new Labor Temple is a three-story and basement structure. It is steam heated and lighted throughout with electricity. It has a ventilating system that is not surpassed in any building in San Francisco. It contains commodious offices, which are already occupied as headquarters by the San Francisco Labor Council and a number of its affiliated unions. There is a large assembly hall and numerous smaller halls; a reading and recreation room, containing pool and billiard tables, cloak rooms, etc. It is said that there will be an average of twenty-nine meetings a week held in the new Labor Temple. Besides the new Labor Temple and the Building Trades Temple, there are a number of splendid structures in San Francisco owned and occupied by some of the leading unions. Among the latter are the Pile Drivers, the Carpenters, the Teamsters, the Brewery Workers, the Musicians, and last but not least, the Sailors and Fishermen.

On March 16 a number of proposed amendments to the Charter of San Francisco will be voted upon by the people. Charter amendment number twenty-nine proposes to raise the wages of fifteen firemen employed on the city's two fire-boats from \$100 to \$120 a month, thereby adding \$300 a month to the municipal expenses, and bringing the floating firemen's wages to the level of those received by firemen of corresponding rank ashore. The amendment is proposed now because these firemen were overlooked when the shore firemen received raises some time ago. There is no argument against this amendment. A vote for it is a simple act of fair play. Don't forget the date, March 16; nor the number of the amendment, 29.

TO THOSE WHO HELPED.

To give due and proper acknowledgment to all the noble men and women who so freely and voluntarily placed themselves on the right side of the ledger during the Seamen's struggle for freedom is the earnest desire of the JOURNAL.

Yet we recognize our limitations and frankly admit at the very outset our total inability to properly thank all who deserve to be thanked.

The three men who have been most talked about since the enactment of the Seamen's bill, and who have been freely voted the lion's share of the credit for the victory won on March 4, are Andrew Furuseth, Senator Robert M. La Follette, and President Woodrow Wilson.

Without Andrew Furuseth and his indomitable spirit, without Senator La Follette and his marvelous intellect combined with unequalled courage, without the fixed determination of President Wilson to do what he believed to be his duty in the premises, regardless of the plausible pleas for a veto made by some of the most powerful influences in the land, there could have been no victory on March 4, 1915.

To name all the dear friends at Washington who stood by the Seamen throughout the many years of struggle is, of course, out of question.

It seems impossible even to name only the loyal friends of the Seamen who happen to reside on the Pacific Coast. Right here in San Francisco we have such men as Fremont Older of the "Bulletin," James H. Barry of the "Star," Mayor Rolph, Rudolph Spreckels, William Denman and others too numerous to mention.

Then, of course, we should have got nowhere but for the aid of all our fellow workers ashore. There was Samuel Gompers at Washington, and the entire staff of the American Federation of Labor always ready and willing to lend their aid. There were local unions big and small, from ocean to ocean and from the Canadian border to the Mexican line, ever anxious to help the Seamen. Besides, there were City Central Labor Councils, Allied Trades Councils and State Federations of Labor. All did their full share to make victory possible.

Yes, "and there were others." There is the labor press, and there are a few dailies and weeklies not known as labor organs who fought the Seamen's battles from A to Z. But though their names can not be recorded herein, the JOURNAL, on behalf of the Seamen of America, wants to extend to all the most sincere appreciation and deep and heartfelt gratitude. But we find that language, too, has its limitations. So we must close with this woefully inadequate expression of thankfulness to all who helped!

Congressman Humphrey of Seattle, Wash., better known as "Chinese Humphrey," made a consistent fight for his Mongolian pets during all the years the Seamen's bill has been pending in Congress. He was consistent even until the bitter end. His final dismal wail against the enactment of the Seamen's bill is duly recorded in the Congressional Record under date of Feb. 25. Seattle, and Washington State labor press, please copy.

Take care of the economic interests, and the moral, social, and political interests will take care of themselves.

THE 6TH OF MARCH CELEBRATION.

"A Record Breaker." That is the most concise description of the event to be known in history as the thirtieth anniversary celebration of the Sailors' Union of the Pacific.

The 6th of March meeting at San Francisco was called primarily for the purpose of fittingly observing the Union's thirtieth birthday, but it developed into a general jollification—with plenty of smiles and more pleasant words and expressions of mutual good will than had ever been heard before.

Of course, there was a reason. Rather, there were several reasons.

First of all it was the Union's birthday.

Second, it was the first meeting of this kind in the Union's "own" beautiful home.

And finally, the men and women present at this gathering knew that the Seamen's long struggle for emancipation had finally been won by the enactment of the Seamen's bill on March 4th.

Then, there was some splendid music by an orchestra under the direction of Professor Schuppert.

So it was little wonder that this meeting turned out to be a "record breaker."

The prettily decorated commodious assembly hall of the Sailors' Union of the Pacific had been doubled in capacity by throwing open the wide doors leading to the reading room. Still every seat was taken even before the meeting was called to order by Edward Andersen, Treasurer of the Sailors' Union of the Pacific, and one of the few surviving charter members of the organization.

Comrade Andersen briefly described the events which led to the formation of the Union thirty years ago. He feelingly spoke of incidents he recalled from the meeting which gave birth to the Union on the lumber pile at Folsom street wharf on March 6, 1885. Comrade Andersen then introduced the chairman of the evening, Paul Scharrenberg, Editor of the COAST SEAMEN'S JOURNAL.

The chairman expressed his pleasure and pride in having been chosen to preside at such a momentous gathering. He referred briefly to the Seamen's glorious victory in the legislative field and stated that the old "Seamen's bill," was no longer in existence, that it had become a thing of the past—because the bill was now an "Act," to be known as the "La Follette Act of 1915."

The chairman then proceeded with the reading of the following telegrams:

(The first telegram read was from Senator La Follette. It is printed in full on page 1 of this issue.)

Washington, D. C., Mar. 5, 1915.
Sailors' Union of the Pacific,
San Francisco, Cal.

Absent in body, with you in spirit, I celebrate with you on this our thirtieth birthday the freedom gained and the larger hope for the future. When the act just passed becomes operative we shall be free and have power to protect our freedom. Freedom ever demands loyalty and prudence. (Signed) Andrew Furuseth.

Washington, D. C., March 6, 1915.
Sailors' Union of the Pacific,
San Francisco, Calif.

Thirty years ago on Folsom street dock you commenced your fight for justice and freedom. What a change in three decades. You certainly can rejoice to-night. Many years ago you secured the Maguire Act. Then the White Act. Now in nineteen fifteen the La Follette Act which means emancipation for the seamen of the world. All honor to Andrew Furuseth and the Seamen's trade-union movement.

(Signed) John I. Nolan,
Congressman Fifth California District.

San Pedro, Cal., March 6, 1915.

Sailors' Union of the Pacific,
59 Clay street, San Francisco.

Congratulations from San Pedro Branch. Our thirty years' struggle for emancipation has been won. Let us give thanks to those who made victory possible.

(Signed) Harry Ohlsen, Agent.

Vancouver, B. C., March 6, 1915.
Chairman, Sixth of March Meeting,
Sailors' Union of the Pacific,
San Francisco, Calif.

Congratulations. You have labored long and with good results. Keep the good work going. No boundary line divides us. We are all in one and one in all—the "Brotherhood of the Sea." Let us always pull together.

(Signed) W. S. Burns, Agent.

Seattle, Wash., March 6, 1915.
Sailors' Union of the Pacific,
San Francisco, Calif.

Seattle Branch sends greetings. Now that we have secured the legislation so long hoped for let us not forget that with freedom comes responsibility. Let us prove to the sponsors of our bill that no mistake was made by its passage. Let us forget our differences and work together to the end that the movement will continue to advance the interests of seamen all over the world.

(Signed) P. B. Gill, Agent.

Portland, Ore., March 6, 1915.
Sailors' Union of the Pacific,
59 Clay Street, San Francisco, Calif.

Union seamen sailing to Columbia River ports send greetings to comrades celebrating the thirtieth anniversary of the Sailors' Union of the Pacific. We seamen have now removed the last vestige of slavery attaching to workers of modern civilization. Prior to our organization the slavery laws were abolished for negroes by the Civil War. But they still applied to seamen because the United States Supreme Court in the "Arago" case so held. Four of our members, the crew of the "Arago," voluntarily served eleven months in jail and thus forced the Court to make that decision. We have long ago abolished slavery of American seamen in American ports but not for all seamen. Only recently seamen of the Norwegian ship "Hero" were kept in jail in Portland and put aboard as prisoners. Then they ran away again and are still being hunted like slaves. The Seamen's bill as now enacted will change all this and no seaman will be forced on his ship as a slave when the American flag and American law has proclaimed him a freeman. Thus America will ultimately liberate the Seamen of the World.

(Signed) Jack Rosen, Agent.

San Pedro, Cal., March 6, 1915.
Sailors' Union of the Pacific,
59 Clay Street, San Francisco.

With the passing of the Seamen's bill you have just cause for a glorious 6th of March celebration. You are entitled to the thanks of all toilers of the sea for your efforts to secure freedom. Congratulations.

(Signed) Harry Pothoff, Agent,
Marine Cooks' and Stewards' Ass'n.

The chairman then referred to the obvious fact that the Seamen's legislative victory would have been impossible had it not been for the loyal and active support of the workers ashore, and introduced Daniel Murphy, President of the San Francisco Labor Council.

Brother Murphy, in a well-worded address, congratulated the Union upon its deserved success. He also referred to the pleasant relations which had always existed between the Sailors' Union and the many other unions in the San Francisco labor movement.

Patrick Flynn, Secretary of the Marine Firemen, Oilers and Watertenders' Union of the Pacific, President of the Water Front Workers' Federation and First Vice-President of the International Seamen's Union of America, was introduced as the next speaker.

Comrade Flynn confessed that while he was now known as a marine fireman he had for years sailed "before the mast" as a sailor, and later abaft the mast as an officer. He referred to several important features of the new legislation and urged the audience never to forget the men who had so loyally stood by the Seamen during all the years of struggle.

In introducing the next speaker, Mr. James H. Barry, editor of "The Star," the

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 8, 1915.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull. Andrew Furuseth was requested to visit the principal ports on the Atlantic and the Great Lakes before returning to the Pacific Coast. A committee was elected to confer with other District unions of the I. S. U. of A. for the purpose of presenting suitably engrossed resolutions to Senator La Follette.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St Phone Kearny 2228.

Vancouver, B. C., March 1, 1915.

Shipping improving; prospects fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 1, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 1, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 1, 1915.

Shipping and prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 1, 1915.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 1, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, March 1, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 23, 1915.

Shipping medium; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 4, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 25, 1915.

Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 24, 1915.

No meeting. Shipping slow; prospects fair; many men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, March 1, 1915.

No meeting. Shipping quiet; prospects poor.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg, Room No. 10. Phone Main 9371.

INDUSTRIAL RULE BY GUNMEN.

The totally unjustifiable and cold-blooded murder of striking workmen by armed guards supplied by private "detective agencies" to a fertilizer plant at Roosevelt, N. J., on January 19, adds another chapter to the rapidly swelling list of crimes perpetrated by hired mercenaries brought by employers into industrial communities for the purpose of "settling labor disturbances." These have been occurring with alarming frequency of late, but this latest instance for deliberate criminal callousness seems to come very near to the limit of human endurance.

Prior to last October, the employees working in this plant (known as the Williams & Clark Co.) received a wage of \$2.00 a day, which wage they succeeded in establishing by a strike in 1912. Although it had been agreed that a month's notice was to be given by either party desiring a change, this fertilizer company, on a four days' notice, reduced the wages of its employees to \$1.60 a day. This reduction in wages was made during a dull period in this trade and the employees accepted the reduction without serious protest on the assurance that commencing January 1 of this year the \$2.00 a day wage would be restored.

On January 1 the company again failed in the promise to its employees. So on January 3 the employees went out on strike to compel a restoration of their former wage. What followed thereafter is only a repetition of scenes and events which transpired in West Virginia, Calumet, Mich., and Colorado. Instead of an industrial conflict, we find an "industrial war." Nine days after the inauguration of the strike, approximately 200 strikers met a train at the depot, located near the Williams & Clark plant. These strikers anticipated the arrival of strikebreakers and they hoped to enlist the sympathetic response of these men in their cause. Upon arrival of the train, a committee of the strikers, with the permission of the train crew, went through the train. As the committee reported that no strikebreakers were on the train, the enthusiastic strikers set up a shout of satisfaction. The message "No scabs have arrived" filled every one of these industrial warriors with joy. To them, this pleasant incident meant new hope, greater encouragement—ultimate success of restoring the \$2.00 a day wage. Little did these strikers realize that this enjoyment and pleasure, hope and ambition would soon end in a tragedy—in the loss of life and blood. Without provocation and immediately following their shout of exultation, about thirty deputies (hired gunmen from New York City), under the cloak of official authority, rushed out from the Williams & Clark plant, pounced upon the strikers and deliberately shot right and left to kill and maim these peaceful citizens.

When the one-sided battle was over two strikers were found dead and over twenty-five men injured and maimed. Two indisputable facts have since been clearly established; first, that not one of the deputies was injured to the slightest degree—not even scratched; secondly, that all the wounds inflicted on the strikers were located in their backs and legs. In addition, the chief of police, who immediately after the shooting searched over 150 strikers, declared that not one of the strikers was armed or carried a weapon of any kind. A more wanton and brutal murder plot cannot be conceived.

Fortunately, public sentiment seems to have been fairly well aroused by this latest exploit of gunmen. At any rate, one would arrive at that conclusion after reading a review of press comment, compiled and published in a recent issue of the Literary Digest as follows:

Another instance of bloodshed in a labor dispute reopens in the press columns the discussion of the use of armed guards supplied by private "detective agencies." This time New Jersey is the scene of the tragedy, and from the accounts in the New York, Newark, and Philadelphia papers, it appears that 900 employees in the fertilizer works of Liebig & Company and Williams & Clark, situated in the swampy country along the New Jersey Central Railroad between Elizabeth and Perth Amboy, had been on strike since January 2. They had not been accused of resorting to violence; but they were on the watch for strikebreakers. And both factories were guarded by a force of deputy sheriffs hired from a Newark detective agency. On the morning of January 19, a crowd of the strikers were waiting for the arrival of the New York train at the station nearest the Williams & Clark plant. John Dowling, a member of the police force of the Borough of Roosevelt, was on duty at the station. Some say the men blocked or flagged the train, but this is what happened, according to Dowling's story, told to a New York World reporter:

"I saw the strikers gathering at the station, and I am positive that not a man carried a revolver or any other sort of weapon unless it was a pocket-knife. The men seemed most peaceful, and I knew they were not bent on making trouble. Several of them told me that they simply were going to do picket duty, as they expected strikebreakers to come from New York, and were going to try to persuade them to return to their homes or join the strikers.

"The men assembled on public property and were peaceful. I had no authority to interfere

with them. When the train drew in there certainly were no ties on the rails, nor did any one wave a red sweater in front of the locomotive.

"I saw several men board the train, and they did it without the least disorder. Then I saw these men get off the rear platform of the last train and make a report to the other strikers. There still wasn't the slightest sign of disorder.

"About this time the big gates of the Williams & Clark mill were thrown open, and out rushed the deputies. The shooting began at once. If those deputies say they fired in the air and that the strikers fired at them first, they lie. The strikers did not fire. They had nothing with which to fire. They simply were butchered. It's impossible to describe how those unarmed defenseless men were shot down. Some ran and escaped injury. Those who were unable to get to high ground made for the swamps, and it was those men that were shot, beaten, and then shot again.

"I got into the thick of the trouble, but one man in that frantic mob and desperate crowd of gunmen was nothing. The deputies shot until their leader gave the signal. At that time men were all about, wounded and screaming for help. The deputies made not the slightest effort to aid the men they had shot. They simply marched back into the plant and locked themselves in."

Physicians and ambulances were at once called. Two strikers died from gunshot wounds, several others lie seriously injured in the Elizabeth hospitals, and over a score in all were hit by the bullets of the deputies. Defenders of the deputies say they were fired on first and acted in self-defense, but local feeling in Carteret, Chrome, and the Borough of Roosevelt seems to sustain the strikers. The New York Sun has never been accused of undue leanings toward the employees' side in labor disturbances, but it believes the shooting "to have been wanton and outrageous," since "no evidence to date shows justification or even provocation for it." In an editorial on "The New Jersey Massacre," the Boston Transcript declares that this thing "would have been inexcusable in the new States of Arizona and New Mexico, where traces of the old processes of settling differences perhaps still remain. In New Jersey it stands forth as a reproach that it will not be easy to explain satisfactorily." The Transcript calls it "more indefensible than anything that has happened in Colorado during the past year." It was worse, agrees the New York Tribune, than the "Ludlow battle" in the Colorado coal strike, and for these reasons:

"There the miners were armed and organized for resistance. Here the employees of the fertilizer plants were ready for demonstrations against strikebreakers, but nothing in the course of the strike went to show that they were armed or organized for resistance to the authorities. When fired on they attempted no violence in return; their sole concern was to get away from the whistling bullets. News accounts of the shocking affair declare that nevertheless the sniping at the fleeing strikers continued for some time.

"Nothing more brutal and outrageous ever came out of a labor disturbance. It is patent that the deputies who did the shooting lost their heads completely. . . . Ethically, what they did differs no jot from cold-blooded murder."

In New Jersey, the Jersey City Journal calls the affair "an unwarranted use of power by so-called deputies, who were in reality thugs and gunmen." With this the Newark News emphatically agrees, but it adds a word of defense against some of the editorial criticisms of its State:

"The prompt arrest of twenty-two deputies and their holding for the Middlesex Grand Jury on charges of manslaughter, together with the prosecutor's statement that he believes all the deputies who took part in the Roosevelt shooting are included in this number, forbids the State of New Jersey from the criticism, already sought to be made, that the affray of Tuesday might prove to be another Colorado affair. New Jersey will not permit itself to be classed with Colorado in this regard."

Yet another Newark daily, The Evening Star, remembers that "it has been the custom for criminal officers in this State to palliate crimes of this character, and although there has been wanton shooting by private 'deputies,' we believe that in no case was any punishment inflicted." The Star continues:

"The laws of the State have permitted mercenary private agencies to recruit gunmen squads and battalions and hire them out to carry on war in industrial and other labor troubles. It has permitted the imported gunman to be judge and executioner. . . .

"Private detective agencies and strikebreakers are placed in the same category. One is dependent upon the other for their means of livelihood—means that other men despise. The strikebreaker looks upon the private detective agency as his friend, and the private detective agency treats the strikebreaker as his benefactor. Both should be banished from New Jersey. . . .

"The ways of the 'Woolly West' should not be permitted to become operative in the State of New Jersey."

And the New York World, taking up the same point, wonders how much longer our State governments are "going to tolerate the

private employment of hired gunmen to deal with labor troubles." As a substitute, the Boston Transcript, Philadelphia Telegraph, New York Tribune, Times, Evening Post, and Evening Mail call for the establishment of State constabularies.

But though the New York Call appreciates the denunciation of the Roosevelt "gunmen" in all the "capitalistic press," it has no patience with their remedy for situations like that which developed in New Jersey. Pennsylvania State constabulary, it says, "have again and again committed wanton, unprovoked murder, and the testimony of police chiefs of Pennsylvania towns to that effect is on the record for all who care to examine."

"In a word, what The Tribune wants is to give the workmen some variety in the matter of being shot. Murder by deputy sheriffs is getting monotonous. Let us have State constabulary butchers, who know their business better, and who can always be defended by the press on the ground that they never 'lose their heads' and are more regularly 'official' than the haphazard killers picked up any old where to 'settle labor disturbances.'"

Appeals for Federal investigation or intervention in connection with the Roosevelt shooting affair are deprecated by the New York and New Jersey press, though the Senior Senator from New Jersey, Mr. Martine, naturally considers this an opportune time to urge immediate action by the Senate on his bill introduced last summer making it unlawful for any person, firm, or corporation to employ armed men on their premises for any purpose.

CEMENT MILLS CLOSED.

Two large cement plants are located on tidewater about twenty miles from Victoria. The older plant (Vancouver Portland Cement Co.) has been in operation for six years; its value is roundly placed at \$1,500,000; daily capacity, 3500 barrels. The other mill (Associated Cement Co.), also placed at a value of about \$1,500,000, has 2000 barrels daily capacity.

During 1911 and 1912, banner years for nearly all lines of industry here, the former company did a business of \$1,800,000, while the latter did \$1,000,000 business. The business depression, however, has affected nearly every line of industry in this district. Construction work, where cement is mostly used, has been greatly restricted, consequently the market for cement has dwindled to small proportions. The combined output of these plants, which amounted to about \$3,000,000 during 1912, shrunk to about \$390,000 for 1914. The Vancouver Island plants sell altogether to British Columbia coast cities and the condition of their business is a rather true barometer to general industrial conditions in British Columbia.

During 1911 and 1912 some accommodation shipments of cement were made to the United States, and in turn such shipments are occasionally made to British Columbia, but on the whole there is little exchange of this commodity between the United States and British Columbia.

According to Consular Reports, on account of the dullness of business and the lack of a market, both mills have indefinitely closed. The owners state that they have on hand a supply of 100,000 barrels of cement. As the market at present will only absorb about 400 barrels per day, there is little likelihood that the mills will start up for some time to come. The average price per barrel is \$2.35. Prices for cement are firm and there is no indication that they will be lowered.

National animosity is a peculiar thing. In the lowest grades of civilization it is always strongest and most violent. But there is a point where it vanishes, and we stand above nationality, feeling the happiness or misery of any neighboring people just as though it were our own.—Goethe.

THE 6TH OF MARCH CELEBRATION.

(Continued from Page 7.)

chairman stated that Mr. Barry, like Comrade Andersen, was present and delivered an address to that famous gathering at the Folsom street wharf lumber pile, where the Union was organized. Mr. Barry, the chairman stated, had remained a loyal and stanch friend of the Union ever since and was just as happy over the victory just won as the most enthusiastic member in the hall.

Mr. Barry's speech was a feature of the day. He was in fine mettle and evoked continued applause. Mr. Barry paid a touching tribute to the late Senator Stephen M. White, the father of the White Act of 1898. He also delivered a message from the sickbed of ex-Congressman Maguire, the first American in public life to take up the cudgels for the seamen.

Walter Macarthur, for many years editor of the COAST SEAMEN'S JOURNAL, was the next speaker. Comrade Macarthur in his usual vigorous manner of speaking painted a word picture of the Union's history. He too paid a compliment to the unionists ashore and to others not formally identified with the trade-union movement who had stood by the Seamen through thick and thin and thereby made this victory possible.

Comrade Macarthur expressed his utmost confidence in the future of the Seamen's cause. He declared that the Seamen's trade-union movement, more so than any other, is and always had been, international and world-wide in character; and he said, "we shall make it more so—if that be possible."

Comrade I. N. Hylen, Secretary of the Alaska Fishermen's Union, and a Vice-President of the International Seamen's Union of America, then briefly addressed the meeting, voicing his pleasure and gratification at the victory just won in Congress.

The chairman then announced that there were two new names on this year's list of speakers, namely, Rudolph Spreckels, a banker, and James Rolph, a shipowner and Mayor of San Francisco. Mr. Spreckels had been invited by the Union because of the assistance he had repeatedly rendered at Washington and particularly because of his unsolicited, yet powerful aid in effectively silencing the arguments of Mr. R. P. Schwerin, the local champion of cheap coolie labor. Unfortunately, Mr. Spreckels had a previous engagement and was therefore unable to accept the invitation.

Mayor Rolph, however, was present and, said the chairman, this was the first time to his knowledge that a shipowner had been asked to address a Sailors' Anniversary meeting. One of the reasons for inviting Mr. Rolph was his persistent refusal to ally himself with the selfish interests who had always so vigorously opposed the Seamen's bill. Not only had Mr. Rolph refused to oppose the bill but he had for years given his active support to the measure, and that was a further reason why he had been asked to come to this meeting.

Mayor Rolph was well received. He said it had been a pleasure and privilege to him to support the Seamen's legislation. As a shipowner he fully understood all the opposing arguments made by his col-

leagues. He was convinced, and always had been, "that the Seamen's bill would give only simple justice to the men who go down to sea in ships."

He also very ably answered some of the statements to the effect that "American shipping would have to go out of business" when the La Follette Act went into effect. He himself had every confidence in the future of American shipping and had only recently placed an order for a 10,000-ton steamer at the Union Iron Works in San Francisco. And the Union Iron Works seemed to have equal confidence in the future of American shipping because they promptly decided to build a duplicate of that steamer for their own account.

Mayor Rolph spoke in detail about the first agreement entered into between the Sailors' Union of the Pacific and the Shipowners' Association of the Pacific Coast, at a time when he was President of the latter organization. He had never regretted doing business with unions of seamen, and while dwelling upon that subject, paid a remarkable tribute to Andrew Furuseth.

In conclusion Mr. Rolph said he desired to say a few words as the Mayor of San Francisco. He did so and eulogized the spirit of San Francisco which had produced "our" unmatched and unexcelled World's Fair.

The chairman then formally thanked all the speakers and visitors for their attendance. He again spoke of the gratitude the seamen owed to those who were the Seamen's real friends during the years of endeavor.

He also gave a brief outline of the principal points in the La Follette Act and called attention to the necessity of "getting ready" and being prepared for the benefits that would accrue to Seamen everywhere when the law shall take effect.

Then before closing the meeting, the chairman called for three rousing cheers for Andrew Furuseth, Senator La Follette, President Wilson, for the dear old Sailors' Union of the Pacific, for the International Seamen's Union of America, for the Brotherhood of the Sea, and finally for all the Union's friends who were present and for all those who were not. The cheers were given with a will and the Thirtieth Anniversary came to an end while the orchestra played "America."

A sailing ship insurance of a kind seldom placed of recent years was effected recently in London. Four per cent. was accepted to cover the payment of a total loss should a ship not make the voyage in ballast from South Africa to a port in the Gulf of Mexico within 86 days. As the mileage is about 7,500, the period named would allow the ship to sail on the average not less than 87 miles per day. The ship is of 1,100 tons, and was built by Harland and Wolff in the early eighties. She is intended to load timber in the Gulf for the U. K., part of the arrangement being that she shall deliver her cargo at destination by a certain date. Underwriters, fearing the risk of delay at the loading port, would not insure against failure to leave the Gulf by a particular day, and so the owner has for the moment to be satisfied with limited cover.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION.

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
CONNEAUT, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the statute books a law providing for a bureau intended to facilitate the distribution of immigrants, but the bureau has not amounted to much. South Carolina has actually tried the experiment of importing and distributing immigrants, but the State found that the immigrants would not stay distributed.

"The Commissioner of Labor and Agriculture of the State of South Carolina, in compliance with the law of that State, chartered a vessel known as the Wittekind, and in her he imported some 700 or 800 people, largely Belgians, to work in South Carolina. I asked the Belgian minister, three or four years later, how many of the Wittekind immigrants he thought were still in South Carolina. He said, so far as he knew, not one. I asked him how many of them were still in the United States. He said that he had no means of knowing, but that they had been applying to him in great numbers to get them back to Belgium, and invariably the answer is that of those seven hundred and odd men brought out and deliberately distributed in South Carolina practically none remained in the State."

"Divide and Conquer."

Anti-union forces that have devoted every energy in denying workers the right to exercise their normal activities, and who have been defeated in their efforts by the American Federation of Labor's insistence that the Clayton bill be passed, have changed front and are now posing as "friends" of the Danbury hatters, while maintaining, at the same time, their well-known hostility toward the A. F. of L.

In an unsigned circular, entitled "What Does Unionism Mean?" these anti-unionists are mailing throughout the country a document consisting of "inspired" articles from a New York and a Boston paper, written by their Washington correspondents, in which the A. F. of L. is put in the position of attempting to delude the hatters in their numerous court suits.

The purpose of these circulars is apparent and is in line with the theory so long practiced by opponents of the trade union movements, "Divide and Conquer."

THE LAST ARGUMENT.

The very last argument for the Seamen's bill was delivered on Saturday, Feb. 27, in the United States Senate, by Senator Vardaman of Mississippi.

For sentimental reasons and for reference purposes, Senator Vardaman's closing speech is published herewith in full:

Mr. Vardaman. Mr. President—I realize that the time of this session is passing very rapidly and the close is near at hand, and a great deal of legislation remains yet to be enacted—important legislation. I am not going to trespass very long upon the time of the Senate this morning in the discussion of this question, although I regard it as one of the most important measures that have engaged the attention of this body since I became a member of it.

It is peculiar in this: The prominent feature, the chief purpose, is to ameliorate the condition of that class of American citizens whose inhuman treatment, to my mind, has become a National disgrace. We have given some attention to the welfare and well-being of every other class of American laborers except the toilers of the sea. Not only is this legislation designed to improve the condition of the sailor, but when this conference report shall be adopted and this bill shall be enacted into law the effect will be felt throughout the civilized world.

Mr. President, if the Sermon on the Mount were delivered to this body to-day for the first

time, from the veracious lips of Moral Completeness, some Senator in this Chamber would rise in his place and object to the application to governmental questions of the eternal principles enunciated in that sacred message, lest the order of things might be disturbed and business disorganized on account of the abnormal conditions and the sensitive state of the public mind produced by war. If the Decalogue had been discovered on yesterday and transferred from Sinai's mysterious height to the Presiding Officer of this body with the direction that he lay it before the Senate for consideration, I have not the slightest doubt but that some voice in this Chamber would be heard very promptly protesting against the interference with established condition, the vested right of big business, the control and management of all the affairs of men that a few might grow rich at the sacrifice of the many, by the enactment into law of the principles embodied in that incomparable message from the loving lips of Compassionate Omniscience.

Mr. President, I am afraid the rule of gold has taken the place of the golden rule in matters of legislation. The love of money is eating out the hearts of the American business man and its malign influence is being felt in the legislative councils of the Nation.

How long, O Lord, how long,
Shall weeds encase the human side,
And Christ the God be crowned in song
While Christ the man is crucified?

Now, let us see what this conference report contains, what this bill is designed to bring about. First, safety at sea, the protection of the life, providing comfort for the people who patronize ships and make the business profitable to operate them. Second, to protect from the exactions of conscienceless greed the men who do the work, who operate the ships, and give them larger liberty and make the vocation more attractive to self-respecting men; to elevate the standard of manhood, and in that way improve the efficiency of the men and, consequently, benefit the entire world.

The Senator from Ohio (Mr. Burton) speaks of demoralizing trade, interfering with the orderly management of our international affairs. Mr. President, if the passage of this bill should bring about a temporary disorganization or a temporary disturbance in business, the result to be accomplished is well worth whatever difficulties may result therefrom or sacrifice that business may suffer.

I can not for the life of me see how any man who loves his fellow man can object to securing to the sailor those rights, those privileges, those immunities which are provided in this bill. It is only doing scant justice to a long-suffering class of patient toilers. It can not hurt business. No business is entitled to prosper that has to prosper upon injustice and wrong.

I sometimes think that the cheapest thing in the world, in the estimation of the average man bent upon making money, is a human being. No more thought is given to him, no more care is taken of him than the piece of inanimate machinery he operates. He is a thing to be used, abused, and cast aside when no longer needed by the man or corporation in whose service he is employed. I submit that no business has a right to prosper upon conditions and upon a system of that character, and that is all there is in this bill that any Senator can object to.

I sincerely hope, Mr. President, that the conference report may be promptly adopted and that this bill may become a law. The Democratic party is committed to it. It has the approval of the Chief Executive. It is demanded by our platform. It was one of the accomplishments of the Democratic party mentioned in our campaign book that we went to the country on last fall and asked for indorsement at the hands of the American voters, and now to fail to adopt this conference report, to fail to redeem that promise would be an act of faithlessness on the part of the Democratic administration which I trust will not be charged against us when the inventory is made up of the accomplishments of the administration. Common honesty demands that this legislation be enacted.

The Vice-President.—The question is on agreeing to the conference report. All in favor say "aye." (A pause.) Those opposed. (A pause.) The ayes have it, and the conference report is agreed to.

The bill then went to the Chief Executive of the Nation for approval, and on March 4, President Wilson affixed his signature to the bill.

Thus ended one of the greatest legislative struggles recorded in the annals of history.

France reports that war damage in the champagne district has been much less than might have been expected, that the vintage has been carried on right up to the lines of battle at Rheims, and that a vintage of at least 200,000 hectoliters (5,283,000 gallons) of perfect quality will be placed in the cellars this year.

PRESIDENT APPROVES SEAMEN'S BILL.

(Continued from Page 2.)

"A man capable of working the motor shall be assigned to each motor boat.

"The duty of seeing that the boats, pontoon rafts, and other lifesaving appliances are at all times ready for use shall be assigned to one or more officers."

"Certificated Lifeboat Men."

In addition to the "one able-seaman or licensed officer" to be placed in charge of each boat, the Act provides for a specified number of "certificated lifeboat men" for each boat or raft, as follows:

"There shall be for each boat or raft a number of lifeboat men at least equal to that specified as follows: If the boat or raft carries twenty-five persons or less, the minimum number of certificated lifeboat men shall be one; if the boat or raft carries twenty-six persons and less than forty-one persons the minimum number of certificated lifeboat men shall be two; if the boat or raft carries forty-one persons and less than sixty-one persons the minimum number of certificated lifeboat men shall be three; if the boat or raft carries from sixty-one to eighty-five persons, the minimum number of certificated lifeboat men shall be four; if the boat or raft carries from eight-six to one hundred and ten persons, the minimum number of certificated lifeboat men shall be five; if the boat or raft carries from one hundred and eleven to one hundred and sixty persons, the minimum number of certificated lifeboat men shall be six; if the boat or raft carries from one hundred and sixty-one to two hundred and ten persons, the minimum number of certificated lifeboat men shall be seven; and, thereafter, one additional certificated lifeboat man for each additional fifty persons; provided, that if the raft carries fifteen persons or less a licensed officer or able-seaman need not be placed in charge of such raft; provided further, that one-half the number of rafts carried shall have a capacity of exceeding fifteen persons.

"The allocation of the certificated lifeboat men to each boat and raft remains within the discretion of the master, according to the circumstances.

"By 'certificated lifeboat man' is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Secretary of Commerce, who is hereby directed to provide for the issue of such certificates.

"In order to obtain the special lifeboat man's certificate the applicant must prove to the satisfaction of an officer designated by the Secretary of Commerce that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service."

"Fellow Servant" Rule Abrogated.

The notorious "fellow servant" rule which usually protects shipowners in damage suits brought by seamen is abrogated in the following language:

"That in any suit to recover damages for any injury sustained on board vessel or in its service seamen having command shall not be held to be fellow-servants with those under their authority."

For fair products of all kinds consult the JOURNAL'S ad columns.

KILLED!

By JACK ROSEN.

Died—Friday, February 19, 1915, at 10 o'clock p. m., by vote of Oregon State Senate, House bill No. 396, otherwise known as the Cement bill, a measure which had for its purpose the protection of workingmen engaged in the handling of Portland cement. And may the bill now rest in peace, along with other labor legislation which met the same fate at the hands of the solons of the Oregon State Senate, representing (?) the sovereign electorate of the State of Oregon.

House Passed Bill.

The Cement bill was introduced in the House on January 29 by Representative Horn of Portland, and on February 2 referred to the Committee on Navigation. The committee held lengthy hearings on the bill and the cement manufacturers were there in full force, four of them coming even as far as from California to be on hand to see that no retrenchments were made upon their annual melon cutting, or any legislation enacted that would in any way interfere with the business of the Cement trust; and some of the legislators belonging to the trust tribe saw to it that Big Business with its honest dollars judiciously invested, shall not be trespassed upon by the common people. As a Senator stated within hearing of the writer to another lobbyist, "that he wanted it understood that he was for the corporations, first and last, as while the corporations were getting theirs, he would get his." (Now, Senator, when you read this strong statement do not get the notion of a libel suit against the writer, as there are witnesses to it.) As to the Senator's statement, that is, whether he got his or not, I am frank to confess I do not know, but I do know, and everyone knows that attended the legislative session at Salem, that the corporations got all they asked for.

A Recuperating Occupation.

But getting back to the hearings on the bill. It was the usual cry of Big Business that it would send them into ruin, and the State would lose some industries and more people thrown out of work, etc., but the climax was reached when a doctor employed by the cement corporations, who has the privilege of collecting \$1.00 per month from each worker employed by the Cement trust, for hospital fee (pretty soft for you, Doc.), testified that the finer particles of cement contain so much chemicals of a certain kind which is extremely beneficial for the men engaged in the handling of cement, and so far from being unhealthy it is rather healthful, and the men engaged in the handling of cement ought to be envied for being engaged in such a recuperating occupation, and so on. There was really no need of any legislation of that kind, said this learned man, except to please some disgruntled labor organizations. The writer retorted that since we now know, according to testimony, that we are envied in our healthful occupation and knowing that we may continue in it, that in the near future the same disgruntled labor organizations may decide on taking a vacation so that the manufacturers and the doctors, and the rest of the ilk may be given an opportunity in recuperating their health, without

being envied by us, and without fear of any injunction for monopolizing that kind of labor.

Labor's side of the bill was well presented by representatives of the Sailors' and Longshoremen's organizations assisted by the Oregon State Federation of Labor, and all arguments against the bill were beaten, and upon roll call in the House the measure passed by 44 ayes, 7 nays, 9 not voting. The bill was then referred to the Senate for final passage.

Lost by Three Votes.

The President of the Senate referred the bill to the Committee on Industries, and lo! the description of that committee looks better out of print, even excepting the first lady Senator of the State of Oregon. The Committee on Industries, a Chamber of Commerce crowd, was absolutely impossible. In fact it would not consider the bill at all, and after having been given to undersand by the members of the committee that the bill was to be killed, a happy thought struck me that perhaps the member of the gentler sex on that committee, may raise her voice in a dissenting report, but nix, "right with the machine," and out went the bill with the recommendation do "not" pass. So the bill arrived on the floor of the Senate. The clerk of the Senate had not finished reading the report before a Senator moved to have the bill indefinitely postponed. Senator Butler made an amendment that the rules be suspended and the bill taken up for consideration. Senator Butler made a splendid fight for the bill, but upon roll call the amendment lost by three votes. The motion then carried and killed the bill. And so endeth the career of the Cement bill in the Oregon Senate, where capital ruled supreme in the name of the people of the State of Oregon.

But when the history of this Legislature becomes public property, it is safe to predict that those men who so faithfully took care of the profit mongers' interests and with such flagrant disregard for the wishes of the people who sent them there, many will not return to Salem to again legislate for the people of the great State of Oregon. As a great American statesman once said: "You may deceive some of the people all the time, but you can not deceive all the people all the time."

A RICH CARGO.

The Dutch steamer "Tenbergen" arrived at the port of Boston on February 18, carrying one of the heaviest and most valuable cargoes ever brought into Boston. Wool and hides from Argentina and Uruguay comprised the cargo, which was jammed into every available inch in the hold and also piled high on the decks. According to the captain of the steamer the merchandise carried is worth more than \$2,500,000. Most of the cargo will be unloaded in Boston and the remainder in New York. The Boston portion comprises hides valued at almost \$700,000 and 2484 bales of wool worth about \$1,000,000. Two thousand horsehides were included in the consignment for Boston. The "Tenbergen" is the third of a fleet of ten vessels flying the flags of neutral nations which have left the River Plate, or are about to leave, for the United States, carrying large cargoes of South America products.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 58 Commercial St.

Branches:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 49 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Trade unionists in Washington are aroused at the attempts of legislators to either weaken or repeal eight-hour legislation. Several bills to this effect have been introduced.

The California eight-hour law for women, providing that no woman shall be employed by the same employer more than eight hours a day, or forty-eight hours a week, in any mercantile establishment, factory, hotel, hospital or apartment house, has been held constitutional by the United States Supreme Court.

After several conferences with Spector Brothers, owners of a large cigar factory in Chicago, the factory has become a strictly union shop, and will hereafter use the blue label of the Cigarmakers' International Union. An eight-hour day will prevail, and the wage increases conceded amount in some classes to from \$3 to \$11 per thousand.

The twenty-five deputy sheriffs charged with murder and assault and battery brought in connection with the shooting of the Roosevelt (N. J.) strikers January 20 pleaded "not guilty" before Supreme Court Justice Bergen. The court ordered the men returned to jail and announced that a trial would probably be held the latter part of next month.

At the recent annual dinner of the Washington Harvard Club, Dr. Harvey Wiley, the well-known food authority, said: "Greater than the question of what ships shall fly the American flag; greater than the question of what nation shall rule Europe, and greater than the question of what flag shall rule the seas is the question to-day of giving the laboring man his fair and just reward."

It is stated that the Mohawk and Wolverine Mining companies in Michigan have announced increases in wages for the company account of miners of 10 per cent. and 5 per cent. for all other underground employes, affecting 800 men. The same action has been taken by the Osceola and Centennial companies, affecting 600 workers. The Quincy and Copper Range companies are expected to follow.

Massachusetts unionists are opposing the private liability and compensation proposal, advocated by employers and insurance companies. The workers say the reason this proposition meets with favor from employers is that they know that many employes will keep silent concerning their injuries, because they feel, rightly or wrongly, that to insist upon their rights would be to endanger their employment. Many of them feel that they must accept what the employer is willing to give, or go into the street looking for a new job.

A public protest has been registered by Wilmington (Del.) citizens against the attempt of certain lawmakers in the State Legislature to tamper with the laws governing working women and children. Members of trade unions, clubs, organizations, social and civic bodies, met and adopted resolutions denouncing the amendment of the child and woman labor laws, and, asking that the child labor laws be repealed rather than vitiated and corrupted by the proposed political amendments which would make the young workers of the State the victims of greed.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

We don't care what others charge, we will prepare you to pass \$10 cheaper than they will

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Frank	Karlson, Rudolf
Andreasen, A. -1797	Kalning, J.
Anderson, H. T.	Kuschert, John
Anderson, J. G.	Lai, Louis
-1534	Lorensen, John
Anderson, Martin	Lutton, Theodore
Assow, Andrew	Larsen, -625
Andersen, Michal	Larson, Harry
Boardsen, Edw.	Madsen, Johannes
Bukly, C.	Mathesen, Nils
Bartlett, H. N.	McDougall, J.
Christensen, August	Moen, Robert
Campbell, Louis	Miller, Jos.
Celsen, Martin	Mortensen, J. R.
Christensen, Aug.	Munson, Sverl
Christensen, Trygve	Mathiesen, Sigurd
Clausen, P. C.	Moen, Tryger
Callishaw, Russel	Nordman, J. D.
Carey, Arthur L.	Naro, H.
Driscoll, Edward	Nielsen, H. O.
Ehler, James	Ness, Carl J.
Erlandsen, Louis	Nielsen, P. L.
Ekstrom, Jimmy	Olsen, J. -1331
Erikson, Erik	Olsen, Harry
Espedal, Y.	Olsen, Trygve L.
Evanger, Nils	Olsen, O. -1062
Eugene, J.	Omholt, L. T.
Franzell, A.	Olsson, Ernst
Granquist, O. A.	Olsen, Charles
Gonzalos, M.	Porter, Albert
Gundersen, L. S.	Quigley, R. E.
Henriksen, Harry	Queam, Nick
Hellison, Halver	Sammelsen, W. L.
Hansen, Olaf	-1346
Halst, L.	Schmidt, John
Holmnes, Geo.	Servick, Harald
Holm, H. P.	Schutz, Robert
Jansson, Henry	Schmidt, F.
Jensen, Hans	Shultz, Billy
Johnson, Ed	Simmonds, A. E.
Jorgensen, Fredrik	Spradlin, A. W.
Johansen, Alfred	Sack, Hans
Johnson, Andrew	Swenson, L. G.
Johansen, A. -1797	Stearns, W.
Kelly, T.	Thompson, Jos.
Keeping, Jabez	Tjolsen, M.
Kelly, T. D.	Wee, W.
Knudsen, Andreas	Wetland, John
Kristiansen, Trygve	Williams, T. C.
Kruger, Johan	

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Snderson, John C.	Murphy, Daniel
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222
103-105-107 } 1st Ave. So.
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio. 10-21-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

Christensen, Hans	Lomas, Richard
-1366	Nilsen, Nils
Ediksen, Anton	Olsen, Andrew
Laurence, Harry	Thorsen, Fredrik N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS,
TOBACCO, ETC. Call at his old Red
Stand on Water Street, Port Townsend.
Next door to Waterman & Katz, just
around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiassen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdierk, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, A.
Decas, O.	Olsen, John An-
Davey, Charles	dreas
Dolany, Willie	Olsen, Arthur
Ericksen, O. H.	-857 Palm, A.
Erman, A.	Pohland, Max
Egenas, Nils	Peterson, P. G.
Erickson, A.	Perssons, Oscar
Edstrom, John	Palmer, Jas. H.
Felsh, Henry	Pensgaard, Emil
Gunther, John	Rinke, H.
Hecker, W.	Rod, Halfdan
Holm, Peter	Rasmussen, Thor
Hansen, H. F. C. C.	Schmidt, Louis
Hansen, O.	Scott, James
Hedlund, Albert	Salvesen, S.
Hellman, Albin	Saarin, W.
Ingebretsen, Alfred	Saar, J.
Johansen, Chas.	Sandstrom, Ivar
Johansen, Christ	Schacht, H.
Johnson, Charles A.	Solberg, P.
Johnson, Nils	Svensson, Martin
Johansen, Anton	Smedsvig, Andrew
Johnson, Gust	Simens, O. L.
King, J. L.	Sorensen, Peter
Kressman, Carl	Saer, E. A.
Kermagoret, Anatch	Stardahl, J.
Karvanen, Waino	Swansen, John
Kelly, Patric	Snyder, Jack
Kjer, Magnus	Tamford, B. A.
Kristiansen, Nils	Tortenson, Folke
Knudsen, Richard E.	Tasnase, E.
Keane, M.	Tuhkanen, J. J.
Luckman, E.	Urvso, Geozep
Lindeman, W.	Vickey, Curtis S.
Lorins, Jack	Wickman, Ernest
La Boyle, M.	White, Harry
Lyle, Alex.	Walter, John
McLellan, John	Westgren, C. W.
Muenchemeler, Her-	Welsen, John
bert	Wilson, R.
Muller, P.	

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simensen, Isak
Eriksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, B. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Udby, Harold
Hvid, Elner	Walder, Olsen N.
Hylander, Gustaf	Package.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE
UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and no-
tions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

**Headquarters for
UNION MADE GOODS**

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

Anyone knowing the whereabouts
of Wilhelm Brannemann, born at
Dockenhuden, Germany, in 1882,
please communicate with Hans Mar-
tens, No. 1892, Sailors' Union of the
Pacific, San Francisco.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of
Sweden, age about 26, supposed to
be sailing on the Pacific Coast, is
inquired for by his brother Harold,
care of Sailors' Union of the Pa-
cific, San Francisco.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-opera-
tion: Augustine R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco. 5-13-14

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Carl Julius Carlson, born in Swe-
den in 1877, is inquired for by his
mother. There is about \$2,000 due
him from his father's estate. Last
heard of in September, 1902, on the
Atlantic Coast. Previously sailed on
the "Clifford" between St. Johns and
New York. Address Fru Sophia
Carlson, Klubbegard, Hallands Lan,
Heberg, Sweden.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

By unanimous vote the United
States Senate adopted a substitute
for the joint resolution passed earlier
in the House enlarging the power
of the President to prevent infringe-
ments of American neutrality by ves-
sels leaving ports of the United
States with men or supplies for bel-
ligerent warships. The Senate sub-
stitute later was agreed to in the
House.

Use of stop watches and other
"speeding-up" methods of so-called
scientific management systems will
be barred from arsenals, navy yards
and other Army and Navy plants
under provisions of the Army and
Navy appropriation bills, signed by
the President. The Senate elimi-
nated this provision from both bills
as they passed the House, but con-
ference reports reinserting it finally
were accepted.

Governor Kendrick of Wyoming
has vetoed the bill passed by the
House and Senate permitting boxing
bouts and sparring exhibitions. In
explaining his action Governor Ken-
drick said such a law would injure
the reputation of the State. The
State is expending, he declared, one-
fifth of the money raised in taxation
for education along higher lines,
which would be nullified by legalized
boxing. He declared further that the
experience of other States with box-
ing justified his action.

The recent strike at the mines of
the Colorado Fuel and Iron Com-
pany cost the company, directly and
indirectly, approximately \$1,250,000,
President Jesse F. Welborn esti-
mated in a statement issued in con-
nection with the monthly meeting of
the directors, which was held at
New York instead of Denver, where
board meetings usually are held. The
statement told of a plan, already
partially put into effect, for pro-
viding clubhouses at a number of the
Colorado camps, and also went into
detail regarding the condition of the
company's business and its prospects.

After two years of almost con-
tinuous session, the Sixty-third Con-
gress, which revised the tariff and
the currency system of the Nation,
supplemented the trust laws, created
an income tax, passed the Seamen's
bill and experienced the first popu-
lar election of United States Sena-
tors, ended at noon on March 4.
When gavels fell in the House and
Senate signaling the adjournment,
they marked the close of half of
President Wilson's Administration,
the first under domination of the
Democratic party since 1895. Strenu-
ous scenes enlivened the fading hours
devoted chiefly to completing the ap-
propriations for subsistence to the
Government.

Thomas J. White, manager of the
Brooklyn Steamship & Hotel Supply
Company, and Walter J. Roach,
commissary steward of the battle-
ship "Texas," were arrested recently
on a charge of conspiracy to supply
inferior meat to the Government.
The supply company has a contract
for large quantities of food for the
Navy and it is charged that bad
meat was furnished and bills padded.
More arrests may be forthcoming
soon. The Government officials
learned of the alleged frauds January
9 when White is alleged to have ap-
proached Paymaster James Ray, of
the "Texas," with a proposition to
join in the scheme. It is alleged that
White offered \$2,000 to Ray to pass
inferior meat.

Domestic and Naval.

The Trinidad line steamer "Maraval," which put into St. Kitts on fire, while bound from New York to Grenada, was formerly the "Ir-rawaddy," and insured on a value of £46,000, being 5,144 tons, built in 1903.

Danish shipowners are now painting the national colors on all ships crossing the North Sea to English ports and sailing to foreign ports all over the world. The word "Denmark," spelt in the Danish way, is also painted on both sides amidships in huge letters.

There landed at New York, during 1914, 735,741 persons from transatlantic steamships, of which 120,620 were first cabin, 167,792 second, and 447,329 third-class passengers. The Cunard led in first-cabin passengers, with 13,116; the American line had the majority in the second cabin, carrying 14,868, while the Hamburg-American had the biggest number of steerage passengers, 49,837. The North German Lloyd was a close second, with 47,953. In 1913 the North German Lloyd was at the head of the list for all classes of passengers.

Sir Edward Morris, Premier of Newfoundland, was at New York recently conferring with representatives of the State Department with a view to settling disputes arising out of the Newfoundland fisheries award at The Hague in 1910. Claims aggregating about \$100,000 are involved. About fifty fishing firms of Gloucester have filed claims in three classes as a result of The Hague fisheries award. The claims are classified as, first, claims of the United States against Great Britain, and vice versa; second, claims of the United States government against Canada, and vice versa, and third, claims of the United States against Newfoundland.

The House of Representatives passed February 17 the Senate bill providing that where vessels are wrecked on the coast of the United States and repaired in an American shipyard they may be admitted to American registry in the discretion of the Secretary of Commerce if the cost of repairs is three times the salvage value of the vessel. This is precisely the law as it stood for more than half a century on the statute books, having been first enacted in 1852 and repealed by Congress in 1906, when it was enacted that wrecked vessels rebuilt in this country should be admitted to American registry only by special act of Congress. Vessels thus rebuilt may be used in coastwise trade.

In recognition of fine seamanship and heroic conduct at sea presentation ceremonies were held recently on the American liner "Philadelphia" and Captain A. R. Mills, Chief Officer Harold A. R. Mills, and Second Officer T. H. Lyon and twelve members of the liner's crew were honored for rescuing thirty-two of the crew of the Dutch tank steamer "Chester," abandoned in mid-Atlantic. On behalf of the American Petroleum Company, owners of the "Chester," William G. Worden made a complimentary address and presented a silver service to Captain Mills, a gold watch and chain to each of the two officers and two \$20 gold pieces to each of the twelve sailors. Acknowledgments for the men were made by Harold Sanderson, president of the International Mercantile Marine Company.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adolfson, C. Anderson, Ed.
Ahokos, Ilmar Anderson, Gust.
Ahlstrom, Harry Anderson, I. -1363
Ahlquist, Evert Anderson, S. M.
Alango, P. Andersson, A. -1344
Albertson, Chris Andersson, E. -1781
Allen, James Anderson, Anton
Alund, Ture Annus, Alexander
Amundsen, Daniel Antonsen, H. -1783
Amundsen, David Apps, P.
Andersen, A. O. Aronson, Albert
Andersen, A. S. Arvidsson, Hjalmar
Andersen, Bale Auer, Billy
Andersen, K. -1823 Axelsson, William
Andersen, N. -1549 Azevedo, Manuel T.
Anderson, Carl

Backman, B. W. Bohm, Franz
Bakkenson, P. J. Boisen, Knud
Bakker, Haakon Bowden, Chas.
Bakmyhr, Gustav Boy, Geo.
Bausback, Erwin Brahe, Charles
Behne, William A. Bruun, Axel
Bendfeldt, C. Bryant, Wm.
Bergstrom, A. Bryndall, Harry
Berghalm, Edward Brynjulfsen, H. B.
Blanc, Willy -1959 Buckley, J. J.
Blarich, M. Bucow, C. W.
Blumel, W. Bunnett, E.
Bodagh, A. Bynum, Joe

Cafferty, Andrew W. Christensen, Alfred
Campbell, D. C. Christensen, Erling
Campbell, George Christensen, Otto
Carlson, Charles Christensen, P.
Carlson, Julius -1236
Carlson, Martin Christenson, Will
Carlsson, Adolf M. Christie, Martin
Carrera, Pete Clul, Mick
Carron, Ed. Claus, Charles
Carter, J. Clausen, Chr.
Cassberg, Gustaf Cokincora, John
Cellan, John Constantinos, Lay
Chotard, Emile Corregan, Robert
Curran, N.

Danielson, E. De Bruin, B.
Davey, C. Dracar, Ed.
Davis, John
Echlin, L. W. Ellingsen, Fred
Eckhoff, Otto Enokson, Marcus
Egeland, Olav O. Erickson, E.
Einardt, John Erikson, Gustaf W.
Eklund, John Erland, Oscar
Eliassen, John A. Ermandes, Francisco
Ellefsen, Otto Evans, S. C.

Fabruoski, Theodore Foss, John
Fane, James H. Fowler, J.
Farshu, Alex. Franklin, John
Ferguson, J. Fraser, Thomas
Fischer, Wilhelm Fricke, Willie
Fitzpatrick, Patrick

Gangarud, O. K. Graugaard, L. I.
Gardan, Geo. Gregory, Joe
Gendo, G. Griffith, Hugh E.
Gilholm, Albin Gronlund, Oskar
Gjerdal, Eiling Gulliken, Amandus
Grauss, Gust Gundersen, Andreas
Grantley, C. W.

Hakonsson, Ingvar Harrison, Frank
Haldin, F. Haugen, Lars
Hall, Alf Haugland, Harald
Hall, S. C. Havard, O.
Hallberg, Herman Hawkins, Fred
Hallen, Victor Heesche, Henry
Hallgren, John Heckman, Fred
Halman, William Heissel, W.
Halvorsen, Hans Heldt, Charles F.
Hannus, Alex. Hendriksen, William
Hansen, Charlie Hiltwood, A. S.
Hansen, C. T. -2347 Hine, Jack
Hansen, Henry W. Hogstad, Hans
Hansen, H. L. Hogstad, Charles
Hansen, Jeremias Holm, Carl
Hansen, M. -968 Holmberg, Karl
Hansen, Thomas Holmqvist, F.
Hansen, Lars Holst, R.
Hanson, Pet Hubertz, Emil
Hanson, Pet Hubner, Carl

Ingebrigtsen, Olaf Irving J.
Insunso, Francisco Iversen, Iver
Jackson, August Johanson, Geo. N.
Jakobsen, Anders Johanson, Louis
Jakobsen, Joakim Johanson, A. A.
Jakobsen, R. -2050

Jamisch, Ed W. Johansson, A. O.
Janssen, H. Johansson, Harry
Jarosinski, Filiks Johansson, John
Jenkins, John B. Johansson, N. A.
Jensen, Carl -280
Jensen, C. Johnsen, C. -1593
Jensen, Erik Johnson, Carl
Jensen, Halford Johnson, C. J.
Jensen, J. K. Johnson, John A.
Jensen, Just Johnson, R. W.
Jensen, Oluf Jones, Berthon
Jerdoe, Soren Jonson, E.

Johansen, Alex. H. Jonsson, K. A.
Johansen, Birger Jordan, O.
Johansen, Carl J. Jordan, Oscar
Johansen, George Jorgensen, H. P.
Johansen, Carl Jorgensen, Jorgen
Johanson, Edvard Jorgensen, R.

Kaare, P. Juhl Knudsen, Daniel
Kalena, Gustaf Kochharlin, Jacob
Kallas, August Koch, Harry
Kallberg, Arvid Kramer, Fred
Kallio, Frans Krammer, Sigurd
Kampel, H. Kressman, Karl
Karlsen, Martin Krishnan, K.

Kasik, August Kristiansen, Erling
Keating, R. Kristensen, Hans
Kehr, Fred Kristensen, K. D.
Kloibgat, Fred Kristjan, A. W.
Kleishman, Frank Kroon, F. -1025
Klotzke, Otto

Ladevig, Otto Laurensen, Hugh
Lang, Chas. F. -89 Le Goffe, William
Larsen, Gustaf Leirwaag, H. J.
Larsen, Hans Lerch, Paul
Larsen, Hans -1677 Lewis, R. W.
Larsen, Ludvig J. Lindholm, Axel
Larsen, Martin Lindroth, Erik

Liscum, Chas. -1778 Lorentsen, Karl
Lofgren, Richard

Maattson, J. Maatson, Olaf
Magnus, Ernst
Maki, Ivar
Manse, Fred
Mansfield, Jack
Markley, Paul
Markman, Helno
Markmann, Heino
Martens, Hans -1892
Martens, Paul -2202
Martin, A.
Martin, H.
Martin, J.
Mathieson, N. L.
Matta, John
Mayes, Joel B.

Nashis, Pete
Naujack, Fritz
Nelson, Alvin
Nelson, H.
Nelson, Robert
Nelson, W.
Nicholson, J. E.
Nielsen, Carl
Nielsen, E. S. -1116
Nielsen, Harald
Nielsen, H. O. -1229
Nielsen, Nils
Nielsen, John
Niemeier, Oscar
Nilsen, Andreas
O'Brien, R. F.
Oetichen, F.
Ohle, Hugo
Oistadt, S. A.
O'Keefe, Ed
Olfstrom, Axel
Olsen, Carl
Olsen, Charles
Olsen, John H.
Olsen, Jorgen

Parson, Herman
Paulsen, Gustav
Paulsen, N.
Pedersen, Carl
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Didrik
Pedersen, Elif
Pedersen, Johan
Pedersen, Paul -896
Persson, Oscar
Peterson, J. A. -515
Peterson, A.

Quinn, C. R.
Raaum, Henrik
Rakov, Stephen
Ramberg, Barny
Reed, J. W.
Reinink, H.
Ries, Heinrich -1146
Roberts, Frederick
Saarinen, Werner
Sammola, Vano
Sand, Bernhard
Sand, Torger
Sanders, S.
Sanderson, Geo.
Saunders, Jas.
Sausa, Custodio
Savage, Roland
Schaefer, Hugo
"Schagar"

Schellenberg, H.
Schoger, Ernst
Schradler, Fred
Schradler, Paul
Schrej, G. W.
Schroder, F. A.
Schultz, F. J.
Schultz, Fred
Scott, James S.
Seibert, H.
Sherry, J. H.
Shrene, Elwood
Skoglund, Harry
Skogman, W.
Smith, Donald

Tame, E.
Tamanen, Erland
Tamman, Krispin
Tammola, Valno
Tanum, H. -973
Tarm, E.
Tarvik, Olaf
Tasnase, E.
Thee, Rudolf
Uderkul, C.
Ulmair, John

Vangelder, William
Vesgaard, Jens
Vestvik, Ingolf
Viberg, John
Wank, Romano
Warner, Paul
Weber, Fred
Wee, William
Wellman, Frank
Wells, Frank
Wendy, Geo.
Wesgaard, John
Westlake, S. G.
Westpahl, Ernest

Zerb, Walter
Zimmerman, Fritz
Zimmerling, Fritz
Zoran, Geog

McKeating, R.
McKenna, B.
Mehrtens, Herman
Meyer, Ernest
Meyer, Frank
Miller, James
Milos, P.
Minner, Albert
Monsen, L.
Moore, Albert
Morris, Francis
Morris, O. R.
Mortensen, Henry
Muller, A. R.
Muller, Herman
Munk, Chas.

Nilsen, Julius Aan-drew
Nilsson, Hjalmar
Norberg, F. A.
Nord, Charlie
Nordstrom, B.
Norton, Emil
Nordstrom, Johan
Norman, Olaf
Norris, Edward
Norton, Edgar
Norve, Olov. I.
Nunner, Albert
Nurken, H.
Nylander, E. R.
Nyman, Oskar
Olsen, O. -1283
Olsen, Oscar -705
Olsen, Ragnvald
Olsen, Siegfred
Olsen, James
Osmen, Ernst
Osmenson, E.
O'Neill, Jas.
Osterberg, S. H.
Owen, Fred

Peterson, Mauritz
Pettersson, Conrad
Pettersen, Karl
Pitschman, Geo.
Pitkanen, Wiktor
Plom, Charles
Pommer, Jon
Post, Albert
Powell, Hamilton
Pring, Carl
Publicatus, August
Purgall, Geo.
Pulman, Charles

Rod, Sakarias
Roery, Frans.
Ross, H.
Rotter, R.
Rundquist, O.
Rutte, Peter
Rytka, Otto
Smith, John
Soensen, Anker
Sonnenberg, J. C.
Spanos, James
Stintman, John
Stoff, Fred
Stocker, John
Strand, Konrad
Strand, Louis
Strauss, Walter
Strom, Ed
Suarinen, Frank
Sunde, Knut
Sundhouse, Joe
Sutherland, Peter
Sutherland, W. -2398
Svedstrup, E. F.
Svenson, C. J.
Svensson, Patrik
Swanson, C. H.
Swanson, Michael
Swanson, O.
Swarthy, Norman
Sweeting, John B.
Svensson, T. H.
-2055

Themsen, William
Therion, John E.
Thomas, Henry
Thorsen, Jens
Thorsen, Rolf
Tierney, Pat
Tillman, Charles
Traynor, John
Tyland, Carl E.
Ulrichs, Chris.

Vogel, Gus
Von Heinz, Hendrick
Voorhies, Firman
Weyer, Paul
White, Peter
White, Thomas
Whitl, J.
Whitmore, W.
Wilson, Jas. -1370
Winberg, Oscar
Winner, A. A.
Winther, H. H.
Winton, J. A.

Zornig, Harry
Zweibel, John
Zwemer, J.

Johansen, Emil
Jorgensen, Olov
Klette, E. F.
Olsen, Arne
Olsen, Carl -1101
Osterman, Oscar
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rehursen, A. L.
Ruter, Peter
Schroder, August
Schultz, Fred
Skellorup, A.
Spoblom, Karl A.
Swanson, Ben
Sorenson, Pete
Stradlin, A. W.
Tanum, H. -793

Johansen, Emil
Jorgensen, Olov
Klette, E. F.
Olsen, Arne
Olsen, Carl -1101
Osterman, Oscar
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rehursen, A. L.
Ruter, Peter
Schroder, August
Schultz, Fred
Skellorup, A.
Spoblom, Karl A.
Swanson, Ben
Sorenson, Pete
Stradlin, A. W.
Tanum, H. -793

Thorsen, Jens
Wakely, R. E.
Walters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

One afternoon it was stormy, and not being able to go outdoors, little Willie suggested to his mother that they play railroad train. Fixing up a train of cars with a line of chairs, the youngster told his fond parent that she should be the engineer, while he would impersonate the conductor. To this end he put her in the head chair, with her hand on an imaginary throttle, while he, with a Japanese lantern in his hand, stood beside the train.

"What's the matter there, you red-headed, pie-faced crumb!" eloquently shouted Willie to the engineer a minute later. "Why don't you pull out?"

"Why, Willie!" exclaimed the amazed mother. "Don't let me hear you use such dreadful language again."

"That's right, you lop-eared galoot! Chew the rag! Keep on wasting time! You seem to forget we are already five minutes late."—Ex.

Of Course.

"A mad dog ran into the smithy today," said the village blacksmith casually.

"Heavens!" ejaculated his wife, "what did you do?"

"Aw—we shoood him."

"Line's busy."

"It has been busy for some time. Why can't I get my number?"

"Oh," said the telephone girl nonchalantly, "one lady is paying another lady a telephone visit."

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

PATRONIZE HOME INDUSTRY

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14
Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

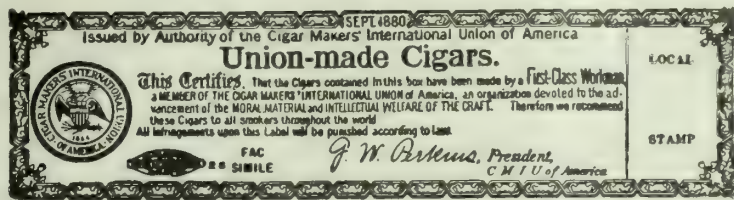
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348
Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14
Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

News from Abroad.

The building of the new Italian super-dreadnought "Marc Antonio Colonna" has begun at Genoa. The new warship will have a normal displacement of 30,000 tons. She will carry eight fifteen-inch, sixteen six-inch and twenty three-inch guns.

British colliery agents at the coal-ing ports have given notice to their contractors that, owing to the short output of coals at the pits, due to the war, they cannot undertake to fulfil the delivery of contract quantities. This seems to portend a shortage of bunker coals, and another cause of delay to steamers.

The American steamer "Evelyn," which sailed from New York January 29 with a cargo of cotton for Bremen, struck a mine on February 20 off Borkum Island, in the North Sea. The vessel sank. Her captain and twenty-seven of her crew were saved. The nationality of the mine which destroyed the "Evelyn" has not yet been established.

A bill has passed both houses of the Australian parliament empowering the Government to take possession of all meat supplies in the commonwealth, for the Imperial Government. Premier Andrew Fisher said the action was due to the increasing demand for the British army, and the purchases made in Australia by the French government.

The German steamer "Gotha," loaded with provisions for the German auxiliary cruiser "Kronprinz Wilhelm," has been captured by a British cruiser, according to Montevideo advices, and taken to the Falkland Islands. The steamer "Gotha" was last reported as leaving Buenos Aires February 2 with supplies. She is a vessel of 6653 tons and belongs to the North German Lloyd Steamship Company.

British Columbian millmen have been asked to bid on a contract for 500,000,000 feet of lumber to be used in constructing one hundred thousand 2-room houses in France. The houses are to be built at Government expense for the use of people who have lost their houses and other property in the war. The order would, if secured, be sufficient to keep the largest mills in the Province occupied for some time in cutting the lumber.

The American steamer "Carib" has gone to the bottom off the German coast in the North Sea as a result of running on a mine. At the time of this disaster to the "Carib" the vessel was not using the route laid down in the German marine instructions. The "Carib" formerly was owned by the Clyde Line and was recently sold to Walker, Armstrong & Company, of Savannah, Ga. She was of 2,280 tons burden and left Charleston January 27 for Bremen with 4,600 bales of cotton. She had a capacity of 4,600 bales.

Once more the Russian invasion of East Prussia has failed, and the remnant of the Russian forces after a disastrous defeat are falling back upon their former fortifications on the Niemen River. No changes are reported from the Warsaw front. In Bukowina, and along the Carpathians severe fighting is reported; but accounts are still too conflicting to admit of intelligent interpretation. Practically no changes have occurred in the line in France and Belgium; and nothing of moment is reported from Turkey or Egypt.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Albertsen, Christian
Anderson, Gus
Alney, Carl
Andersen, Hilding
Andersen, E. W.
Anderson, Eric
Andrade, Manuel
Anderson, Thomas
All Certz, Emanuel
Bang, Robert O.
Cohn, W. R.
Colbert, M. J.
Erickson, Earl
Ekelund, Will H.
Gundaker, Sam W.
Hansen, Henry
Isaacson, Ernest
Kathy Albert
Johnson, Martin
Jacana, Carmelo
Johnson, John E.
Magnussen, Magnus
Nilson, William
Olson, Thon
Osterlund, Carl
Schlachte, Alfred
Shultz, F. J.
Saalman, Joe
Teraclson, Ernest
Wilson, Herman
Wallin, E.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurd
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wil-
helm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phlister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Sinning, Rasm's O.
Spellman, Tom
Starks, John
Steln, George G.
Stixrud, Jack
Stromsness, Oscar

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

With the Wits.

"You told me it was one o'clock; It just struck three," wife mutters. "But, dear," he said with aching head, "You know that old clock stutters."

"There's nothing so hard to ride as a young broncho," said the Westerner.

"Oh, I don't know," replied the man from back East. "Did you ever try the water wagon?"—Toledo Blade.

"How beautifully your fall hat is trimmed."

"But this is my summer hat, my dear."

"Oh, I see. The autumn leaves have been falling on it from this tree we are standing under."

A little boy had been punished by his mother one day, and that night at bed time he prayed thus:

"Dear Lord, bless Papa and Sister Lucy and Brother Frank and Uncle Fred and Aunt Mary, and make me a good boy. Amen."

Then looking up into his mother's face, he said: "I suppose you noticed that you weren't in it?"

Here is another story that can be pinned to Whistler:

He was dining at a London home when a titled guest leaned forward to address him.

"I saw one of your works in Paris, Mr. James McNeil Whistler," he said.

"Indeed! May I ask what drew your attention to it?"

"Your name, Mr. Whistler. It was the longest one in the list of artists."

"You say you have difficulty in reading?" said the optician.

"Yes; I need something restful. All I want is a good minifying glass."

"A minifying glass?"

"Yes; I want to be able to hold the paper off and read the war news headlines without having to crane my neck as if I were looking at the tall buildings."

Joint Accounts

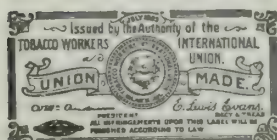
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



James H. Sorensen
Pres. and Treas.



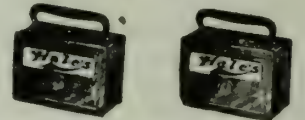
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags, Boots, Shoes, Rubber Boots and Oil Clothing of All Kinds, Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

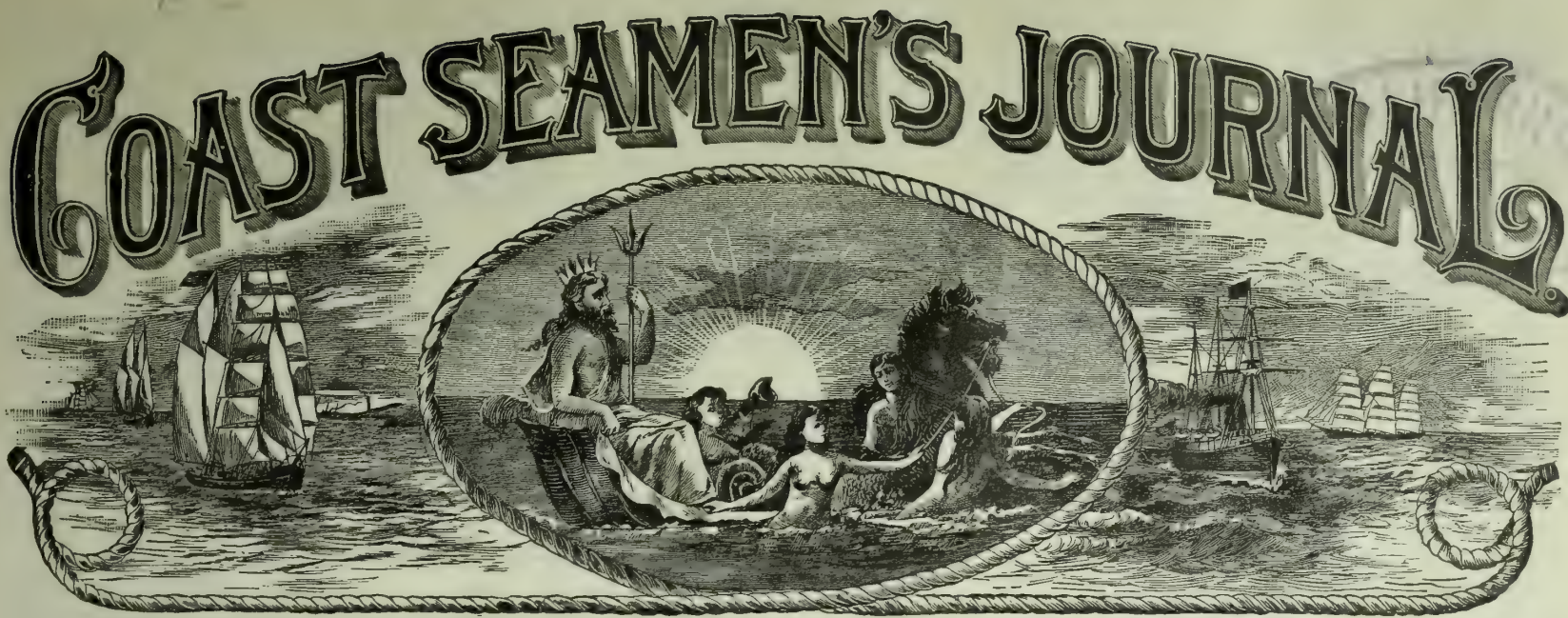
72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 27.

SAN FRANCISCO, WEDNESDAY, MARCH 17, 1915.

Whole No. 2321.

A NEW DECLARATION OF WAR.

Frank P. Walsh Sounds Battle Cry Against False Economics.

A thought occurs to me as I look about the world and observe the great forces that have been created within the last decade to work for the betterment of mankind. I see great organizations of men and women well equipped, thoroughly provisioned, sufficiently financed and backed by a moral weight such as the world never before saw and has not yet realized. It seems to me that those of us who are earnest and trying to be thorough in our efforts for better things for all, have a chance before us such as no other portion of mankind ever before had.

Another thought, however, occurs to me, and that is, that we have a divided army. A common enemy confronts us; a solid phalanx—the allies of sin and suffering, of disease and premature death. But look at our army. We are dressed each in a different uniform. Bad tactics on our part divide our forces. We travel parallel roads. But the movement of our divisions has not taken the formation we desire. We cannot make a frontal attack in force and carry by storm the common breastworks of the enemy.

We have great organizations which are fighting with scientific coolness against disease. We have religious bodies battling zealously for a purer life for us all. We have hosts of women struggling for the ballot in order to give more certain and definite aid to us. We have great philanthropies engaged in an effort against distress. We have many agencies which are making war on the evils of mankind. But we fight, paired off, as it were, religion against sin, science against disease, social justice against false economics, philanthropy against suffering. Such is the lineup for the fray.

The New Declaration of War

Let us have a new declaration of war and a grand mobilization! I hold that every organization we have for good should strike a blow at the main offender—

Low wages and the resultant indecent standard of living for a thinking and toiling race!

We should unite all our agencies of betterment and reform and make an attack in force on this common enemy.

The victims of sin and suffering, disease and premature death are merely the dead and wounded in the great struggle for existence.

When we divide our forces into three great battalions: those working for better economic conditions, those working for better social conditions, and those working for better moral conditions, we make a monumental blunder. Lines can not be drawn between the economic, social and moral life of the people. They rise or fall together and economic conditions always dominate. The greatest influence on life is produced by environment. The only factor which enters into environment is the economic factor. The income of a family absolutely determines its place of living, its manner of living and its interpretation of life. Persons will vary in mental type, in breadth of vision, in clarity of view, in outlook on life and its hopes and des-

tinies. That is inevitable. But these, too, are tempered by environment.

The Economic Factor.

So well recognized is this fact that while the thought may strike us as semi-new, it is one that everybody realizes. You have no hesitation in saying that there are various classes. What are classes? They are human beings of various strata. They actually dwell on plateaus of various heights, according to popular and universal conception. Why? Simply because of the economic factor in the lives of the various classes. Each takes on the color of its class according to its income. The economic factor decides for each class the texture and value of its clothing, the quality of its food, its place of residence, its associates, its tastes, its amusements; indeed, every outward aspect of life is lived practically the same way by each individual in each class. And the economic factor enters more largely into the mental aspects of the individual than it does into his physical aspects. His belonging to any of the various classes practically determines for him his views on morals, sociology, sin, and suffering. If you will analyze your views, you will find that they practically coincide with those of persons of your own class.

This class feeling is so strong that it breaks down the mental and moral fiber of the individual. You will note among your own friends who have had the misfortune or fortune to rise or fall from one class to another, an entirely changed set of opinions about every matter that vitally concerns society. They no longer hold the opinions they had while a member of another class, but consciously or unconsciously assume the mental colors and hold aloft the class flag of their new fellows.

The point I am trying to make is that if those who are concerned with social and moral betterment would join in with those of us who are primarily concerned with establishing economic justice; if they would help to force better wages, a decent standard of living, a better environment, more leisure and less laborious situations, on ninety per cent. of the people, we could cut their work at least in half.

I agree with Henry Ford to this extent: That the sane and well nurtured person is instinctively good and primarily honest. He may be the victim of greed and forced to the same attitude as that used by his oppressors, but that is usually because he is economically powerless and forced to go with the tide.

We should begin the new warfare by getting our conceptions "on straight." At present we have a veneration for wealth in this country that has made concrete wealth supra-legal. It has usurped powers to itself that in the course of generations have become practically recognized by the great public as belonging to it. The first principle is shown in the law allowing a man to engage in a business and wrest his profits, not from the business, but from what should be the just earnings of his employees. We look with as much pride and envy on the man of wealth who has literally starved his employees and brought about a degenerate and subnormal new generation as we do on the

man who has amassed a fair competency and at the same time given to those working with him an honest share of the profits of the enterprise. We regard with greater admiration the so-called captain of industry who has shot his way to tremendous riches through the ranks of his employees than he who has gained economic independence by an invention which has lightened toil and sweetened life.

New Maxim for Society.

What we need is a saner appreciation of the facts of life. We have a perfect right to withhold the protection of organized society, in its governmental or legal function, from one man who is doing many of us hurt. The old maxim of "the greatest good to the greatest number" has been recast into the idea that the powers of government should be exercised or withheld for the greatest good to the least and weakest of mankind. If this new concept breaks down the methods by which enormous fortunes are secured, the world is better served. Great fortunes are as active a menace in themselves as they are to their possessors. They lead to greater and greater travesties on justice and a more insane vision of power by those who control them. They are gold gone mad with lust of conquest. The owners of such fortunes must have, indubitably, at some time or the other crossed the line of true economics, ethics, equity and the criminal law. An enormous fortune is a wrong proved by itself.

Those guilty of economic abuses for gain may be divided into these classes: Those who, by corruption and other devious means, secure franchises and special privileges of various sorts to exploit entire communities and whole sections of the country; the men who, by similar methods, secure a grip upon land and other natural resources, the common inheritance of all, to selfishly exploit the same, or hold it away from the beneficial use of their fellow-man; the men who work thousands of other men in dangerous and unhealthful factories and mines; the men who employ women and children in unhealthful occupations, or in insanitary workshops; the exploiting employers who impose upon their helpless workers long hours at low wages which will not allow for that sweet contentment of mind which makes of labor a joy; the man who sells decayed or adulterated food; the man who robs his own employees of the product of their toil and gives away the money in showy benefactions and stupendous foundations; the men who through organizations, whether termed benevolent, commercial, employers' or what not, combine to coerce and browbeat other men in their effort to organize and obtain by concert of action a just length of work day, decent conditions and compensatory wages; the bankers and financiers who foster "watered" stocks and force employees of large industries to work for low wages because the earning power of the companies has been absorbed in advance; and last, but by no means least, that large class of lickspittles who have little or nothing themselves, but side in with and work for bad con-

(Continued on Page 10.)

CHRONOLOGY OF SEAMEN'S BILL.

Sixty-third Congress.

April 7, 1913.—Seamen's Bill (S. 4) introduced in Senate by Senator La Follette.

April 7, 1913.—Nelson Bill (S. 136) introduced by Senator Nelson.

May 3, 1913.—Seamen's Bill (H. R. 4616) introduced in House of Representatives by Mr. Alexander.

May 19, 1913.—Burton Bill (S. 2221) introduced in Senate by Senator Burton.

Oct. 2, 1913.—Nelson Bill (S. 136) reported to Senate with request that it lie over until after London Conference. Objection by Senator La Follette.

Oct. 7, 1913.—On motion of Senator La Follette the Nelson Bill was made unfinished business.

Oct. 9, 1913.—Nelson bill came up in the regular order in the Senate. Unanimous consent given that discussion of the bill should begin October 16th, and that a vote be taken not later than October 23rd.

Oct. 16, 1913.—The Seamen's Bill (S. 4) offered as a substitute for the Nelson Bill (S. 136) by Senator La Follette.

Oct. 23, 1913.—The Seamen's Bill adopted by the Senate after having been perfected so as to provide that passenger vessels must carry lifeboats for all persons on board. (The bill thereupon became S. 136.)

Nov. 12, 1913.—International Conference on Safety of Life at Sea, met at London, England.

Dec. 13, 14, 15, 16, 17, 18, 19, 1913.—Hearing before House Committee on Merchant Marine and Fisheries on lifeboat and manning sections of the bill.

Jan. 20, 1914.—London Conference adjourned.

Feb. 24, Mar. 5, 6, 7, 10, 11, 12, 13, 1914.—Further hearings before Committee on Merchant Marine and Fisheries.

Mar. 17, 1914.—Proposals adopted at London Convention on Safety of Life at Sea submitted to Senate.

April 1, 2, 3, 4, 1914.—Hearings on London Convention before Senate Committee on Foreign Relations.

June 19, 1914.—A substitute bill reported to House by Committee on Merchant Marine and Fisheries.

June 29, 1914.—Minority views favoring bill as passed by Senate, submitted to House by Congressman Bryan of Washington.

Aug. 27, 1914.—The Committee on Merchant Marine and Fisheries offered amendments to its substitute which thereupon passed the House.

Aug. 28, 1914.—Senate disagreed to substitute and requested a conference with House.

Aug. 29, 1914.—Senate action relative to conference was reconsidered and the bill was sent to Committee on Commerce.

Sept. 5, 1914.—Hearing before Senate Committee on Commerce.

Sept. 10, 1914.—Hearing before Senate Committee on Commerce. Bill referred to a sub-committee.

In December, the London Convention was ratified by Senate with qualifying resolutions attached.

Jan. 4, 1915.—Reported back from Committee to the Senate with recommendation that Senate disagree with House action and that five conferees be appointed by each House.

Feb. 23, 1915.—Conferees agreed and signed.

Feb. 24, 1915.—Report of Conferees reported to the House.

Feb. 25, 1915.—Report agreed to by the House.

Feb. 25, 1915.—Reported to the Senate.

Feb. 26, 1915.—Taken up in the Senate.

Feb. 27, 1915.—Senate agreed without division.

Feb. 27, 1915.—Motion to reconsider made, debated and tabled, 39 to 33.

March 4, 1915.—Signed by the President.

A TRANSCENDENTAL ERROR.

One of the most wicked, most deplorable, and most flagrantly anti-working class phases of the European war trouble is the movement that has been cultivated in certain working-class ranks towards victimizing men who happen to be either German-born or of German descent. This anti-Labor movement is especially marked in Sydney (N. S. W.), where certain sinister influences have prevailed in the passing of a resolution in one big union to refuse to work side by side with naturalized or unnaturalized Germans, Austrians, Turks, etc.

That any working-class body could deliberately descend to inflicting want and hunger on the wives and children of other working men (most of whom are among the staunchest and truest of trade unionists, as every industrial war has proved), is tragical from a Labor viewpoint. Many of these victimized foreigners are among the bitterest foes that Kaiserdom has. Many of them are only in Australia because of their brave fight against the enemies of Labor in the country of their birth, or because of their fathers' similar fight. To write a worker down as an enemy because of his birth is to repudiate every fundamental of Labor—is to lay the axe to the root of the tree of Human Freedom.

A similar cruel and wicked movement is being attempted in New Zealand with regard to school teachers and other public employes, against whom not one word can be said either in their capacity of civil servants or citizens of New Zealand. It is quite a fair thing to hold every German and every Austrian (and indeed every other person), naturalized or unnaturalized, responsible for their conduct, for the things they do; but whether they are German-born or British-born or Japan-born, so long as people live decently and are guilt of no act of treachery towards the people of the country of their birth or adoption, then by all the rules of civilization, to say nothing of the irrevocable internationalism of the Labor movement, they are entitled to be let alone—to be welcomed as fellow-citizens and to be given the same opportunity to live that all other citizens have. These people are not permitted to leave Australasia for the land of their birth; they can only live by securing work; the right to work is a foundation support of every Labor platform; and the Australian Government will surely see to it that such an offense against civilization in general and Labor in particular is not committed. This paper hates the system that produced German militarism; it hates the military autocracy; it hates Junkerdom and Kaiserdom, and all that they stand for—just as bitterly as the class-conscious German workingmen hate them. But, to make the German workers who have settled in these countries and who are living admirable lives of decent citizenship suffer because of the monstrous crime of the German ruling class is beyond justification.

As we have said, there is a way—the stern way of dealing with all parties who violate the law of nations during this war; but if people are to be pursued simply because they or their parents were born where they couldn't help being born, who knows how far the pursuit is likely to go. What if it should extend to Royalty on the British throne? What if those who have engineered this boycott should next proceed to tell us that, in addition to finding themselves unable to work alongside of persons of German birth and German descent, they are no longer able to consent that a King of German descent shall occupy the British throne? What if, having refused to allow even the relatives of Germans to earn their living by honest labor, they should next demand that, because King George happens to be the Kaiser's first cousin—a circumstance over which he certainly had no more control than the German workers had over the place of their birth—he must be boycotted out of his job, out of the right to earn his living as a king? If such a stage in this perfectly unjustifiable movement should be reached, the very papers that are now applauding the cruel victimization of the foreign-born workers would scream themselves into hysterical frenzy. However, when working men boycott other working men out of the right to live because of alleged fear that, because they or their ancestors were born in another country, they might prove disloyal to a king whose ancestors were also born in that other country, and whose cousin is emperor of that other country, and would also have been king of England but for the accident of several male births, then the position becomes very perplexing indeed. But over and above all the perplexities and foolishnesses and inconsistencies of the boycott, towers in transcendental tragedy the stultification of Labor's great fundamental of internationalism.—Mao-riland Worker, Wellington, New Zealand.

An important discovery, it is claimed, has just been made in the use of cocoanut water as a rubber coagulant, which, should it prove successful, would prove a boon to the Ceylon rubber industry in particular. There, it is said, millions of gallons of cocoanut water which now run to waste on estates in copra drying and desiccation mills, can be utilized as a profitable by-product, besides producing a superior coagulant in making rubber. Details of the process are not now available, but it is understood that the cocoanut water is allowed to ferment for four or five days, after which it can be used immediately for coagulating latex. One to two ounces of the fermented liquid will coagulate one pint of pure latex. It is said to produce a better rubber than that procured from the present method of using crude acetic acid, especially so far as color goes, and clearer than that obtained from the cocoa-fermentation acid treatment. Rubber ranks a close second to tea as an export article from Ceylon, and takes first place among the shipments from the island to the United States.

If men would adhere strictly to the sound rules of practice in trade unionism, as they do to the rules of arithmetic, we should witness fewer instances of division and subtraction under the guise of addition.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Remedy Will Be to Strike.

"The remedy will be to strike, and again strike!" declares Justicia, official newspaper of the union federation in San Juan, Porto Rico, while discussing labor conditions in Porto Rico.

The paper continues:

"The houses of the majority of rural workers are merely a framework of poles, covered with the bark of palm trees and with dried leaves, and thatched with palm leaves or a tough grass which is found all over the island. These houses are sometimes built on the ground, but more frequently they have a board floor made of palm. This floor is raised from the ground so as to permit the rain water to flow under the house, and often the house is built on a slight incline. The house invariably is one story in height, and usually consists of one room 20 feet square. This room, especially if it is large, is sometimes divided by a partition into two freely communicating rooms. Even where there is a partition, there is, as a rule, no division of the sexes, since in such cases all the family live, and often work, in one of these rooms during the day and sleep in the other at night. The influence of these conditions upon the sexual impulses of adolescent children is not favorable."

After reviewing the deplorable conditions under which island workers exist, the article closes as follows:

"If, however, the island be utilized merely or primarily as a means of providing opportunities for investment and commercial exploitation by Americans, Spaniards, Porto Ricans and other citizens; if the policy of educating the people be held up on account of its expense and alleged uselessness; if the standard of living of the people be not raised, the condition of the Porto Rican laboring class after one hundred or two hundred years will be no better than it was in the year 1898, when the sovereignty of Spain gave way to the dominion of the United States of America.

"Then, the remedy will be to strike and again strike!"

Cossack System Exposed.

President Maurer, of the Pennsylvania State Federation of Labor, has issued a reply to Capt. Groome, of the State police, who defends his Cossacks. The unionist says in part:

"No one knows better than Mr. Groome does that when the constabulary comes into a district that they override all civil authority, and that, in their operations, it is by them considered no more unlawful to kill than it is for a soldier in times of war.

"I respectfully request Mr. Groome to write to Washington, D. C., and ask for United States Senate Document No. 521. In it he will find an affidavit as made before the United States Senate Investigating Committee by Mr. Hugh Kelley, chief of police of South Bethlehem, which, among other things, says, 'The troopers started out on our streets, beat down our people without any reason whatever and they shot

down an innocent man, Joseph Zambo, who was not on the street, but was at the Majestic Hotel. One of the troopers, whose name is said to be 'Moughan,' rode up on the pavement at the hotel door and fired two shots into the room, shooting one man in the mouth and another, Zambo, through the head, causing his death that afternoon.'

"Will Mr. Groome kindly tell us if this be legal murder and if this evidence, accepted by the United States Senate, is to be considered as false and unsubstantial, and if the killer of Zambo was not immune from prosecution, then was Moughan, or any one else, ever punished for the crime?"

Asks U. S. to Pay Verdict.

Judge Alton D. Parker, of New York; President Gompers and Secretary Morrison, of the A. F. of L., and officers of the United Hatters' Union, appeared before the House committee on appropriations recently to urge favorable action on a request of Danbury hatters that Congress make an appropriation of \$290,000 to enable the defendants in the hatters' case to pay the fine and costs for which they were held liable under the recent decision of the United States Supreme Court.

Judge Parker declared that Congress, in enacting the Sherman anti-trust act, did not intend that it should apply to labor unions. He contended that the intent of Congress in 1890, when the original law was passed, was accurately reflected in 1914, when Congress, in enacting the Clayton law, expressly exempted labor unions from prosecutions under the anti-trust acts.

President Gompers addressed the committee and also called attention to the intent of the anti-trust law as finally clearly declared in the Clayton law.

In their petition to Congress for relief, the hatters call attention to the declaration by Congress, in passing the Clayton law, that labor organizations are not included in the list of trusts; and that the Clayton law inferentially vindicates the belief of the petitioners and of the members of the labor organizations generally that they were intended to be and are exempt from anti-trust legislation.

Both the Senate and House have agreed to a section of the sundry civil appropriation bill which provides that no part of the money assigned for the prosecution of trusts shall be spent "in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, shortening of hours, or bettering the conditions of labor, or for any act done in furtherance thereof, not in itself unlawful."

When this amendment was first proposed, before the Clayton law was passed, it aroused bitter opposition on the part of those who insisted that labor organizations were "trusts."

The amendment this year, however, has created no comment, and its acceptance is general, and in line with the declaration in the Clayton law that: "The labor power of a human being is not a commodity or article of commerce."

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during January, 1915, was 168, compared with 368 a month ago and 63 a year ago.

The British Miners' Federation, which had for ten weeks been subscribing £10,000 a week to the Prince of Wales relief fund, had the mortification of seeing its members refused assistance because they are not "destitute."

British trades unionists have made a levy of one penny per member to aid Belgian workers, and have raised nearly £100,000. The textile unionists have voted £2000 out of the international fund and the Miners' Union are making a levy of 1s. a member for the same object.

The Railway Workers and General Laborers' Association of New South Wales has been holding its sixth annual conference in Sydney. From a small union of a few hundred to the present membership of slightly over 17,000 is a remarkable growth in the short period of six years.

Chief Justice Mathers, of Manitoba, Canada, recently pointed out to a grand jury that the close connection between the abnormal amount of crime and the abnormal amount of unemployment is a challenge to all of us to do some hard thinking. "One has only to approach the subject," said the judge, "from a fresh angle, to come upon it, as it were, suddenly, to see in the present large volume of unemployment not only something crude and criminal, but something ridiculous."

Returns received from certain selected ports in the United Kingdom show that during January 40,151 seamen were shipped on foreign-going vessels. Compared with January, 1914, there was a net decrease of 3,944, or 8.9 per cent. Of the above total of 40,151 seamen, 5,832, or 14.5 per cent., were foreigners. Nearly every port showed a decrease in the number of men engaged, the most marked decline being at Southampton, where the number was much less than half that of a year ago. There were increases, however, at Cardiff, London and Belfast, that at the latter port being very marked. A shortage of men for ordinary mercantile ships was again reported at nearly all the principal ports; but at Swansea, Bristol and Middlesbrough the supply was said to be equal to the demand. Lascars are not included in the figures.

Exclusive of seamen, the number of workpeople reported to the British Board of Trade as killed in the course of their employment during January, 1915, was 280, a decrease of 11 on a month ago, but an increase of 13 on a year ago. The mean number for January during the five years 1910-1914 was 269, the maximum being 311 and the minimum 251. Fatal accidents in the railway service during January, 1915, numbered 30, a decrease of 14 on a month ago and of 11 on a year ago. The total number of fatal accidents at mines was 110, an increase of 14 on December, 1914, but a decrease of 2 on January, 1914. Fatal accidents at quarries numbered 6, compared with 11 a month ago and 9 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in January, 1915, was 132, a decrease of 6 on December, 1914, but an increase of 29 on January, 1914.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Sven	Menter, Wilhelm
Andersson, Enkan	Malm, Gustaf
Ahlquist, Evert	Nylander, Robert
Apelquist, Otto	Nurminen, J. C.
Anderson, David C.	Nalter, John
Bylander, B. B.	Nilsen, Martin
Bylander, B. B.	Nikander, Knut
Breston, Ralph	Nelson, Ernest C.
Bringsrud, Marald	Nelson, Axle
Boy, A.	Nielsen, Ole
Brusbard, B.	Olsen, Olaf
Cotter, J.	Owen, Fred
Cornelius, L.	Olsen, Ole Wilhelm
Christensen, Martin	Olsen, Harald
Carlson, Carl	Pettersen, C. V.
Chilton, Harry	-1363
Carlsson, C.	Penningsrud, Ludvik
Evertsen, Olaf	Peterson, H.
Evans, Dave	Rodgers, Mike
Ericsson, Otto	Rutel, Ernest
Ellissen, Sam	Rennvall, Anshelm
Fredriksen, H. G.	Rugg, A. P.
Fredriksen, J. H.	Rasmussen, J. -446
Fasholz, Dan	Schmidt, Louis
Gustafson, Alf	Schultz, F. J.
Hecker, William	Sandstrom, O. H.
Holmstrom, Fritz	Schlachte, Alfred
Hansen, John F.	Svenningsen, S. N.
Hansen, S.	Swanson, E.
Hellstrom, O.	Sorgenson, H. P.
Hansen, H. T. -1446	-1498
Headstrom, J. F.	Staff, Louis
Hansen, Sigvarth	Tell, Olaf
Johnson, Charlie F.	Tonnesen, P. -100
Johnson, Albert	Thygesen, John
Jensen, Edvard	Telm.
Johanson, Nils	Tennesen, P. -100
Johansen, Emil	Toren, Gustaf A.
Johansen, Johan H.	Tvedt, Olaf
Johanson, Albert	Winberg, Oscar
Jeter, Edw. A.	Zimmer, Walter
Kolodzie, George	Ziegler, Fred
Lellin, Joseph	(Photos & Packages)
Larsen, John	Anderson, David C.
Lato, E.	Bower, G.
Lutzen, Valdemar	Johansen, Nils A.
Lindeman, Gus	Johnsson, C. A.
Lindeman, J.	-2044
Lassen, Alf	Penningsrud, L.
Monsen, C.	

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Dauda, Ch. W.	Nielsen, Chr.
Engenis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Ellif S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

The schooner "Maweema," 392 tons, built in 1895, has been sold by Dolbeer & Carson to the Alaska Codfish Company.

The wreck of the steamer "Delhi," which went ashore some weeks ago on Strait Island, Alaska, has been declared to be beyond salvage.

Word from Washington is to the effect that on and after March 1 the cable address of the Panama Canal will be "Pancanal, Panama." The cable address of the Washington office of the Panama Canal will be "Pancanal, Washington."

Seattle's fleet of big cannery vessels began returning to commission for the 1915 season in Alaska on March 11, when the ship "Abner Coburn" of the Libby, McNeil & Libby fleet signed on thirty-nine men for the northern salmon season. The ship continues in command of Captain John P. Hansen.

Charter to the American schooner "Forest Home" has been secured by W. R. Grace & Co. The "Forest Home" will carry a cargo of 800,000 feet of lumber from St. Helens to Callao. The schooner was taken at \$2s 6d. The vessel is fifty-eight days out of Iquique for Honolulu and will sail for the Columbia River as soon as her cargo of nitrate is discharged.

Final preparations are being made in the Oakland estuary to start the big San Francisco salmon fleet on its annual flight to the great Alaska salmon canneries. Within a few days the advance guard of the fleet will be squaring away for Bering Sea. The "Star of Lapland," Captain Thomsen, has already left for Port Angeles, where she is to load shooks, coal and lumber for the stations.

Sir Thomas Shaughnessy has announced that the ocean steamship fleets heretofore operated by the Canadian Pacific Railway are to be transferred to a steamship company under ownership and control of the railway, to be known as the Canadian Pacific Ocean Services, Limited. The latter will be managed separately and its business with the railway company will be the same as those of outside steamship lines.

C. C. Lasey has been appointed marine superintendent of the Great Northern Pacific Steamship Company, with headquarters at Portland, effective March 15th, the day the new liner sailed from San Francisco on her first trip to the mouth of the Columbia River. Until recently he had been stationed at Philadelphia watching the completion and operation of the "Great Northern" and her sister ship, the "Northern Pacific."

The aquarium conducted by the United States Bureau of Fisheries at the Panama-Pacific International Exposition is attracting its quota of Exposition visitors. The aquarium is semi-circular and composed of shallow bins, fronted with glass, each containing specimens of the varieties of fish found in American waters. A model hatchery is also shown, the entire process of a fish's growth from the spawn to the full grown "denizen of the deep" being part of the demonstration.

Sir Richard McBride, Premier of British Columbia, has made a statement on the purchase of two submarines building for Chile in Seattle, asserting that no commissions had been paid and that the boats had been secured to prevent a possible attack by German warships on Vancouver and Victoria. The Premier said the price paid was \$1,150,000 and that the purchase had been completed on the high seas. He denied that the submarines had been rejected by Chile as ineffective.

C. F. Stagger, a marine diver, has received an official permit from the War Department to save the Russian sloop of war "Neva," wrecked off Cape Edgecombe, near Sitka, Alaska, about 60 years ago. The "Neva" was en route to Sitka with about \$200,000 in gold to pay the crews of the Government vessels stationed at Sitka. After striking the reef she was abandoned and later slid into deep water. The Russian Government tried to obtain the gold, but abandoned the effort for lack of a proper wrecking outfit. Stagger will begin work about May 1.

Copper shipments through the Canal from Montana by way of Puget Sound are to be permanent, according to advices from Seattle. There already have been two large shipments of this ore over the route named. The first Anaconda shipment consisted of twenty-four cars, or 1000 tons, and was taken to New York by the Grace steamer "Santa Cecilia," and the second goes on the steamer "Santa Cruz" of the same line. This second shipment consists of 1000 tons, and it is reported that a third shipment will go forward within the next few days.

Two schooners and two barges have been bought by the Rolph Navigation Company and the sale was made public during the week. It is understood that the entire four will be used

for coal barges. The vessels in the transaction are the schooner "Encore" of the Simpson Lumber Company, the schooner "W. F. Grams" of Olson & Mahony, and the barges "Edward May" and "Electra" of the Pacific Coast Steamship Company. The sale of the two barges by the coastwise company is understood to be on account of the turning of the steamers of the line into oil burners. Terms of the four sales were private.

The steamer "Lyra" of the Luckenbach fleet is to have her name changed to "Hattie Luckenbach" when she arrives in New York from this port. The "Lyra" was formerly the property of the Boston Towboat Company, and with the "Shawmut" and "Tremont" maintained a service to the Orient from Puget Sound. Later the two larger vessels were sold to the United States Government for traffic between the Atlantic Coast and the Panama Canal and were renamed the "Colon" and "Cristobal." The "Lyra" was in the North Pacific trade before being taken over by the Luckenbachs and placed in the coast-to-coast service via Magellan, and later through the Canal.

Changes in the regulations for computation of Panama Canal tolls, which it is estimated will result in a 20 per cent. reduction in revenue from the classes of freight affected are being prepared, under instructions of Secretary Garrison of the United States War Department. It was discovered that the fixing of tolls under the Panama Canal rule at \$1.20 per ton was illegal, the rate being greater than that sanctioned by law. This arose from the difference between a ton as defined by the Canal rules and a registered ton as measured under the United States statutes for ship registration. The latter definition was applied in the Panama Canal act of Congress, which provides for a maximum charge of \$1.25.

The old frigate "Independence," which is now the property of the Union Iron Works, of San Francisco, will not be burned for the copper rivets in her hull, at least not in the near future, according to a statement issued by the company recently. Due to the historic value of the ancient fighting ship and former pride of the United States Navy, the owners are offering her for sale, and it may be that she will be taken over by someone for exhibition purposes. The decision not to burn her at once was reached after a careful examination of the hull had been made when the ship was in dry dock, the first time in twenty-five years, and it was found that her timbers were practically as sound as when her keel was laid in Charlestown, Mass., in 1812.

Captain Ayer of the steam-schooner "Bee" disappeared while his boat was in port at Mukilteo, Wash. Officials say that \$400 belonging to the steamship company disappeared at the same time. Captain Ayer had been in the employ of the company for several years. His record was above reproach. Nevertheless, the company's officials believe that he is alive. Mrs. Ayer believes that he is dead. She saw her husband last in the middle of January. At that time his boat was behind schedule, and she saw him for only about three hours. "The mystery makes it harder to endure," she said. "Still, I feel just the same as though I knew he was dead. He wouldn't have disappeared that way otherwise." There are three children. The Seattle police have been asked by the Nelson Company, owners of the "Bee," to investigate.

Intention of the Northern Pacific Railway to compete strongly for through business from eastern and southern points in the United States to the Orient is indicated in the assembling of 20,000 bales of cotton at Tacoma from Galveston, the first large cotton shipment to come to Tacoma by the Northern Pacific in several years. The cotton will be shipped to the Orient by the British steamer "Glengyle" of the Royal Mail Steam Packet Co., due on the Sound on her maiden voyage; the Russian steamer "Yaroslav" and the American steamer "Rio Pasig." The Northern Pacific will be aided, it is believed, by the new decision of the Interstate Commerce Commission permitting the railroads to make rates to Pacific Coast ports in competition with water routes. When the Interstate Commerce Commission permitting the railroads years ago compelling the transcontinental carriers to publish their proportion of the through rates from eastern points to the Orient the Northern Pacific dropped out of the through Oriental business. The Chicago, Milwaukee & St. Paul Railway, entering the Northwest about this time, published its proportion of the through rates from the East to the Orient. Until recently it has been doing practically all of the Oriental business done on through bills of lading.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

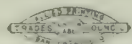
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 17, 1915.

THE TROUBLES OF MR. SCHWERIN.

Mr. R. P. Schwerin, manager of the Pacific Mail Steamship Company, is one of the most distinguished of the gentlemen who have consistently opposed just legislation for seamen.

Since the passage of the Seamen's bill, Mr. Schwerin seems to have had great difficulty in suppressing his chagrin. So the leading champion of coolie labor has sought to ease his wounded sensibilities by breaking into the columns of the daily press and predicting all kinds of dire and disastrous results.

A Washington correspondent called the attention of Andrew Furuseth to some of Mr. Schwerin's tales of woe.

Furuseth's answer is to the effect that "it takes an imagination such as is given to only few men to make people believe the new Seamen's law will injure American shipping."

Replying specifically to Mr. Schwerin's pessimistic predictions, Andrew Furuseth said:

Mr. Schwerin says the new law will entail a cost on his line of \$800,000 yearly, does he? As a rough guess I would say there are about 200 Chinese on each of the five Pacific Mail vessels to the Orient, or 1,000 in all. The wages required to be paid under the new law may, perhaps, be \$20 a month more than now paid. This would mean \$240,000 a year. So Mr. Schwerin's statement has no possibility whatsoever. It could not be a total increase of much more than one quarter of what he says.

Considering the earnings of the Pacific Mail vessels, by the report of the company, the Pacific Mail can very well afford to hire white men. But regardless of this possibility, he can not be driven out of business by his competitors, for they have no advantage over him, under the new law, in the matter of expenses. He has been paying a good deal less wages than the Japanese lines have been paying.

When the new law comes into operation, Mr. Schwerin will be on an equality with the Japanese, or the Japanese will be on an equality with him. This new law will equalize the wage cost of operation between foreign and American vessels, trading to and from American ports. It will give the American Merchant Marine the first chance it has had in 60 years.

Honestly and fairly carried out, it will, when the cost of construction has been fully equalized, bring about a condition under which the American will have an equal chance upon the sea.

There isn't the slightest danger that the Pacific Mail Steamship Company will go out of business, or that Mr. Schwerin will quit managing the company. Mr. Schwerin has been looking for a subsidy so long and at the same time had advantage over everybody else, including the Japanese lines, that it is very diffi-

cult for him to understand how he can get along on an equality with everybody.

That is precisely what is troubling our good friend Schwerin. He has ever pleaded for "special privilege" and it is natural for him to complain about a law giving instead "equal opportunity."

Furthermore, Mr. Schwerin and other spokesmen of the "shipping interests" have become so accustomed to dictating terms of legislation affecting shipping that they really imagine all other interests—i. e., the traveling public and the seamen—are mere busybodies who really have no right to meddle with "their" affairs.

"Their" affair and "their" business is to make money out of shipping. Obviously, more stringent safety regulations and improved conditions for seamen do not increase the dividends of shipping corporations. Hence their determined opposition to such legislation and their apparent inability to take kindly to this long-deferred forward step.

CZARISM AT WORK.

For years the Russian Government has persecuted and repressed with brute force every trade-union activity of the Russian seamen.

In 1913 the British Government, against the protest of the British workers, acquiesced in the extradition of Comrade Adamowitch, the active leader and editor of the Seamen's organization of the Black Sea, who had taken refuge at Alexandria, Egypt. The unfortunate comrade was taken to Odessa, where in due time the law was set in operation against him and a number of his fellow workers. After considerable delay the Court of Appeal of Odessa gave its final verdict in these monstrous political proceedings, on October 24, 1914. The International Transport Workers' Federation reports the following results of the court's verdict:

"Comrade D. Edytin lost all civil rights and was sentenced to 10 years' hard labor, Comrades A. Lawruschin and M. Kirkorjanz lost their civil rights and were in addition sentenced to four years' hard labor. Fifteen other defendants, among them Editor Adamowitch, lost their civil rights and were transported to Siberia for life; thirty-nine defendants were sentenced to imprisonment varying from six months to two years; eleven others were released." And all these frightful sentences were imposed upon fifty-three workingmen because they had shown "undue" activity in organizing work, the same kind of work which is carried on in other European countries quite openly, and for the most part altogether unmolested!

The one redeeming phase of this outrageous procedure is the fact that the organized workers of Great Britain have emphatically declared themselves in this matter and have gone on record in no uncertain language.

We reprint the following self-explanatory communication from the current issue of "The Seaman" of London, England:

United Trades Hall,
Corporation Street, Preston,
February 4th, 1915.

To the Editor of The Seaman:

Dear Sir:—At our meeting held last evening it was resolved: "That we hereby express our deepest sympathy with our Russian comrades of the Russian Seamen's Union, who have been banished to Siberia for trade-union activity. We express our strongest indignation at the action of the Russian Government in imprisoning and banishing these 53 men. We refuse to recognize Russia as a country fighting for human freedom whilst she submits her own sons to such abominable tyranny, and we urgently request the British Government to at once take action in this matter, and bring the necessary

pressure to bear on Russia for a rectification of this outrage on organized workmen, and we do so as members of an organization, the National Sailors' and Firemen's Union, which has sent over 15,000 of our members to the war on the grounds that we desire to see civilization extend wherein the right of the workmen to organize shall never be challenged, where true freedom shall be realized in fact, and not merely in name."

I remain, yours respectfully,

W. Hopkins, Secretary.

There is hope and encouragement in this determined stand taken by our British fellow workers.

More power to their union and their cause—the fraternity and liberty of all workers, ashore and at sea.

SAFETY AND THE PUBLIC.

A daily newspaper, which has been a consistent supporter of the Seamen's bill, gives the main credit for the recent victory to the public.

Doubtless, the public is entitled to much credit for bringing pressure to bear upon weak-kneed legislators. But the sad fact is that the long-suffering public was made "the" goat during those final hours when the fate of the bill depended upon the spirit of "give and take," the Seamen's willingness to compromise.

The Seamen managed to squeeze through practically all the points on their original bill of grievances. True, some of the features in the La Follette bill were modified, but in the main the Seamen scored heavily—they won a substantial victory. Not so, however, with the dear public. The La Follette bill provided "boats for all." This was a demand made for reasons of safety, primarily in behalf of the traveling public. But it ran counter to the interests of the big transatlantic and transpacific steamship companies, so the "boats for all" section was modified to 75 per cent. boats and 25 per cent. rafts for vessels going twenty miles or more from shore.

The coastwise and excursion steamboat interests demanded special consideration, so that section of the bill was modified to meet their terrific opposition. As a result, vessels keeping within the twenty-mile limit will be required to carry only 35 per cent. life-boats, 35 per cent. rafts, and "life-preservers" for the remaining 30 per cent. Presumably, it is intended to have boats or rafts for the passengers and life-preservers for the crew.

On the Lakes even greater concessions had to be made. The Lakes shipping interests are well organized and influential. They worked like Trojans to assure substantial dividends from their investments in floating property. Of course, their interests were against the interests of the public. So the public had to step aside. The public was not organized to demand boats for all; the Lakes shipping interests were organized to oppose such demands. As a logical sequence, vessels on the Lakes will be required to carry boats for only 20 per cent. of those on board, 30 per cent. will be provided with rafts, and the balance are expected to "float around" or swim ashore.

For years the organized seamen have made the public's fight for safety. If they had insisted upon "real" safety—boats for all—right up to the bitter end, action upon the bill would again have been delayed, and the wise ones and the skeptics would again have been able to say, "I told you so!"

AS OTHERS SEE US!

California, once the hardest drinking and most lawless State in America, is going in largely for liquor reform. Dives are to be abolished, and saloons are to be few and respectable. This is only another demonstration of the truth that it is sometimes the past-master rake who takes the furthest leap in the road of virtue.—Foreign news item.

In the future, when we crow and blow about our own California, let us always bear in mind those words of Burns:

"O wad some power the giftie gie us
To see ourselves as others see us!"

There was a time when Democrats in the California Legislature were a power and wielded an influence that had to be reckoned with, even though their numerical strength was negligible factor. But times have changed. At this session of the Legislature most reactionary measures are fathered by Democrats. One of these statesmen (?) would even re-establish the unjust poll tax just abolished by a referendum vote of all the people. Can it be possible that Senator Campbell is unable to make a distinction between a tax on life and a tax on property? Or is he afraid that the propertyless class in California is becoming too affluent?

Vancouver, B. C.—Six hundred members of the Vancouver branch of the International Longshoremen's Union quit work when they were asked to accept a reduction of 10 cents in their wage schedule. The slingers were cut from 45 cents an hour to 35 cents, and the truckers from 40 cents to 30 cents.—Press item.

British statesmen are reported to have severely frowned upon the attempt of certain trade-unionists in England to meet the increased cost of living by demanding increased wages. Why don't some of those patriots frown upon the labor skimmers at Vancouver, B. C.?

John D. Rockefeller, Jr., says he is "a friend of union labor." Union labor can stand abuse and vilification; it grows and prospers regardless of persecution—but this is too much. Save us from this friend, for we have reason to fear his evil influence.

The briefest war advice has been given by George Bernard Shaw. "Shoot your officers and go home," was his counsel to the workers who are so busy in Europe killing each other. Shaw should have been a headline writer.

Much of the asseveration that the unions should go into politics means merely that the members thereof, or certain of these, should go into office.

THE SIXTY-THIRD CONGRESS.

A number of new records have been established by the Sixty-third Congress. To begin with, it is the longest Congress in history, the Houses having been in session 540 out of a possible 622 legislative days, excluding Sundays. This leaves only 82 days of recess between March 4, 1913, and March 4, 1915, including the two Christmas vacations, the recess between adjournment of the Sixty-second Congress and the convening of the tariff session, and the brief recess for last autumn's elections.

In this Congress occurred the longest regular session on record, December 2, 1913, to November 29, 1914—230 legislative days, out of a possible 317 days.

The longest continuous day session of either House was the session of the Senate in the

futile effort to break the ship bill filibuster, lasting 54 hours and 10 minutes, from Monday, February 8, 1915, at noon to Wednesday at 6:10 p. m.

In this filibuster contest occurred the longest speeches ever made in Congress, Senator Smoot of Utah, on February 6 and 7, 11 hours and 35 minutes, and Senator Jones of Washington, February 12, 13 hours and 55 minutes. Senator Smoot remained on his feet continuously for his speech, whereas Senator Jones was relieved by more than an hour of roll-calls.

This Congress has produced the bulkiest Congressional Record in the government's history, the verbatim reports of the three sessions having filled over 25,000 printed pages, averaging over 1500 words to the page. The tariff session covers 5138 pages; the first regular session 14,584 pages; the short session just closed, estimated 6000 pages (5698 pages up to Tuesday). These reports, together with appendices containing "extended remarks" and index, will fill about 30,000 pages, which, at 1500 words to the page, makes 45,000,000 words for the Sixty-third Congress, at an estimated cost of \$250,000. The largest single number of the Record was on May 12, 1914, a total of 438 pages being devoted to the day's proceedings, 365 pages of which were filled with data submitted by Senator La Follette dealing with alleged influences brought to bear on the interstate commerce commission relative to the 5 per cent. rate increases.

As is usually the case when the Democratic party controls the government, the South has largely dominated this Congress. All the important committee chairmanships in the House and nearly all in the Senate were held by Southerners. This is due to the secure tenure of office by Southern Democrats and their consequent seniority of service over Northern Democrats. Its effect is noticeable in legislation, and the Republicans have not neglected to emphasize this fact in their campaigns.

A feature of this Congress was the recognition of the Progressive party, there being 15 of this party, led by Victor Murdock of Kansas, in the House, and one Progressive Senator. This third party would have been more important in the balance of power had not the Democratic majority been so great.

Fewer investigations than formerly have been held by this Congress, the more important being the Senate's lobby inquiry, the Interstate Commerce Commission's investigation of the New Haven and Rock Island roads at the Senate's direction, and the House committee investigations of labor conditions in the copper mines of Michigan and coal mines of West Virginia and Colorado.

The Sixty-third Congress has to its credit more important, constructive legislation than any previous Congress. Critics differ as to the desirability of much of the legislation, but there is general agreement as to its importance and amount.

Time and experience will have to pass judgment upon its merit.

FREEDOM!

Yes! to this thought I hold with firm persistence:

The last result of wisdom stamps it true:
He only earns his freedom and existence
Who daily conquers them anew.

—Goethe.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 15, 1915.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping still dull, a number of men around. Comrade Furuseth was directed to visit Vancouver, B. C., and report upon the advisability of reopening a Branch at Victoria, B. C. It was decided to send several members to Sacramento, to give evidence and present testimony in the public hearing on the Cement bill.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., March 8, 1915.

Shipping improving; prospects fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 8, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 8, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 8, 1915.

Shipping and prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 8, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 8, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, March 8, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

12815 Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 8, 1915.

Shipping medium; prospects uncertain; a number of men around.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 11, 1915.

Regular weekly meeting was called to order at 7 p. m., Thomas Press in the chair. Secretary reported shipping improving slightly in steamships.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Mar. 4, 1915.

No meeting. Shipping still slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Mar. 3, 1915.

No meeting. Shipping improving; plenty of cooks ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Mar. 8, 1915.

No meeting. Shipping dull.

THOMAS BAKER, Agent.

2715 Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

SHIPBUILDING OF 1914.

The annual summary of the world's shipbuilding during 1914 has just been issued by Lloyd's Register of Shipping. From this it appears that 656 vessels of 1,683,553 tons gross, including 621 steamers of 1,674,358 tons, and 35 sailing vessels of 9915 tons, were launched in the United Kingdom. There was, therefore, a decrease on the record figures of 1913 of 248,600 tons. Seventy-one vessels of 6000 tons and upwards were launched in the United Kingdom, of which 13 were over 10,000 tons each.

The largest of the big vessels were the "Britannic," the White Star liner, of 47,500 tons; the Holland-Amerika liner "Statendam" of 32,500 tons, and the "Belgenland" of 26,500 tons. Eleven of the vessels launched were capable of a speed of 16 knots, the fastest being the Canadian Pacific Railway Company's boats "Princess Irene" and "Princess Margaret," both turbine vessels, and a turbine steamer for service in the English Channel. These three vessels were designed for a speed of 23 knots.

At the close of 1914 the following vessels were under construction in the United Kingdom, some being already launched, but not completed; 57 vessels of between 6000 tons and 10,000 tons; seven of between 10,000 and 15,000 tons; 10 of between 15,000 and 20,000 tons; four of between 20,000 and 40,000 tons, and one of 47,500 tons.

The figures for several countries are incomplete, and this fact has a bearing on the apparent decrease of 231,000 tons as compared with the figures for 1913. Outside the United Kingdom, so far as the figures go, 663 vessels of 1,169,200 tons were launched, including 473 steamers of 1,111,027 tons and 190 sailing vessels of 58,173 tons. Germany held the leading place with 387,192 tons, the United States of America had 200,762 tons, Holland had 118,153 tons, and France 114,052 tons. There were launched 40 vessels of between 4000 and 6000 tons, 34 of between 6000 and 8000 tons, 13 of between 8000 and 10,000 tons, 10 of between 10,000 and 15,000 tons and five, all built in Germany, of over 15,000 tons. The largest vessel was the turbine steamer "Bismarck," of 56,000 tons.

While Germany, France and the United States show decreases of 78,000, 62,000 and 76,000 tons, Holland and Japan show increases, theirs being record figures. Japan's figures, 85,861 tons, are 33 per cent. higher than in 1913. No account is taken in the above of warship tonnage.

Funerals in China are most elaborate, no expense being spared to give the departed a grand send-off, no matter what his station in life. Indeed, bankruptcy, owing to the lavishness of a burial ceremony, is no uncommon thing. The never-ending train of ceremonials that follows the demise of a near relative is apt, in many instances, to take not only all the time of the descendants, but all their wealth. For one hundred days after the demise, an altar is maintained in the home of the surviving relatives, before which they bow and weep, not once, but often daily. Relatives are gathered from far and near and quartered on the already afflicted family. Priests are retained for many days to aid in the ceremonials.

THE LA FOLLETTE ACT.

A COMPARISON BETWEEN EXISTING LAW AND THE NEW LEGISLATION

Provisions Under Existing Law or Regulations of the Inspection Service.

Provisions of the Conference Bill.

SECTION ONE.

Provides that the master of any vessel becoming shorthanded away from a home port, must fill up the crew by men of the same rating, if obtainable.

The proposed Conference bill changes existing law so as to make it the same or a higher rating.

SECTION TWO.

Nothing in the law or the regulations.

Regulates the hours of labor at sea and in port and prohibits unnecessary work on Sundays and legal holidays.

By dividing the sailors into two, the firemen, oilers and watertenders into three watches, which are to be on duty successively, while at sea.

Nine hours, inclusive of anchor watch, shall constitute a day's labor at port.

SECTION THREE.

Deals with when and how the seamen shall be paid, and provides as a penalty, one day's pay for each day beyond the time when it is due.

Increases the penalty to two days' pay for each day's delay.

SECTION FOUR.

Provides that in any port away from the home port, where the vessel loads or discharges cargo, the seaman shall be entitled to receive half of the wages he has earned, provided there is no stipulation to the contrary in the shipping agreement.

NOTE.—The stipulation was always placed in the shipping articles, and this provision did not apply to foreign vessels in ports of the United States.

Provides for the half pay, and that any stipulation to the contrary shall be held as void.

Gives the sailor the right to release from his contract, and to receive his full pay, in case the half pay due is refused.

In disputes about wages due, seamen may first receive money that is offered, and then appeal to a court for adjudication as to what was really due.

This provision is applicable to foreign vessels in ports and waters of the United States.

SECTION FIVE.

Gives the majority of the crew when joined by one of the officers of the vessel, the right to demand an inspection of the vessel to determine its seaworthiness.

Confers upon seamen in the foreign trade the right to demand, upon application by a majority of the crew, exclusive of any officer, an inspection of the vessel as to its seaworthiness.

It confers upon the first and second officer the same right when they jointly make the demand.

SECTION SIX.

Deals with the quarters of the seamen and provides 72 cubic feet of air space, with 12 square feet on the floor.

The Conference bill requires:

(a) 120 cubic feet, with 16 square feet on the floor.

(b) Prohibits the placing of more than one berth above another.

(c) Requires a light, clean and properly ventilated wash place for sailors, if more than ten are on deck, and a separate washing place for fire-room and engine-room men if more than ten in number. Such washing place must be equipped with hot and cold water, wash basins, sinks and shower-baths.

(d) Requires the furnishing of a separate room as a hospital for the sick in all vessels with crews of more than twelve, running on voyages of more than three days' duration between ports.

(e) Provides for fumigation of forecastles, under regulations of the Surgeon-General of the Public Health Service.

(f) Requires at least two exits from the forecastles.

SECTION SEVEN.

Provides prison penalty for seaman quitting work upon the vessel in a foreign port, and further provides that he may be arrested, detained and delivered back to the vessel by the peace officers of foreign nations, so that he can be compelled to continue to labor against his will.

Changes existing law by abrogating the imprisonment of American seamen as a penalty for quitting work on any vessel of the United States in a foreign port.

SECTION EIGHT.

Existing law makes it the Consul's duty to reclaim deserters (cause their arrest, to be sent to prison, or back on board of the vessel).

Relieves the Consul agents of the United States from serving as "slave catchers" of American seamen in foreign ports.

SECTION NINE.

Prohibits corporal punishment and makes it the master's duty to surrender any officer guilty of applying corporal punishment, to the courts upon arrival in port. Failing to

Extends to the vessel, or the owner of the vessel, the same liability for damages as the existing law imposes upon the master.

do so, the master becomes liable in damages to the party who has been illegally punished.

NOTE.—The right to sue the master for damages was barred, as there was nothing to levy on.

SECTION TEN.

Gives to each man one ounce of butter and four quarts of water per day.

Provides for two ounces of butter and five quarts of water.

SECTION ELEVEN.

Prohibits the allotment of seamen's wages (advance) or allotment to any near and dependent relatives. But permits allotment to original creditor (advance) or allotment to near and dependent relatives in American vessels in the foreign trade and on foreign vessels signing men in ports of the United States.

Prohibits all allotment to original creditor (advance) on American vessels in any trade and on foreign vessels in ports of the United States.

Permits allotment to near and dependent relatives in any trade or any vessel signing its crew in ports of the United States.

Provides that the master of a foreign vessel shall bring his articles for inspection of a collector, and denies clearance if this section has been violated.

SECTION TWELVE.

Prohibits the attachment or garnishment of the wages of a seaman.

Prohibits the attachment or garnishment of wages of seamen or of fishermen, except by a court, and for the benefit of wife or minor children.

SECTION THIRTEEN.

Nothing in the law of the regulations.

Establishes a standard of efficiency for crews of vessels of over 100 gross tons, except vessels navigating rivers exclusively and the smaller inland lakes.

(a) By requiring a number of able-seamen beginning with 40 per cent. and gradually increasing to 65 per cent. of the deck crew, exclusive of licensed officers.

(b) By requiring that at least 75 per cent. of the crew of the vessel in each department thereof must be able to understand any orders given by the officers of the vessel.

(c) By making the departure of the vessel conditional upon compliance with this section.

SECTION FOURTEEN.

Present law gives to the Board of Supervising Inspectors, with approval of the Secretary of Commerce, the power to make regulations for safety by determining the number of men to be employed, but sets no standard of skill or experience in the men so employed, except as to licensed officers, and to determine the kind and number of life-saving appliances, such as davits, life-boats and rafts, leaving the standard by such appliances to be set by the regulations.

Sets a standard for able-seamen and life-boat men by providing:

(a) On the ocean every person shall be an able-seaman after three years' service on deck at sea or on the Great Lakes.

(b) On lakes, bays and sounds a person shall be an able-seaman after eighteen months' service on deck of vessels to which this section applies.

(c) Service in the Navy or a coast guard vessel or a decked fishing vessel will be considered.

(d) Persons holding a diploma from a schoolship operated under rules prescribed by the Secretary of Commerce, may upon examination become able-seamen, after one year's service on a merchant vessel.

(e) Any person after examination as to physical fitness and skill may become an able-seaman, after one year's service on deck at sea, but such able-seamen may not be carried in greater number than one in every four.

(f) A person may become a certificated life-boat man by compliance with rules to be prescribed by the Secretary of Commerce, amongst which must be that of understanding the lowering of a boat and the use of oars.

(g) Each boat and each raft carrying 15 persons or more shall be in charge of a licensed officer (licensed officer includes the licensed engineers) or an able-seaman; and the life-boats and all the rafts with certificated life-boat men, according to the size and carrying capacity of the raft or boat.

It provides:

(a) A standard for life-boats and pontoon-rafts.

(b) Fixes the equipment of life-boats and rafts.

Standards left to regulations of Supervising Inspectors.

Standards left to regulations of Supervising Inspectors.

(Continued on Page 11.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
CONNEAUT, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Peonage in Textile Mill.

The strike against the Fulton Bag and Cotton Mill of Atlanta, Ga., is being vigorously contested by the 1,400 textile workers, who struck May 20 last.

The two principle issues involved are the right to join a trade union and to wipe out the pernicious contract system which every employe is forced to accede to as a condition of employment. That this contract legalizes peonage is the conclusion of every unbiased person acquainted with its workings. It permits the company to always hold back one week's wages. If the employe leaves his or her employment for any cause, without giving one full week's notice, the week's wages is forfeited to the company, while on the other hand the company retains the right to discharge an employe at any time without giving cause for discharge. The charge has not been denied that thousands upon thousands of dollars have been filched from employes through this one-sided contract.

When the workers struck, the company began evicting them from the mill shacks in which they live. The United Textile Workers' Union immediately purchased a number of army tents and established a tent colony not a great distance from the mill. A strong picket line has been continuously maintained. On several occasions the strikers have been driven from the public streets surrounding the mill by mounted police, but they have insisted on their right to peacefully picket on the public thoroughfares.

The strike has been brought to the attention of Congress through a resolution introduced by Congressman Greene, who asks that the Atlanta textile mills be investigated. Two mediators, representing the Federal department of labor, have been working for the past several months in an effort to adjust differences, but as yet have not been successful, the company rejecting every proposal to either mediate or arbitrate. The strikers are determined to fight rather than submit to conditions under which they were compelled to work.

At the Philadelphia convention of the A. F. of L. this strike was one of three for which a special appeal was ordered issued to the various affiliates. Valuable moral and financial support has followed and the strike has aroused interest not only in the southern States, but all over the country.

Printers Stand Indorsed.

Printers on strike against three daily papers in New Orleans are standing firm, despite the refusal of publishers to accept the offer of the Federal department of labor to arbitrate differences, which arose over the attempt of the printers to enforce a five-day law, without cost to the publishers, to relieve their out-of-work members.

The union has started a daily paper, which is proving a success. Officers of the International Typographical Union have been asking prominent citizens throughout the country to assist them in creating a sentiment for arbitration, and in response to this request Congressman Reilly of Connecticut wrote Robert Ewing, publisher

of the Daily States, to this effect. The Eastern lawmaker said: "From what little I know of the case, it would appear to me the proper thing to do."

The publisher replied: "As you admit you know little about the case of the publishers and the printers of New Orleans, it is rather surprising to me that you should pass on the matter and proffer your advice and suggestions about a controversy that we consider vital to the very existence of the newspapers of this city. In order that you may better inform yourself than you have been able to do . . . I am inclosing you statement of both the printers and the publishers on the matter, published in the New Orleans press."

In answer to the above, Congressman Reilly said:

"After a careful reading of both statements, I am more convinced than ever that the suggestion in my first letter recommending arbitration is well advised. I am frank to say that I know considerable more now of the situation, thanks to your information, than I did when I wrote you first. The particular thing that I understand better is that, without expense to the newspaper publishers of New Orleans, the Typographical Union desired to get employment two days a week for the unemployed members of their craft.

"As a newspaper man of thirty years' experience, as secretary for over twenty-five years of a newspaper publishing company employing Typographical Union printers and operators, I am surprised at the stand taken in this matter by the New Orleans publishers. In these times of depression it would appear to me that any effort, especially one as fair as the one under consideration, to give work to unemployed, should receive the heartiest support instead of opposition of newspaper owners.

"The other minor differences between you and your printers, in my opinion, amount to very little. The supreme issue in this case being the desire of the union to help their unemployed brothers, I am sure that public opinion will be greatly in favor of the union in this matter."

A NEW DECLARATION OF WAR.

(Continued from Page 1.)

tions, because they get, or vaguely hope to get, a moiety of the general stealage.

Worst of All Reactionaries.

The latter class is so large and their combined efforts so vitally assist in keeping alive rotten social and industrial conditions, that they deserve to rank ahead of several of the divisions first named. They are the oft-dubbed "Little Brothers of the Rich"—usually visionless clerks, briefless lawyers and so-called "leaders of thought," who ought to be butlers, and Nicholas Murray Butler. To them every protect against wrong is "demagogic." They "view with alarm" the socialistic tendencies of our times, and the "growing disrespect of the people for vested rights." Usually upon meager salaries themselves, hopelessly submerged, but submissive and servile, they are the product of false teaching, mean ambition, lack of thought, personal weakness, and victims, generally, of circumstances beyond their control. Because so many of them are not conscious of wrongdoing is the only reason I have for placing them among the minor offenders.

Such men as form these various divisions are the voluntary offenders against economic justice and the laws of the land. They make a profit, or hope to, or help to through bad economics and violated laws.

But look at the other side of the economic ledger. There you will find the millions who are the victims of these profit-mongers and law-breakers,—the involuntary offenders. They are the thieves, barlots, the weak, the deficient, the men and women badly poisoned mentally through shameful environment and poor food, stretched over generations, the near-zeros of civilization;

the maimed, the crippled, the blind, the hereditary victims of disease and vicious habits, children of parents whose labor sapped them of the strength that should go to endow a future generation with a good brain and an adequate body; victims of drink who unavailingly have tried to snatch a few golden moments out of a gray world; children crippled in the streets and factories because organized society has not yet reached the plane where it adequately cares for its young; the survivors of war and the wretched victims of financial panics who have suffered because big moneyed men know that a money scare ever so often shatters values and makes it profitable to buy what others must sell to live.

I call all of this last named class involuntary offenders, because they drop naturally into that class through economic pressure and environment. Many of them, of course, are not truly involuntary victims, but there is that in their makeup and in the breeding they have had that causes them to sink rather than dash themselves again and again against the harsh line-up of forces which life has presented to them.

I do not believe that any one can study at first hand conditions as they exist to-day, and by these I mean the every-day facts of life as they affect the economic condition of mankind, and not thrill with the zeal of the proselyte in the cause of a better day. I believe that you can't reach a man's soul, any more than his heart, except through his stomach. It is positively shameful to hurl a "Thou shall not steal" at a hungry or ragged human being.

Let us all dress and have dinner before we talk of morals.

An element in life that has far-reaching consequences is that we are apt to live merely by comparison. We take as a matter of course the crowded East Sides, the Hell's Half Acres, and the other strikingly named districts in our big cities. We don't seek out reasons nor hunt for solvents. We see them from the time we are able to toddle until we die, without a proper emotion nor a sense—a gripping vital sense—that something is wrong. We regard them with the fearful complacency with which black death, diphtheria, smallpox and other dangerous diseases were regarded in by-gone days, as something inevitable and in accord with life.

The East Sides and the Hell's Half Acres are the foulest blots on civilization. They advertise that injustices and menaces to the health and wellbeing of communities are tolerated for the sake of profit. They show that property is in the saddle riding down human life. They prove that the tenants, giving up their lives in toil, cannot earn enough to be decently housed. And we stand for the sort of living they must have and the kind of wages they must take.

Shorter Course Charted.

In placing economic conditions before moral questions, I do not intend to belittle the wonderful work that has been done in the world to help the unfortunate and to place obstacles in the way of those who would profit through the prostitution of men and women by trafficking in their frailties. It is to the glory of our race that thousands of men and women have gone out of their way to take part in this task, as arduous and thankless as any person could essay. I am merely trying to point out that it is my belief that their objective is in much easier reach. I am trying to chart for them what I believe to be a shorter course to their haven. We know, as rational beings, that human misery, so universal as that caused by poor wages and viciously sinful hours of toil, is infinitely worse than the result of any individual's moral lapse or folly, degrading and vile though it may make the victim appear.

Napoleon said that an army marched on its stomach. He meant that it was only good for severe taxing of its strength as long as its larder was filled. He might have said it with equal truth of the entire race of men. The poorly nourished are weak comrades in a war on rotten industrial conditions, adulterated foods, vice, wholesale murder, or any other of those countless evils that have an economic basis.

Does this sound pessimistic? I hope not, for I am optimism incarnated. I believe the world is getting better every day. I believe more and more every day that a greater number of persons are becoming genuinely interested in the wellbeing of humanity than ever before, some from personal reasons, but more from that divine fire which a pure and undefiled love for even the lowliest of us inspires.

Someone has said there is more of the Christ spirit in the world to-day than ever before. The very aims that the honest battlers for the right under their different flags aspire to, show that there is a mighty undercurrent—a soul movement, if you will have it that way—that is making for better things.

Let us fight for all the good we may achieve—whether religious, economic, social, moral; but I believe that every sincere soul should line up with every other sincere soul in a fight to a finish to lift from the world the weight of misery caused by insufferable conditions resulting from low wages, the curse of bad economics. Address delivered by Mr. Frank P. Walsh, Chairman, Federal States Commission on Industrial Relations before the City Club, Chicago, February 20, 1915.

For fair products of all kinds consult the JOURNAL's ad columns.

THE LA FOLLETTE ACT.

(Continued from Page 9.)

Standards left to regulations of Supervising Inspectors.

The Inspection Department has determined the number of boats and rafts as follows:

(1) On the ocean 50 per cent. of boats and 50 per cent. of rafts to accommodate the maximum number of persons on board.

(2) On the ocean, within 20 miles of shore, from May 15 to September 15, 20 per cent. of life-boats, 40 per cent. of rafts, and 40 per cent. without either for maximum number of persons on board.

(3) On the lakes, bays and sounds, from October 15 to May 15, 25 per cent. of boats and 75 per cent. of rafts for the maximum number of persons on board. From May 15 to October 15, 7½ per cent. of boats, 22½ per cent. of rafts and 70 per cent. without either for maximum number of persons on board.

(4) From May 15 to October 15, within three miles of land or over waters whose depth is not sufficient to entirely submerge the vessel, 3 1/3 per cent. of boats, 6 2/3 per cent. of rafts and 90 per cent. without either for the maximum number of persons on board.

(5) From May 15 to October 15, if equipped with wireless, navigating in daylight only and not more than 10 miles from shore, 3¾ per cent. of boats, 11¼ per cent. of rafts and 85 per cent. without either for maximum number of persons on board.

SECTION FIFTEEN.

Nothing in the law or the regulations.

(c) Provides for equipment of vessel with life-boats and pontoon-rafts.

(1) On the ocean, going more than twenty miles from shore, 75 per cent. of life-boats and 25 per cent. of rafts for the maximum number of persons on board.

(2) On ocean vessels going less than twenty miles from shore, from September 15 to May 15, 75 per cent. of life-boats and 25 per cent. of rafts, for all persons on board. From May 15 to September 15, 35 per cent. of boats, 35 per cent. of rafts and 30 per cent. without either for maximum number of persons on board.

(3) Vessels on the Great Lakes, from September 15 to May 15, 75 per cent. of life-boats and 25 per cent. of rafts for all persons on board. From May 15 to September 15, 20 per cent. of life-boats, 30 per cent. of rafts, and 50 per cent. of neither for the maximum number of persons on board.

(4) On the lakes, bays and sounds, and in waters within three miles of shore, or over waters not deep enough to submerge the entire vessel, the number of boats and rafts is left to the discretion of the Inspection Service.

Provides means for ascertaining the number of people drowned on barges, and requires yearly report on this subject to be made to Congress.

SECTIONS SIXTEEN AND SEVENTEEN.

By treaties and statutes for the arrest, detention and surrender back to his vessel of any foreign seaman on foreign vessels who in ports of the United States refuses to continue his labor and escapes from the vessel.

Gives the seamen the right to leave any foreign vessel in ports of the United States and abrogates so much of the treaties and repeals so much of the law as is found inconsistent with the bill.

SECTION EIGHTEEN.

Specifies when the law should go into effect.

SECTION NINETEEN.

The master *must* in all cases appear before Consuls and provide for the care of sick seamen.

Provides that the master need not in all cases appear before Consular Officers, to provide for the care of sick seamen.

SECTION TWENTY.

Under the rulings of the court, the doctrine of "fellow servant" is enforced in damage suits as between men and officers, whom the men must obey.

Provides that the doctrine of "fellow servant" shall not apply in damage suits as between seamen and officers, whose orders they are to obey.

EDIBLE SEAWEEDS.

The Japanese employ some 600,000 persons in the seaweed industry. These are mainly engaged in preparing edible products. China alone, it appears, consumes £120,000 worth of gelatinous articles made from seaweed every year. Furthermore, the Japanese use seaweed in the manufacture of such diverse objects as policemen's boots, picture frames, marbled floors, and electric switchboards. In France seaweed finds utility as a stiffener for mattresses and as size for straw hats, while the native fishermen of Australia make ropes and fishing nets from the local varieties. Steps are being taken in this country to develop the seaweed industry, which, it is claimed, would provide lucrative employment, for thousands during the winter and establish an inexhaustible supply of food for wartime, says the Liverpool Mercury. Up to

the present, however, not a great deal of progress has been made in persuading people that there is money in seaweed. At the same time it has achieved some popularity in this country as a succulent vegetable. The variety known as "stoke" in Ireland, and "laver" in England and Scotland, has been in demand for years. The Welsh show a particular taste for green laver, but other varieties in constant demand are "purple laver," "dulse," and "currageen." The British edible seaweed should be boiled thoroughly. In summer twelve hours is required for this culinary process, but in winter two hours is stated to be sufficient. Served with roast meats, it is said to be extremely palatable, although Southey, who indulged in these delicacies, admitted them to be acquired tastes. "Dulse" is an acknowledged delicacy for children, whilst "currageen" from Waterford is used in some parts of Ireland as a substitute for isinglass in jellies.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

An eight-hour day on all State and municipal work is the purpose of bills introduced in the Missouri State legislature.

The Michigan Minimum Wage Commission reported on January 27 that 21 per cent. of the wage earning women of the State get less than \$6 a week. Fifty-one per cent. get less than \$8 a week. The commission recommends a minimum wage law and a minimum wage commission.

An anti-alien labor bill, less drastic than the measure recently declared unconstitutional by the special federal court sitting in San Francisco, has been passed by the House of Representatives of the Arizona Legislature, by a vote of 20 to 11. The bill provides, among other things, that all persons engaged in hazardous occupations must be able to read and write in the English language. By this provision the State is endeavoring to apply the literacy test within its boundary lines, at least so far as hazardous occupations are concerned.

In discussing some of the vital problems before the American people to-day, United States Senator Cummins said: "Excessive hours of labor must cease if we would maintain our standard of citizenship, and the workingman must know that the law is his friend and protector, not his enemy and despoiler. Child labor must be abolished, for if we cannot give our young people a chance to become strong physically, mentally, and morally, the end of the republic is not far away." Senator Cummins is the author of this declaration in the Clayton law: "The labor power of a human being is not a commodity or article of commerce."

Coal mining in 1914 cost the lives of 3.3 men in every 1000 employed, while in the year 1913 the death rate was 3.73. This reduction means a saving of more than 300 lives, reports the United States Bureau of Mines. The number of miners killed for every 1,000,000 tons of coal mined in 1914 was 4.81. In the year 1913 there were 4.89 miners killed for every 1,000,000 tons mined. "Shocking as is the violent death of 2,451 men in a year's time in a peaceful industry," said Van H. Manning, acting director of the bureau, "the men of the bureau who are engaged in the campaign to reduce this casualty list find, in comparison with other years, some indications that the improvement noted in the saving of life will be further accentuated as the years pass."

In reporting on efforts to organize the mill workers at Knoxville, Tenn., an American Federation of Labor organizer writes to Secretary Morrison: "The employees of the Appalachian mill are trying to organize. They received their charter last Wednesday, and in that length of time the company has discharged over fifty people. The president of the organization and his five children were discharged. He earned \$1.10 per day. Not any of the children earned over 60 cents a day. The father called on me recently and told me that they had not anything to eat. He paid his grocery bill Saturday, \$18.60, all the money he had. This morning they refused to give him any groceries. These are the things we will have to contend with in organizing the South."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

We don't care what others charge, we will prepare you to pass \$10 cheaper than they will
PIER NO 1. Established 1890 SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Frank	Karlson, Rudolf
Andreasen, A. -1797	Kalning, J.
Anderson, H. T.	Kuschert, John
Anderson, J. G.	Lal, Louis
-1534	Lorentsen, John
Anderson, Martin	Lutton, Theodore
Asgow, Andrew	Larsen, -625
Andersen, Michal	Larson, Harry
Boardsen, Edw.	Madsen, Johannes
Bukly, C.	Mathesen, Nils
Bartlett, H. N.	McDougall, J.
Christensen, August	Moen, Robert
Campbell, Louis	Miller, Jos.
Celsen, Martin	Mortensen, J. R.
Christensen, Aug.	Munson, Sverl
Christensen, Trygve	Mathieson, Sigurd
Clausen, P. C.	Moen, Tryger
Callishow, Russel	Nordman, J. D.
Carey, Arthur L.	Naro, H.
Driscoll, Edvard	Nielsen, H. O.
Ehler, James	Ness, Carl J.
Erlandsen, Louis	Nielsen, P. L.
Ekstrom, Jimmy	Olsen, J. -1331
Erikson, Erik	Olsen, Harry
Espedal, Y.	Olsen, Trygve L.
Evanger, Nils	Olsen, O. -1062
Eugene, J.	Omholdt, L. T.
Franzell, A.	Olsson, Ernst
Granquist, O. A.	Olsen, Charles
Gonzalos, M.	Porter, Albert
Gundersen, L. S.	Quigley, R. E.
Henriksen, Harry	Queam, Nick
Hellison, Halver	Samuelsen, W. L.
Hansen, Olaf	-1346
Halst, L.	Schmidt, John
Holmnes, Geo.	Servick, Harald
Holm, H. P.	Schutz, Robert
Jansson, Henry	Schmidt, F.
Jensen, Hans	Shultz, Billy
Johnson, Ed	Simmonds, A. E.
Jorgensen, Fredrik	Spradlin, A. W.
Johansen, Alfred	Sack, Hans
Johansen, Andrew	Swenson, L. G.
Johansen, A. -1797	Strauss, W.
Kelly, T.	Thompson, Jos.
Keeping, Jabez	Tjolsen, M.
Kelly, T. D.	Wee, W.
Knudsen, Andreas	Wetland, John
Kristiansen, Trygve	Williams, T. C.
Kruger, Johan	

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Danial
Carson, James	Olsen, Martin E.
Isakson, Karl	Patersen, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

Union Made Clothing FURNISHINGS, HATS AND SHOES

Headquarters For
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio. 10-21-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE — or — A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Christensen, Ajans	Nilsen, Nils
-1366	Petrow, Alex. -1504
Ericksen, Anton	Strauss, Walter
Lomas, Richard	Thorsen, Fredrik N.
Lawrence, Harry	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Benter, H.
Bjorkholm, J. E.
Bernhardsen, Chas.
Buckland, John
Beck, Johannes
Backman, Paul
Backman, B. W.
Christensen, Otto
Carlson, E. E.
Cherniavsky, Mike
Christensen, H. P.
Carlson, Herald
Decas, O.
Davey, Charles
Dolany, Willie
Erickson, O. H.
Erman, A.
Egenas, Nils
Erickson, A.
Edstrom, John
Felsh, Henry
Gunther, John
Hecker, W.
Holm, Peter
Hansen, H. F. C.
Hansen, O.
Hedlund, Albert
Hellman, Albin
Ingebretsen, Alfred
Johansen, Chas.
Johansen, Christ
Johnson, Charles A.
Johnson, Nils
Johnson, Anton
Johnson, Gust
King, J. L.
Kressman, Carl
Kermagoret, Anatch
Karvanen, Waino
Kelly, Patric
Kjer, Magnus
Kritiansen, Nils
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lindeman, W.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
McLellan, John
Muenchemeler, Herbert
Muller, P.

Mathson, Nils
Mortenson, I. C.
-2191
Meyer, Chas.
Metts, John
McManus, J.
Mathiassen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Masters, C.
Meyerdielck, Heinrich
Moller, Anders
Moller, L.
Nilsen, Axel
Olsen, Oscar
Olsen, A.
Olsen, John Andreas
Olsen, Arthur
Palm, A.
Pohland, Max
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rinkel, H.
Rod, Halidan
Rasmussen, Thor.
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Saar, J.
Sandstrom, Ivar
Schacht, H.
Solberg, P.
Svensson, Martin
Smedsvig, Andrew
Simons, O. L.
Sorensen, Peter
Saer, E. A.
Stardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tortenson, Folke
Tasmase, E.
Turkanen, J. J.
Urvso, Geozep
Vickey, Curtis S.
Wickman, Ernest
White, Harry
Walter, John
Westengren, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Andersen, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefsen, Otto
Eriksson, -833
Evensen, Krist
Forde, S. C.
Gronros, Oswald
Gueno, Pierre
Hansen, Ove Max
Hvid, Elner
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Latz, K.
Malm, Gust

Munsen, Fred
Nordgren, Chas.
Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Slattery, Wm.
Schmidt, Heinrich
Simonsen, Isak
Scheftner, Bernhard
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walden, Oisen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Home News.

The woman suffrage bill which passed the House of the Vermont Legislature was defeated in the Senate on February 24.

An attempt to arrest Chief Tse Ne Gat of the Piute Indians near Bluff, Utah, on a murder charge, resulted in an uprising. No serious results have yet occurred.

Few people know that California is the greatest lima bean country in the world. During the last year over 100,000 acres, valued at over \$700 per acre, were planted to lima beans. The yield amounted to 1,500,000 bags of 80 pounds each, the total being valued at over \$6,000,000.

Announcement has been made by the California Fish and Game Commission that a new trout hatchery is to be located in Southern California. The San Antonio canyon is the probable site of the new establishment. During the year 1914, over 37,325,000 trout and salmon were distributed by the various hatcheries in the rivers of the State.

The end of the long and bitter fight over the Government Ship Purchase bill came on March 3rd, in the midst of consideration of the War Claims bill in the Senate. Senator Fletcher, who had led the champions of the measure, announced the surrender to the opposition after Senator Weeks of Massachusetts had given notice that the Republicans would talk it to death if it came up again.

Frank T. Bullen, author and lecturer, died February 26 at Funchal, Madeira. He was born at Paddington April 5, 1857, and left school when he was nine years old to become an errand boy. When twelve years old he went to sea as a cabin boy. He followed a seafaring life for twenty-four years, serving in various capacities up to and including the position of mate. He went to all parts of the world, and it was during those years that he acquired the large store of information which he later worked into his sea stories. Among his best known books are "The Cruise of the 'Cachalot,'" "Idylls of the Sea," "The Log of a Sea Waif," "The Men of the Merchant Service," "With Christ at Sea," "A Sack of Shavings," "The Apostle of the Southeast," "Deep Sea Plunderings," "A Whaleman's Wife," "The Seed of the Righteous" and "Back to Sunny Seas."

There no longer is any "Pacific branch of the United States Military Prison" at Alcatraz. There no longer is any military prison in the United States. Alcatraz Island in San Francisco Bay, now is known as the "Pacific Branch, United States Disciplinary Barracks," the Army appropriation bill, now a law, changing the entire status of military prisons, not only in name, but in effect. Enlisted men or officers of the United States committing serious offenses, hereafter will be sent to the United States Penitentiary at Fort Leavenworth, or at other Federal prisons that may be designated. Men charged with purely military offenses will become members of disciplinary companies. This means that, instead of doing the work of convicts, they will do the work of soldiers. After being under observation for some time, and after their commanding officers see that they want to "make good," they will be restored to the line of the Army and will complete their original enlistments.

NAVIGATION

This Book Free

If you want to know more about Navigation, we will send this book free to you. It tells how young men have advanced to better positions—how they have climbed from small beginnings to the highest positions of master and officers of seagoing craft. It is an inspiring booklet.

Mark and mail this coupon today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining Courses in Ocean, Coast, and Lake Navigation.

Name _____
St. & No. _____
City _____ State _____

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

PATRONIZE HOME INDUSTRY

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER HATTER AND FURNISHER DOUGLAS SHOES UNIFORMS

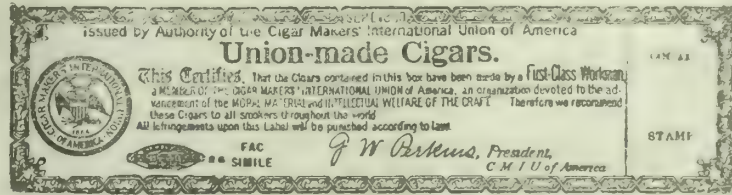
Gold Braid and Gold Wreaths of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

News from Abroad.

A large fleet of French and Brit-
ish warships is continuing in the at-
tempt to force the passage of the
Dardanelles.

It is reported from Vienna that
on orders issued by Emperor Fran-
cis Joseph the imperial gardens and
all the available space surrounding
the imperial palaces in and near
Vienna would be used for raising
cabbages to provide food for the
people.

The "Navahoe," bound from Nor-
folk to Bremen with cotton, which
stranded at Esbjerg, but was towed
off and taken to safety, is owned by
the Clyde Steamship Co., of New
York, and insured on a value of
\$68,182. She is 1,637 tons gross,
built in 1880.

At a recent conference held in
Peking between representatives of
the Chinese Government and the dip-
lomatic agents of Japan, China
agreed to an extension for a period
of ninety-nine years to the existing
Japanese lease of the ports of Dalny
and Port Arthur, which have been
occupied by the Japanese since the
close of the Russo-Japanese war.

J. Bruce Ismay, presiding at a
meeting of the Liverpool and Lon-
don War Risks Association Feb-
ruary 23, said that the shipping en-
tered in this association was valued
at £80,000,000; that the vessels iden-
tified with the association which had
been lost during six months of the
war were valued at only £850,000,
and the cargoes at £4,500,000. This,
he said, constituted a magnificent
tribute to the efficacy of the protec-
tion afforded by the British navy and
showed that the submarine peril had
been greatly exaggerated. Submarines
had proved far less dangerous than
swift, well-handled cruisers.

Certain business houses in Metz,
Lorraine, although suffering no cur-
tailment of trade, seized the oppor-
tunity offered by the war to cut the
wages of the persons in their employ
in half. Other positions being dif-
ficult to obtain, these employees were
obliged to acquiesce in this drastic
wage reduction, or else to face dis-
missal. Denouncing the conduct of
these employers as traitorous, unsoc-
ial, and unlawful in war times, the
Military Governor ordered the com-
mercial establishments in question to
refund the half-salaries already held
out and to pay full wages in the fu-
ture, under threat that the railways
would not move a pound of their
freight. This decree promptly put
an end to these wage reductions.

With her oil cargo on fire in the
middle of the Atlantic, all of her
woodwork above the deck swept out
by the flames and with her hull
badly buckled from the heat on the
port side, the Norwegian tanker "La
Habra," Captain Brugge, of the
Union Oil fleet, put into Fayal, one
of the Azores, February 22d. The
fire which swept the vessel is sup-
posed to have been caused by a
short circuit from the pumping plant,
which set fire to the oil in two main
and three summer tanks, and part of
the poop fuel tanks. For forty hours
the fire burned while the ship bat-
tled with heavy seas in latitude 41
north, longitude 36 west, and finally
the seas put out the flames and the
vessel made the 375 miles into Fayal.
Six men left the tanker in mid-ocean
when it was thought the vessel could
not make port, and they have not
been heard from since.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Erickson, Earl	Saalmann
Ekeland, Will H.	Teracolon, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacona, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaft, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

With the Wits.

Mrs. Henry Peck—I rule my house absolutely. When I am at home Mr. Peck minds me implicitly.

Mrs. Herdso—What does he do when you are away?

Mrs. Peck—When I am not at home he minds the baby.

"Why is dinner not ready. Didn't I tell you to cook it on the gas stove?"

"Yes, mum, but the gas stove went out."

"Why didn't you light it again?"

"I couldn't, mum. It went out through the roof!"—Boston Globe.

The magistrate had asked all of the customary questions, about taking "this man" or "this woman" for a lawful wedded companion, and about "promising to love, honor, and obey." The ceremony was finished. The couple were married.

The bridegroom, a western Kentuckian, started to reach for his wallet. Then he stopped.

"Squire," he said, "I got a proposition to make to ye. I'll give you \$2 now or I'll wait six months and give you what I think my wife's worth then, even if it's \$200."

The magistrate looked at the bride for a moment. "I believe I'll take the \$2 now," he said.

Some time ago a colored man applied for work at a building operation and was taken on. The first duty assigned him was carrying planks from one corner to another. The planks weighed a whole lot more than a heavy conscience, and as the colored man wearily trudged along he became exceedingly thoughtful.

"Look yeah, boss," he remarked, finally, going over to the foreman, "did I tell you what my name was when I started in to work?"

"Why, yes," answered the foreman, wonderingly. "You said it was Thompson."

"Dat's jes' what I did, boss. Dat's jes' what I did," was the smiling rejoinder of the colored party. "But I was afraid dat yo' done gone made a mistake, an' fink it was Samson."

Children's Accounts

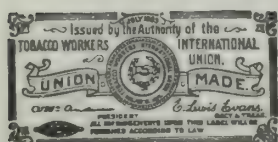
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



James J. Sorensen
Pres. and Treas.



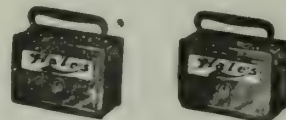
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

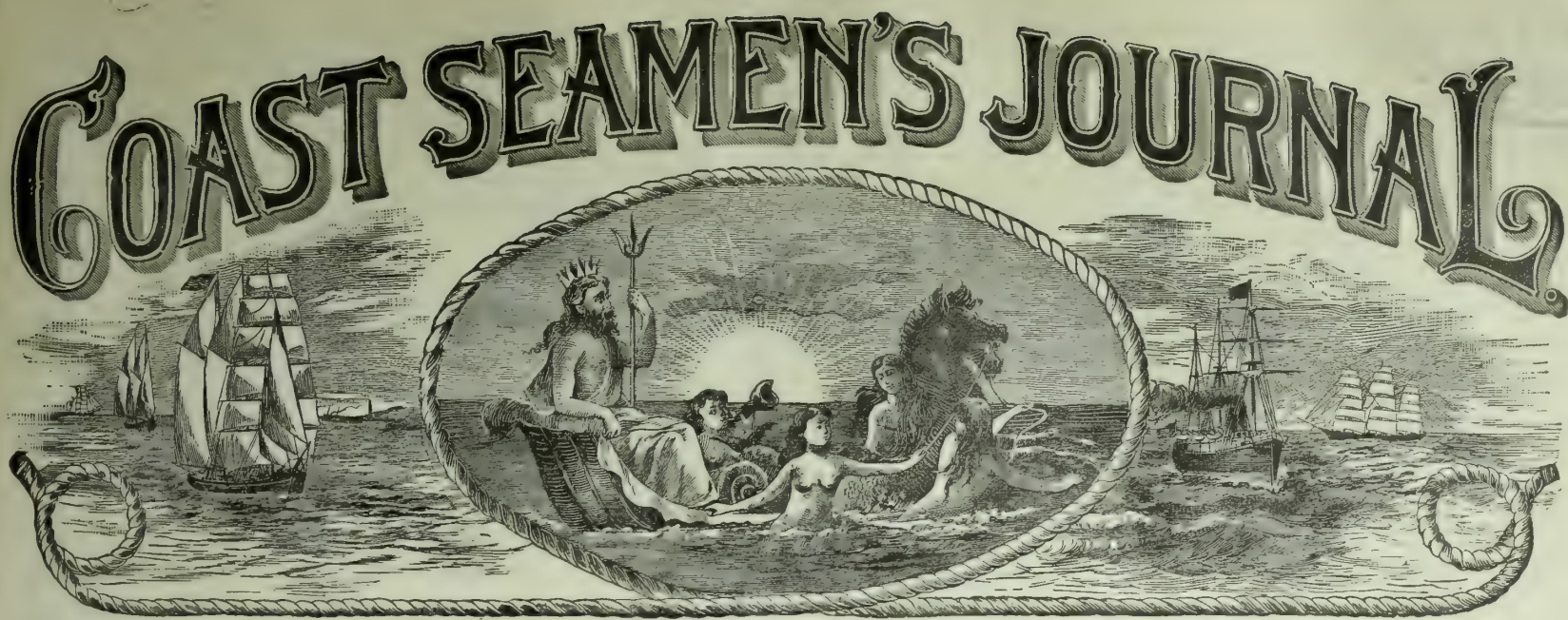
72 Market Street
San Francisco

Union Hats

CAN'T BUST'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 28.

SAN FRANCISCO, WEDNESDAY, MARCH 24, 1915.

Whole No. 2322.

COMMENT ON THE LA FOLLETTE ACT.

How the Press of This Country Regards the New Legislation.

The American Sailor a Free Man.
(La Follette's Weekly.)

The act to promote the welfare of American seamen and safety of life at sea, approved by President Wilson March 4th, makes America sacred soil and the Thirteenth Amendment finally becomes a covenant of refuge for the seamen of the world. It has taken a twenty-one year struggle to accomplish this result.

The law makes the sailor a free man.

It standardizes his skill.

It limits the number of hours of continuous service.

It provides better conditions of living for him on shipboard,—more food, more water, more light and air, larger and more sanitary sleeping and living space, and a hospital section separate and apart from that portion of the vessel in which the sailors must sleep and eat.

While the law does not completely safeguard the public interest, it is a great advance in the right direction. Furthermore it substitutes enforceable statutes for the rules and regulations of an inspection service which are more often disregarded than observed.

The shipowners and the shipowners' press have sought to alarm the public with the statement that any increase in the wages of seamen would inevitably result in increased ocean freight rates to be paid by the public.

The fallacy of this statement lies in the fact that it assumes the present freight rate to be a reasonable charge for the service. It is nothing of the kind. The present ocean freight rate is absolutely controlled by eighty agreements covering all the steamship lines which would if independently operated in any way affect competition. These agreements, regardless of the cost of operation, fix the freight rates at the highest sum which can be collected without shutting off transportation altogether. In other words, they charge every farthing that the traffic can possibly bear. If their ships were operated by slave labor, their rates would be equally high. If this law compels them to increase, as I believe it will, the foreign rate of wages, from twenty-five to fifty per cent. thus equalizing the American wage rate, it will be impossible for them to add anything to the freight charge already made. The reason for this is obvious. Before the European war, they were charging a top notch rate above which it was impossible to go in a time of peace without throwing the product intended for foreign shipment back upon the domestic market because the freight rate would not admit of its being shipped abroad. Since the European war began this shipping combination has been able to increase the freight rate solely because of the desperate need in Europe of the products of the American farm and factory.

It is four days since the President signed the Seamen's bill, and already the masters of the sea are beginning to threaten dire vengeance. Through their press they are turning

out columns of violent denunciation of the law. Already they give warning that they will cancel their American registry. The Pacific Mail and the Dollar line to the Orient, it is announced, will sail under the Chinese flag. This law was made for just such patriots as the owners of the Pacific Mail and Dollar line. With the American flag at the masthead they now man their vessels with underpaid underfed Chinese with whom the owners have displaced American seamen.

Under the new law, however, when they enter an American port, even though they fly the Chinese flag, they will become amenable to the act. Their John Chinaman sailors will soon learn that they can demand their half pay and the right to quit unless paid the going wage for American sailors in an American port. They will receive the higher wage when they sail out of any port of the United States, no matter where they are registered, no matter what flag they fly.

The American sailor in his bondage has been forgotten for generations. At last his appeal has been heard. It was reserved for President Wilson in the closing hours of the Sixty-third Congress to approve a measure which blots out the last vestige of slavery under the American flag. The Seamen's bill is the second proclamation of freedom. The fourth of March, 1915, is the sailor's emancipation day.

Passing the Seamen's Bill. (The Public.)

Seldom has Congress shown greater reluctance in performing a manifest duty than it has in granting relief to American seamen. The withdrawal of the American flag from the high seas, and the subsequent disappearance of the American seamen, after their brilliant career in the first half of the nineteenth century, long ago set press and statesmen to devising ways and means of bringing them back. So long as the attempts at restoration were confined to subsidies there was little progress; but when the International Seamen's Union finally succeeded in enlisting the attention of a few liberal-minded and aggressive men like Senators La Follette of Wisconsin, Chamberlain and Lane of Oregon, and Representatives Rufus Hardy of Texas, and Frank Buchanan of Illinois, and Secretary of Labor William B. Wilson, the work took on definite and intelligent shape. But even after the seamen, under the able leadership of Andrew Furuseth, Victor Olander and Patrick Flynn, had answered every objection and overcome every doubt, Congress still hesitated. For unknown and apparently inexplicable reasons the shipbuilding interests and the ship companies opposed every proposition made; and this was another instance where the little finger of Privilege was stronger than the thigh of Labor. Committee after committee was appointed, testimony was taken in various parts of the country, and volumes of evidence published. Bills were introduced in the House and in the Senate. Sometimes one passed, and

sometimes the other; but never could both be got through at the same time until 1913, and that bill was vetoed by President Taft. At the present session, however, both the Senate and the House bills passed, and the conference bill was adopted. It is scarcely conceivable that the President should withhold his approval.

The bill as passed bears the stamp of a vacillating Congress. It grants to the seamen what they asked for themselves—though very grudgingly—but it withholds from the public what the seamen claimed for it. To raise the standard of seamanship 40 per cent. of the crew on deck must be able seamen; and this percentage will be raised during a period of five years until 65 per cent. will be able-seamen. To prevent the manning of ships wholly by Lascars, or Chinese, seventy-five per cent. of the crew in each department must be able to understand the language of the officers of the ship. Firemen, the hardest worked men of the crew, have three watches, which means an eight-hour day; the seamen stand two watches, or watch and watch. But the advantage most prized by the seamen, and the one that will be most far-reaching in restoring the flag and American seamen to the high seas, is the right to quit the ship when she is in port. The medieval idea of binding the workman to his work for a term of years has been abolished in country after country, until even Russia wiped out serfdom, and Mexico apologized for peonage. Yet during it all, and down to this very day, the seaman has remained bound to his ship; and if he quits his job when the vessel is safe in port, as all other workmen are privileged to do, the authorities seize him like a criminal, and put him aboard the ship.

It was this power of compulsory service that enabled shipmasters to keep down wages, and to render the seaman's life so hard that all but the lowest waged and most miserable men left the sea. The crews were shipped in low-waged markets, and the men were compelled by the terms of their shipping papers to return to the point of shipping. But the new law relieves them of this handicap. A man can demand half his wages when the ship is in port, and he can quit—by sacrificing the rest of the money due him—without fear of being arrested, and compelled to sail with his ship. This will enable seamen coming from low wage countries to this country to quit the vessel when she reaches an American port, and refuse to go back until his wages have been raised to the American standard. The fact that the men can quit in this manner will compel ship masters to pay their crews decent wages, and when they do pay such wages they will select the best men in the labor market, which means raising the standard of seamanship. Treaties with foreign nations are to be amended in conformity with these provisions as rapidly as possible. This will put the American shipmasters, and foreign shipmasters entering American ports upon the same footing as to wages. And with the privilege of buying ships abroad there will remain no reason why American capital cannot meet the competition of foreign capital as suc-

cessfully on the high seas as in any other free field.

There is one ugly feature, however, in the Seamen's bill. The public's wrongs still remain unredressed. As a matter of safety the seamen have contended for lifeboats for all, with a crew capable of placing at least two men of the rating of able-seamen, or better, in each boat. This bill provides 75 per cent. of life boats, and 25 per cent. rafts for ships going twenty nautical miles from shore, which means the deep-sea shipping. Vessels keeping within the twenty-mile limit must have 35 per cent. life boats, and 35 per cent. rafts; the remaining 30 per cent. of the passengers and crew who may be deprived of their ship 20 miles from shore must trust to life preservers, or any old thing. Vessels operating on the Great Lakes must have 20 per cent. life boats, and 30 per cent. of rafts—with 50 per cent. of passengers and crew dependent upon a rabbit's foot. It may be an uncharitable thought, but it looks as though Congress had yielded to the demands of the seamen for the sake of the Labor vote; and that the safety provisions had been ignored because the general public was unorganized, while the shipping interests were. This, however, will doubtless be corrected when we have had a few disasters like the sinking of the "Titanic." It is a heavy price to pay, but Congress seems determined to work for nothing less. While the bill has been passed grudgingly, and is still short of what it should be, the public and the seamen may well congratulate themselves upon what has been done. The law wipes out the last great system of legalized involuntary service; and liberty has always proven to be good for the development of men.

"False Alarm" of the Ship Owners. (The Star.)

The published summary of the Seamen's bill presents clearly the features of that much-talked-of measure. A careful reading of the summary raises a question as to what all the talk was about.

Undoubtedly the new law marks a great advance in granting to seamen full personal liberty, in the establishment of a standard of efficiency for deck crews, and in the new regulations for life-saving equipment. But we can not see anything in these features to justify the cry that the enactment of the Seamen's bill would "destroy American shipping."

We should think that shipowners would be ashamed to acknowledge that they have been doing business under a system that is antiquated, to say the very least. The shipowners, by their opposition to the Seamen's bill, not only make this acknowledgment, but actually claim the right to continue practices that are repugnant to the most rudimentary principles of decency.

We congratulate all concerned in the passage of the bill upon having effected a much-needed change in the conditions of those who "go down to the sea in ships," whether as seamen or as passengers.

A comparison of the bill as finally passed with the original bill as passed by the Senate and the amended bill as passed by the House shows that agreement was reached by a process of liberal—almost too liberal—compromise. This process is clearly shown in the terms of the provision for a standard of efficiency in the deck crews, or able-seamen, and in the provisions for life-boats.

We notice that in all the columns of tirade against the Seamen's bill not a single feature of that measure has been definitely referred to. The opponents of the bill have confined themselves exclusively to generalities. Can it be that they are ignorant of the real provisions of the new law? To be charitable, we must suppose that their opposition is based upon "general principles." They have been so long accustomed to dictating the terms of legislation affecting their interests that they resent the bare idea of "interference by outsiders," notwithstanding some of these "outsiders" may be seamen who risk their lives daily and hourly in the handling of vessels!

It happens that the predictions of wholesale disaster to the "shipping interests" are heavily discounted by experience. These interests have opposed every measure for the improvement of the conditions of seamen. They opposed the Maguire Act of 1895 and the White Act of 1898. They predicted disaster then, as they predict disaster now. These predictions have in every instance proved to be "false alarms."

Judging the future by the past, there is every reason to anticipate good results from the new law, results that will benefit the seamen, the traveling public, and, last but not least, the shipowner himself.

We congratulate the seamen upon the achievement of complete liberty, that chief boon and blessing of mankind, from which all other blessings flow. We congratulate the public upon the establishment of a higher standard of life-saving equipment. We congratulate Congress upon the observance of its pledge to the people. We congratulate the President of the United States upon having set his seal to the emancipation of an honorable and long-suffering class of men, thus again demonstrating his devotion to the cause of humanity.

Jumping at Conclusions. (Cincinnati Chronicle.)

On March 4th President Wilson signed what is known as the Seamen's bill. This has to do with improving the conditions of the men who gain a livelihood on ocean-going vessels. There is also a clause which forces the steamship companies and sailing masters to equip their boats with more adequate safety devices for the protection of the seamen. This much-to-be-desired legislation was earnestly worked for by all those who had not gone money-mad.

One of the opponents of the bill is said to have stated that the passage of the bill would drive his company off the ocean. He avers that his eight steamers or sailing vessels, under the new law, can not be operated with any profit to the company; in fact, he states that they will stand to lose some \$600,000 per annum.

Not so very long ago several well-posted manufacturers of the State of Ohio stated that if a nine-hour law for women was passed, or rather a fifty-four-hour week, they would be forced to go out of business or remove to another State.

After a careful scrutiny of the financial and business changes as announced in various publications, it is to be noted that not a single one of those who predicted dire disaster has left the State of Ohio or has gone into bankruptcy on account of that law.

Prior to and while the workmen's compensation law was being discussed one of the strong arguments of hundreds of employers was to the effect that if they had to carry insurance on their men in a State fund, the same as many of them were carrying in indemnity-insurance companies, they would be forced out of business, or would be compelled to remove to another State.

Those two laws have been in operation for several years and the dire calamity predicted by some has failed to appear.

In the last analysis, increased efficiency and a better working spirit have taken care of those things which some thought spelt nothing but ruin.

The moral of this recital is obvious.

Those eight steamers will never reach the scrap heap by the operation of the Seamen's bill.

Protecting Our Sailors. (The Garment Worker.)

In estimating the value of the legislation of the Sixty-third Congress of the United States, which came to a close at noon on March 4, there is no one measure passed that is more to its credit and to the honor of the individual representatives who gave their talent and their energy in its support than is to be found in the enactment of the Seamen's bill into law.

Probably no measure has ever been before Congress for a greater number of years with a higher purpose than that embodied in the bill to not only protect our seamen in their full rights, but to safeguard property and human life on the seas.

It has taken over twenty years of unrelenting fight against entrenched privilege and power to overthrow the barbarous conditions under which our sailors have labored since the foundation of this republic and which for centuries prior they were compelled to bear.

This was one of the measures before Congress that had the united support of the American labor movement and in the realization of the success of its work there is great satisfaction.

In the signing of the Seamen's bill President Wilson has shown himself a man, not only of broad mind but sympathy toward the oppressed toilers of the sea that must place him high in the esteem of his fellow men.

If the other maritime nations of the world would not recognize the cry of the sailors for relief from oppressive burdens it is to the glory of this republic that by legislation it has sought to loosen the chains of an industrial despotism that were entirely inconsistent with the principles of our democracy.

To be a party to treaties that enslave the seamen cannot be tolerated and this country cannot hasten too swiftly to undo the wrongs that have been inflicted by a policy of subservience to foreign powers and to the greed of the shipping interests of this country.

The toilers of the sea are entitled to be honored for their heroism under the most trying circumstances. Their life is one of constant hazard and their labor in promoting the commerce of the world is to be placed high as one of the benefactions to mankind. They sacrifice home, the social life and the advantages and the safety of the land by braving the perils of the sea, and who shall say that they are not entitled to all the protection that just laws should afford.

Immigration through the port of New York for 1914 fell off to the extent of 601,410 persons, or forty-five per cent., as compared with 1913. Statistics show that the number of departing aliens was greater by 37,818 than in 1913.

FLAGS OF COMMERCE CARRIERS.

For the information of the Secretary of the Treasury the following letter was written by the Secretary of Commerce on February 17, stating the proportion of the import and export trade of the United States that is carried by vessels under the various national flags. It is published for general information:

Dear Mr. Secretary: Receipt is acknowledged of your letter of February 15 requesting a statement regarding the proportion of our import and export trade that is carried by vessels under the American, the English, and other flags. In reply I take pleasure in appending the following memorandum, which shows the aggregate value of our water-borne commerce (imports and exports) in the fiscal year ended June 30, 1914, and in the first half of the current fiscal year (July 1 to Dec. 31, 1914), with the proportionate amount carried in vessels of the principal nations:

Flag under which carried.	Value of water-borne commerce.		Percentage.	
	Fiscal year 1914.	July-Dec. 1914.	July-Dec. 1913-14	1914.
American ...	\$ 368,360,000	\$ 234,009,000	9.26	14.09
British	2,023,340,000	872,581,000	53.45	52.54
German	522,137,000	50,803,000	13.79	3.06
French	175,501,000	76,988,000	4.64	4.64
Dutch	155,064,000	97,985,000	4.10	5.90
Norwegian ...	132,028,000	100,209,000	3.49	6.03
Japanese ...	80,963,000	44,053,000	2.14	2.65
Italian	73,442,000	51,505,000	1.94	3.10
Austrian	59,445,000	3,873,000	1.57	.23
Belgian	47,966,000	7,791,000	1.27	.47
All other.....	147,223,000	120,964,000	4.35	7.29
Total	\$3,785,469,000	\$1,600,761,000	100.00	100.00

A similar analysis for the month of December, 1914, the latest month for which details are available, gives the following results: Total imports in vessels, \$102,040,876, of which \$16,771,000, or 16.4 per cent., came in American and \$43,669,000, or 42.8 per cent., in British vessels, the remainder being in vessels of other nationalities; total domestic exports in vessels, \$221,193,000, of which \$20,350,000, or 9.2 per cent., went in American and \$128,112,000, or 57.9 per cent., in British vessels, the remainder being in vessels of other nationalities; total water-borne commerce, month of December, 1914, \$323,234,000, of which \$37,121,000, or 11.5 per cent., represented the value of that carried in American vessels and \$171,781,000, or 53.1 per cent., that carried in British vessels. From the foregoing it would appear that the current statements relative to the percentage of our trade carried in American vessels is substantially correct, but that the share accredited to English vessels is somewhat excessive.

Very truly yours,

(Signed) WILLIAM C. REDFIELD,
Secretary.

The Secretary of the Treasury,
Washington, D. C.

The turnover of the German Kali (Potash) Syndicate in 1914 amounted to approximately 156,000,000 marks (\$37,128,000), a decrease in comparison with 1913, when the amount of 192,000,000 marks (\$45,696,000) was recorded. In view of the fact that in July, 1914, an increase of 11,000,000 marks (\$2,618,000) over other years was noted, an annual turnover of 210,000,000 marks (\$49,980,000) would probably have resulted but for the war. Overhead charges in the operation of the works have risen considerably, to which fact should be added the increase in price of raw materials and the difficulty in obtaining proper help.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Freedom for Seamen.

President Wilson has signed the Seamen's bill and the long fight of these workers for the right to quit their employment without danger of arrest, has been brought to a successful close.

In referring to this feature of the law, President Furuseth of the International Seamen's Union, says: "The biggest thing the Seamen's bill does is to abolish involuntary servitude—the last within the jurisdiction of the United States. No longer can seamen be arrested because they dare exercise their inherent right to quit their employment. The last vestige of slavery has been removed, and the seaman is now a free man. No longer will United States officials be forced to hunt men and return them to the ship, at the request of the vessel's master."

The law provides that seamen must be given their wages on demand. This makes the law more than a mere theoretical declaration and makes it impossible for the master of the vessel to hold seamen until the voyage is completed.

This feature of the law will have the effect of increasing wages, for vessel owners will be compelled to pay higher rates to hold their seamen.

The bill prohibits the payment of wages before they are earned, thereby abolishing "crimping," a sort of "padrone" system that held seamen continually in debt to lodging-house keepers and others who worked with the master.

The law has aroused vigorous protests on the part of steamship companies and especially those who employ Chinese and Malay crews. Among these is the Pacific Mail Steamship Company and the Robert Dollar Company. The latter announces that it will henceforth sail under the Chinese flag. These concerns have opposed the bill and have loudly insisted on the necessity of "building up the American merchant marine."

This feature of the law is referred to by Representative Hardy of Texas, who says: "Instead of that provision imposing a staggering burden upon American shipping it will free American shipping from the competition of slave labor. It will prevent a foreign ship owner from employing his crew in the cheapest labor market of the world and then using our courts and constables to arrest him and throw him in chains back on board the ship if he deserts it in our ports. Instead of burdening American shipping it will equalize the wages paid on foreign and American shipping between American and foreign ports. It will help, not hurt American shipping."

"I have no doubt the ship owners object to every requirement that provides for efficiency. They would like to be allowed to man their vessels with wholly inexperienced crews when they wished."

Home Owning and Housing.

Government aid to home owning and housing of working people in foreign countries is the subject of bulletin No. 158, just issued by the United States Department of

Labor. The report presents a comprehensive study of the work which has been done in the principal European and Australian countries, a work so important that it has already called for no less than ten international housing congresses. The report states that the activities of foreign officials in the aid of housing have grown out of the conviction that private initiative is inadequate to deal with the housing problem, and that systematic government regulation, encouragement and financial aid must be given.

The methods of granting public aid differ greatly in detail in the various countries, but the form in which the aid is given usually falls under one of the three following classes:

Building directly, for rental or sale to the government's own employees or for working people generally.

Making loans of public funds (including also government guaranty of loans) to local authorities, noncommercial building associations, employers and individuals.

Granting exemptions from or concessions in taxes or fees, or granting some other form of subsidy to building associations or others.

Most important among the loans of public funds are those from the funds of the State accident and sickness-insurance associations in Austria and of the funds of the invalidity and old-age institutes in France and Germany. These loans in Germany represent the most important financial aid to housing anywhere developed, having reached a total of over \$118,000,000.

Would Check Free Speech.

A refusal by University of Pennsylvania authorities to permit students to invite President Gompers to address them on the university grounds resulted in several hundred students securing an auditorium and inviting the trade union executive to speak on "The Struggles and Aspirations of Labor."

The university officials vetoed a similar invitation to President Gompers at the time of the A. F. of L. convention in Philadelphia last November, and resentment on the part of the students has developed as a result.

During his talk the unionist referred to attempts to suppress free speech, saying:

"The movement with which I am engaged stands for free speech. But this is not the first time I have been in trouble over the question of free speech. A man who was a judge denied me the right of free speech, but I spoke freely, an injunction to the contrary notwithstanding. I was sentenced to a year's imprisonment, but the man who sentenced me is no longer judge and I am still speaking. Has it come to this that in the great University of Pennsylvania a man cannot be heard for the cause which he espouses? Has it come to this that posters announcing my coming have been torn down and that the official publication of the university will steadfastly ignore that a meeting of public character is to be given?"

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A Coal Miners' Conference was held in the Trades Hall, Sydney (N. S. W.), recently. The object of the conference is to set in motion an amalgamation that will include all Australian coal miners.

A boxers' union has been formed in Sydney (N. S. W.), primarily with the object of securing more pay from the promoters, namely, by demanding a higher percentage of the gate receipts than has and is now being conceded.

"Instead of giving employment to the brothers of the boys now going to the front," says the Melbourne Labor Call, "the monopolists are filling their places with 10s. per week immigrants. This is capitalistic, middleman and society patriotism."

According to the report of the International Transport Workers' Federation, 7.8 per cent., or 15,072 members, are unemployed in Germany, 53,576 have been called to the front, of whom 36,015 are married and 17,561 are single.

The Federal Government of Australia in pursuance of its policy of preference to unionists, has taken out of the hands of the Victorian State Government the repairs and fitting out of all vessels employed in Commonwealth service.

The Australian Federal Defense authorities intend to deal summarily with such employers as may be reported to have contravened the defense regulations by dismissing their employees for attending mobilization camps. The maximum penalty is £100.

The members of the Meat Employees' Union in New South Wales have decided by ballot on amalgamating with the A. W. U. The voting on the question was as follows: For amalgamation, 1,408; against, 370. Majority in favor of amalgamation, 1,038.

Employers throughout Southeast London are complaining of the shortage of boy labor owing to the sudden great increase in the number of boys employed in the Royal Arsenal, Woolwich, where about 6,000, many of whom have only just left school, are now at work.

The Northwestern Typographical Conference will be held in Vancouver, B. C., starting Monday, April 12. Delegates from unions in British Columbia, Idaho, Oregon and Washington will attend. The Printing Pressmen and Assistants' Conference will be held at the same time, and matters of mutual interest will be discussed.

A strike of sugar cane workers in Porto Rico is spreading throughout the island, and the planters organized as the Sugar Producers' Association have demanded 200 extra policemen of Governor Yager to prevent disorder. Several fires have been charged by the association to the strikers. The strikers complain that they can earn but forty to forty-five cents for a day's work of fifteen hours. They demand a minimum wage of one dollar for a nine-hour-day. Complaint is also made of operation by the planters of "pluck me" stores. Housing conditions are said to be so that families of ten and twelve live in one room. Cigar makers and tobacco workers have struck in sympathy in some sections. These have also complaints of their own. Women and girls are said to work from twelve to fourteen hours for from 30 to 40 cents a day.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Sven	Menter, Wilhelm
Andersson, Enkan	Malm, Gustaf
Ahlquist, Evert	Nylander, Robert
Apelquist, Otto	Nurminen, J. C.
Andersson, David C.	Nalter, John
Bylander, B. B.	Nilsen, Martin
Bylander, B. B.	Nikander, Knut
Breston, Ralph	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Boy, A.	Nielsen, Ole
Brusbard, B.	Olsen, Olaf
Cotter, J.	Owen, Fred
Cornelius, L.	Olsen, Ole Wilhelm
Christensen, Martin	Olsen, Harald
Carlson, Carl	Petterson, C. V.
Chilton, Harry	-1363
Carlsson, C.	Penningrud, Ludvik
Evans, Dave	Peterson, H.
Ericsson, Otto	Rodgers, Mike
Elissen, Sam	Rutel, Ernest
Fredriksen, H. G.	Rutvall, Anselm
Fredriksen, J. H.	Rugg, A. P.
Fasholz, Dan	Rasmussen, J. -416
Gustafson, Alf	Schmidt, Louis
Hacker, William	Schultz, F. J.
Holmstrom, Fritz	Sandstrom, O. H.
Hansen, John F.	Schlachte, Alfred
Hansen, S.	Svenningsen, S. N.
Hellstrom, O.	Swanson, E.
Hansen, H. T. -1446	Sorgenson, H. P.
Headstrom, J. F.	-1498
Hansen, Sigvarth	Staff, Louis
Johnson, Charlie F.	Tell, Olaf
Johnson, Albert	Tonnesen, P. -100
Jensen, Edward	Thygesen, John
Johanson, Nils	Telm.
Johansen, Emil	Tennesen, P. -100
Johansen, Johan H.	Toren, Gustaf A.
Johanson, Albert	Tvedt, Olaf
Jeter, Edw. A.	Winberg, Oscar
Kolodzie, George	Zimmer, Walter
Lelin, Joseph	Ziegler, Fred
Larsen, John	(Photos & Packages)
Luten, E.	Anderson, David C.
Lutzen, Valdemar	Bower, G.
Lindeman, Gus	Johansen, Nils A.
Lindeman, J.	Johnson, C. A.
Lassen, Alf	-2044
Monsen, C.	Penningrud, L.

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Daudt, Ch. W.	Nielsen, Chr.
Engenis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Elmf S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

Captain Wm. Patterson, Columbia River pilot for the Associated Oil Company, has been named commissioner of the Port of Portland to succeed Fred N. Pendleton.

The California-Belgian relief ship "Camino," which was towed into Halifax badly damaged several weeks ago, is about to continue her voyage to Rotterdam. The cost of repairs to the "Camino" will be \$11,000.

George A. Marshall, contractor of Hilo, Hawaii, has purchased the ocean-going tug "Printer" from the Grays Harbor Tugboat Company of Hoquiam, and has also placed an order with E. H. Trayhey, of Ballard, for two 600-ton scows.

Title to harbor frontage worth millions was given to the city of Los Angeles February 27 by the Superior Court, which decided that 100 acres lying between San Pedro ferry and Wilmington did not belong to the pioneer family of Sepulveda. The Sepulveda heirs claimed the valuable land by virtue of a grant by the Mexican Governor Pio Pico in 1846.

Lumber traffic to the east coast is becoming more and more a factor of shipping from the Pacific Coast, and the charter of vessels in this trade is reported every few days. The recent ruling of the Federal Government regarding canal tolls on deck cargoes has started lumber moving to the Atlantic seaboard more than it has previously.

A world's loading record is said to have been broken on the Columbia River by the Russian ship "Samonena," 1839 tons net register, which is laden with 1,840,181 feet of lumber, according to Henry Rothschild, the Portland manager of Brown & McCabe, stevedores, who loaded her. The vessel's cargo is 101 per cent. of her net tonnage, while the average loading of sailing vessels is from 86 to 90 per cent.

Thirty-nine tins of opium, valued at nearly \$3000, were unearthed by customs men on the Pacific Mail liner "San Juan" at San Francisco shortly after that vessel arrived from Mexican ports. Chief Steward Alfred Braun, in whose cabin thirty-seven of the tins were found, was arrested and will face trial in the Federal Court, as will Constantine Silva, a sailor, in whose bunk two tins were found. They are charged with smuggling. Bail was fixed at \$500.

Shipping Commissioner Walter Macarthur has been asked by the State Department at Washington to inform the relatives of Frank Allyn in San Francisco that he recently reported his safety to the American Consul at Havre. Allyn is a native of San Francisco and was boatswain of the British steamer "Dulwich" when that vessel was sunk in the English channel February 15th. He was among the survivors and shortly afterward reported to the Consul at the French port.

After forty-nine years' service on the waters of the seven seas, the British bark "Antiope" is to pass her last days as a coal hulk in the waters of Wellington harbor, New Zealand. The "Antiope" is loading lumber at Eureka and is to sail for the southern island within a few days. The vessel has made this port many times during the past quarter of a century and her passing to a coal hulk will bring back to water-fronters many incidents in her career in Pacific waters.

Immediately following the recent United States Inspectors' hearing and sentencing of several masters and engineers of Coquille River to twenty months' suspension, the Coquille River boats "Telegraph" and "Charm" collided at Bestuls Landing, a mile below Cedar Point, and the "Charm" had two holes stove in her. The "Charm" was beached before she filled with water and later was patched up, the water pumped out, and she was taken to Bandon for repairs.

Two Japanese cruisers are standing by the stranded "Asama" in Turtle Bay, Mexico, according to reports brought during the week by the American-Hawaiian freighter "Montana," which arrived 22 days from New York. When the "Montana" passed Turtle Bay two cruisers and a tug were standing by the "Asama," which went aground more than a month ago. It is believed that the cruisers were the "Tokwa" and "Chitose," which were reported near Honolulu about two weeks ago.

The appeal of the three Western Fuel Company men from conviction and sentence in the United District Court on the charge of conspiracy to defraud the Government of customs duties by fraudulent weighing of imported coal was filed recently in the United States Circuit Court of Appeals. The hearing will be held the latter part of May. The record is one of the longest in the history of the higher court, being about 1,000,000 words in length. James B. Smith, vice-president, general manager and director of the corporation, was sentenced to eighteen months' imprisonment and \$5,000 fine; Frederick C. Mills, superintendent, to eighteen months, and E. H. Mayer, weigher, to twelve months.

The steam whaler "Belvedere," which was a

member of the original Stefansson fleet two years ago, carrying supplies for the Canadian exploring expedition, has sailed from Puget Sound for the Arctic Ocean on a trading expedition, during which she will keep a sharp lookout for Vilhialmur Stefansson and two companions, of whom nothing has been heard since April 7, 1914, at which time they were on the ice north of Martin point, west of the Mackenzie delta. The Belvedere, carrying seventeen men, will head for Petropavlovsk, Kamchatka, where she will take on twenty-two Eskimo hunters. Continuing north, the "Belvedere" will hunt walrus, polar bears and whales along the Siberian coast.

Captain George Bunting, master of the Standard Oil steamer "Richmond" and senior captain of the fleet, died in his cabin on the "Richmond," March 12, at Colon, just after the vessel and her tow had passed through the canal from this port en route to New York and possibly to Europe with a cargo of light oil. Captain Bunting died from heart disease. He took his vessel and tow to the canal in sixteen days, a remarkable record, and had lived to fulfill one of his ambitions, that of taking his command through the canal. He was a native of Ireland, 48 years of age, and leaves a widow and two children at his home, 6458 Regent street, Berkeley. He had been in the employ of the Standard Oil Company for twenty-three years, entering the service on the Great Lakes.

F. W. Hamber, the new managing director of the Hastings mills, the largest lumber mills in British Columbia, announces the formation of a large company for the building and operation of a fleet of lumber carriers to be used chiefly in trade between Vancouver and Australian ports. This is part of a plan to capture the Australian lumber market, which is now in the hands of Washington and Oregon mills. Of the two hundred and thirty million feet of lumber last year imported by Australia, only 4 per cent. of it came from British Columbia. The Canadian government is entering into the plan with the lumbermen to secure a preferential duty of \$1 per thousand from the Australian government for the British Columbian product. H. R. Macmillan, chief forester, is being sent to Australia to arrange the deal.

The first annual report of the Association of Mare Island Employees shows that the navy yard workers have not only won their long fight against oppressive ferryage conditions, but they are now independent of the private ferry monopoly operating between Vallejo and the Mare Island Navy Yard. The fight started several years ago, when the workers attempted to maintain their own system. The courts held this was a violation of the State ferry franchise law. The State Federation of Labor assisted in having the law changed. Later the Navy Department objected, but this was withdrawn when Representative Raker presented the workers' side to the department officials at Washington. At the present time the association owns three boats and has leased another steamer for five years at a rental of \$250 per month. The report shows that insurance to the amount of \$30,000 is carried on property, and the satisfactory condition of affairs has illustrated to workers the practical benefits that will follow co-operation.

Construction work on the terminal elevator to be established in Vancouver by the Dominion Government will be started in April, and the intention is to have the plant ready for operation in time for the grain movement next fall. According to a statement made by the Government engineer regarding the capacity of the plant, grain in bulk can be discharged from the elevator at the rate of 60,000 bushels per hour into one vessel, or into two or even four at the same time. Grain can be taken into the plant from trains at the rate of 18 cars, of 20,000 bushels each, per hour. The total storage capacity of the elevator will be 1,250,000 bushels. The bagging capacity will be from 2,000 to 4,000 sacks per hour. Belting conveyors will carry the grain in bulk or in sacks direct to boat or train and vice versa. The demand for wheat caused by war conditions has encouraged the prairie farmers in western Canada to greatly increase the areas under cultivation, and the crop this year, according to present prospects, will be greatly in excess of that of last year. But little grain is being held by the farmers, the high prices prevailing having encouraged the marketing of the bulk of last year's production. The establishment of a Government elevator in Vancouver will result in much of the grain produced in the western Provinces being shipped to that port, and forwarded to Atlantic coast and European markets via the Panama Canal.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 24, 1915.

THE VANCOUVER STRIKE.

As a counter move to the efforts made by steamship and stevedoring companies to break the waterfront strike at Vancouver, B. C., all vessels making that city a port of call were declared unfair at a meeting of the executive board of the Pacific Coast District of the International Longshoremen's Association held recently at Seattle, Wash.

The board also declared all vessels unfair while loading in any port on the Pacific Coast for Vancouver. The Vancouver longshoremen's contention was indorsed and the support of the entire Pacific Coast district of the association pledged to aid them in obtaining a readjustment of wages. Every port on the Pacific Coast, from Prince Rupert to San Diego, is included in the action taken at the meeting of the board, which sent out the following statement, signed by President John Kean and Secretary-Treasurer J. A. Madsen:

To All Affiliated Locals:

This is to inform you that the executive board Pacific Coast District, I. L. A., met in Seattle, Wash., March 11-15, to consider ways and means of offsetting the efforts of our Pacific Coast employers, to create sectional strikes by reducing wages in Vancouver, B. C., and forcing unbearable conditions upon our locals in various ports on the coast.

Local 38-52, Vancouver, B. C., has been locked out since March 1, when they refused to accept a reduction in wages of 25 to 30 per cent. In order to preserve not only Local 38-52, but the whole Pacific Coast organization, concerted action is absolutely necessary. You are hereby instructed to immediately put into effect the following order of the board:

"All vessels going to or coming from Vancouver, B. C., under the jurisdiction of Local 38-52, are hereby declared unfair by the executive board Pacific Coast District, I. L. A. All vessels loading or discharging, unfair in any Pacific Coast port, as a result of this declaration, become unfair to the district as a whole."

The executive board of the Pacific Coast District of Longshoremen was in session three days and all members were present, including John Kean, San Francisco, president; J. A. Madsen, Portland, secretary-treasurer; F. J. Bunting, Seattle; W. E. Denning, Prince Rupert, and C. H. Thompson, Astoria, vice-presidents; A. D. McLean, Vancouver; J. M. Hook, Victoria; A. J. Martens, Everett; Arne Jones, Tacoma; James Gordon, Port-

land; J. Johannsen, Rainier; M. T. Doyle, San Francisco; and James Reid, San Pedro, board members.

The order issued affects a large number of lines, including the Blue Funnel, Pacific Coast Steamship Co., Harrison, East Asiatic, Chicago Maru, Toyo Shoshen Kaisha, Royal Mail, Canadian-Australian, Russian Volunteer, Maple Leaf, Dollar, Grace, Pollard and others.

Just what proportions the trouble will reach is not yet clear. Seattle is already partly tied up, and while there has not yet been any developments of consequence in San Francisco it is said that the organized longshoremen are standing ready to carry out the provisions of the letter sent out by the district organization from the Seattle conference.

THE RIGHTS OF NEUTRALS.

Strange as it may seem, and notwithstanding the frequent use of the term "World War," there are still 220,000,000 so-called "civilized" people on this earth, not counting China or the Balkan nations, who are not yet involved in war. They form the neutral nations. One-half of this population, nearly, are on this continent. Most of the others are in Italy, Spain, Holland, Switzerland, the Scandinavian countries, South and Central America.

These nations are now lifting up their voices in protest against the violation of what they consider the rights of neutrals.

Sweden, Norway, and Denmark have formed an alliance and have registered a united and emphatic objection to the mining and virtual closing of the North Sea. Holland has made strenuous protest against the way in which her ships have been treated by the belligerents. A strong feeling of irritation is reported in Italy. From Venezuela comes an official suggestion looking to the formation of a league of all the neutral nations on this hemisphere, to be extended later to those in other parts of the world. And finally, the United States has formally joined the ranks of the protesters.

Some of our own prominent citizens are almost given over to despair. At any rate, Professor Kirchwey, dean of the law school of Columbia University, seems to have been in that frame of mind when he said:

In the present war the belligerent powers are not content with devastating one another's fields and killing one another's soldiers; they have found it necessary to assume that it is their right to occupy neutral territory to carry on their quarrel and to interfere with the commerce of the world. When I contemplate the situation in Europe, with its contemptuous and intolerable disregard for the rights of other nations, I feel ashamed of the poor, craven humanity here and in other nations which tolerate that abuse.

There is a great deal of truth in the Professor's reference to the "intolerable disregard for the rights of others," and to us it seems as if a little plain talk is most propitious.

Prussian militarism is bad; so is German submarinism. But British navalism is not one whit better. Nor is it entitled to any special consideration at the hands of neutrals.

Therefore, if the British Government crowds too hard—i. e., if it persists in driving off the ocean lanes all commerce, except commerce with the Allies—Americans will sooner or later be forced to the conclusion that history is about to repeat itself.

It would be most unfortunate indeed, if we are thus to be compelled to say something definite regarding recent history; for exam-

ple, about the "Merrimac," the "Florida" and the "Alabama," because we really have no desire to do this.

Of course, we have not altogether forgotten that 8,000 Austrian and Belgian troops were fighting under Bazaine in Mexico, and that London banks financed the scheme to keep Maximilian on the throne and down the Republic of Mexico, while the United States Congress was passing a unanimous resolution against the recognition of a monarchy in Mexico.

That the United States was victor in every instance eliminates any desire to fight those battles over again. Most of us common folks in the U. S. of A. prefer to go right on trying to earn a living in a peaceful manner, and continue good-naturedly and large-heartedly feeding the hungry and naked of all nations involved in this awful war.

But please, you European statesmen, who are putting up to the United States a pious whine about "strict neutrality" as you see it through war-time spectacles, it is better for your sakes as well as ours that you do not get too provocative.

WORKING OUT THE DETAILS!

By the provisions of the La Follette Act the Secretary of Commerce is authorized to make rules for carrying out some of the most important features of the new legislation.

It may be taken for granted that Secretary Redfield will do all within his power to comply both with the letter and the spirit of the act when it is put into operation. Unfortunately, the intricate work of perfecting the numerous essential details will necessarily have to be left in the hands of Mr. Redfield's subordinates. And right there, we regret to state, the La Follette Act finds itself in troublesome surroundings.

Both Mr. Chamberlain, the Commissioner of the Bureau of Navigation, and Mr. Uhler, the Supervising Inspector-General of the Steamboat-Inspection Service, have openly or under cover, but certainly quite consistently, opposed certain features of this legislation. Under the circumstances, it is but natural to assume that both of these gentlemen still retain their prejudice against this legislation, and that they may succeed in making rules and regulations practically nullifying or, at any rate, minimizing the effects of the act.

As stated, this is no reflection upon Secretary Redfield, who will doubtless do his utmost to meet the desire of Congress as expressed by the adoption of the La Follette Act. But we do fear the evil influence of those two Bureau heads who have again and again demonstrated their partiality toward the interests most active in opposing the Seamen's bill.

Grant Hamilton, for many years an organizer of the American Federation of Labor, and a man who has been in charge of many important situations incident to the history of the A. F. of L., has arrived in San Francisco for the purpose of installing the exhibit of the Federation in the Palace of Education at the Panama-Pacific International Exposition. It is needless to state that this exhibit will prove of great interest to members of organized labor and all others who are interested in the workers' economic movement. Hamilton is a printer by trade and holds membership in the Denver Typographical Union, No. 49.

CEMENT BILL DEFEATED.

Following the example of the Oregon Legislature, the lower house of the California Legislature has for the second time placed its stamp of disapproval upon the bill aiming to protect sailors and longshoremen from the deadly cement dust.

In brief, the bill provided that all Portland cement shipped in freight cars or vessels must be packed in paper sack containers or other equally dust-proof containers. At present practically all Portland cement is shipped in jute bags and the sole purpose of the bill was to lessen the volume of the dust which men must necessarily inhale when loading or unloading that product.

Prospects for the passage of the bill at this year's session seemed good and recent events proved that the battle for protection from cement dust came near being successful. But the workers had failed to take into consideration the habit of some legislators to promise things "before" election and to forget those promises "after" election.

No less than six members of the Assembly who had promised in writing to vote for such legislation yielded to the persuasive and eloquent pleas of the cement trust's lobbyists and helped to defeat that necessary and humanitarian piece of legislation.

The following self-explanatory communications throw some further light upon this victory of "dollars over humanity":

Sacramento, Cal., March 19, 1915.

Mr. Paul Scharrenberg,
San Francisco, California.

Dear Sir:

The "Sacramento Union" of this morning has the following in column three, page one:

"Six assemblymen have been officially marked with the 'double cross' of the State Federation of Labor, signifying a violated pledge, according to Paul Scharrenberg, secretary of the State Federation. The six cast their ballots against the McDonald Cement bill, designed for the protection of the cement workers, after they had promised to support it.

In notices to be sent out by Scharrenberg today to the various labor councils of the State, announcement is made that, in view of the fact that they voted against the cement container bill in the face of their promises to support, the official double cross of union labor has been stamped upon the records of the following Assemblymen:

Richmond P. Benton, Rep., of Los Angeles.
Maurice B. Browne, Dem., of Tuolumne.
Henry Hawson, Dem., of Fresno.
John S. Phelps, Prohib., of San Bernardino.
Wm. T. Satterwhite, Prog., of Alameda.
Charles E. Scott, Rep., of Los Angeles.

Had these six men voted for the measure yesterday it would have passed by a majority of seven votes, instead of being defeated. The "double cross" of union labor is supposed to be given as wide publicity and circulation as possible by the labor councils who received the names of men so stamped."

Will you please state whether this is correct, and whether you have made a statement directly or by implication that I have violated a pledge. In answer to the question of the circular sent to me previous to election by the State Federation of Labor, which question reads: "Do you favor protective legislation for those engaged in the manufacture and handling of Portland cement?" I answered "Yes." I did not promise to support the cement bill that was voted on yesterday, and I stand at present ready to support legislation such as that suggested by Question 10 if I think it is just to all parties concerned. The closing statement in the letter of reply to the questions propounded was the following: "The basis of my theory of government is the greatest good to the greatest number, and with justice to all, and if elected these principles will be my guide." If I had felt that this bill met these requirements I should have voted for it; but I did not feel that it did meet these requirements. I made a frank statement in answer to the questions propounded to me, and I think I am entitled to as frank

an answer from you as to whether this article in the "Union" is correct.

Yours truly,
(Signed) JOHN S. PHELPS.

San Francisco, Cal., Mar. 22, 1915.

Hon. John S. Phelps,
Member of Assembly,
Sacramento, California:

Dear Sir:—

Your favor of the 19th instant, with reference to your vote against the so-called "Cement bill," came duly to hand.

You ask, in effect, whether or not I assume responsibility for the article, appearing on page one, column three, of the "Sacramento Union," under date of Mar. 19, 1915.

For your information, as well as for the information of the five other legislators whose names appear in the news item referred to, permit me to state that the article is, in substance, a correct interpretation of my oral statement to the newspaper representatives at the Capitol.

I am well aware of the fact that you did not promise to vote for the particular bill (A. B. No. 14) which met with defeat in the Assembly on March 19. Neither did I ever make such claim. I did say, however, and I shall repeat it whenever the opportunity presents itself, that you declared yourself, prior to your election and under your own signature, in favor of "protective legislation for those engaged in the manufacture and handling of Portland cement."

If your conscience acquits you of any wrongdoing in voting against such legislation, because it did not happen to meet with your particular "requirements," that, of course, is your concern. However, you must not expect that I, or rather those who have chosen me to speak for them, should follow your trend of reasoning.

I think you will agree with me that in a consideration of this matter, my personal views should not be considered at all. You should understand, however, that I owe a duty to the 90,000 toiling men and women of California who are banded together in the State Federation of Labor for the purpose of improving their economic condition. An important part of that duty consists in keeping them properly informed upon the more important roll-call votes affecting their interests. If such roll-call votes reveal the deplorable tendency of a few legislators to justify their votes against labor by "quibbling" and "hair splitting," it becomes doubly my duty to give every possible publicity to such occurrences.

This is not done in a vindictive spirit or for the purpose of "getting even." It is done wholly and solely as a matter of self-protection. From time immemorial labor has been the underdog in society. For ages the lawmaking bodies gave their best efforts and their first consideration to the protection of property rights as against human rights. Only the recent past has produced statesmen who have been willing to concede some rights and some privileges to the men and women of labor.

Then came the day of the "glad hand" politician, who would pledge his undying love for labor—prior to election—only to promptly forget all his fine and beautiful sentiments immediately after assuming his seat in the legislative halls. Thus, by a process of evolution the terms "politics" and "politician" became odious bywords in the American workers' lexicon.

The California State Federation of Labor, and other State Branches of the American Federation of Labor, have earnestly endeavored to reestablish the workers' confidence in our lawmaking bodies. How could this confidence be reestablished? By divers ways and means, perhaps; but surely not through any fairer method than the one we have pursued.

It is a notorious fact that the older political parties, at least, do not hold or bind a man to platform pledges. So the organized workers of California disregarded the platform pledges of all political parties and built a platform of their own. Candidates of all parties were then questioned in writing, and always in a most respectful manner, regarding their attitude upon the main points in Labor's platform. All replies received in answer to these questions were then given every possible publicity and we feel certain that favorable replies were amply re-

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 22, 1915.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull. A committee from the Label Section of the San Francisco Labor Council addressed the meeting upon the necessity of demanding the union label, button and shop card. The following joint resolutions, to be forwarded to Senator La Follette from the unions in the Pacific District of the I. S. U. of A., were adopted by unanimous vote:

"Whereas, Throughout many years of effort on the part of the seamen of the United States to secure the enactment of laws for the improvement of their conditions at sea, invaluable service has been rendered by the Honorable Robert M. La Follette, United States Senator; and

"Whereas, By the passage of the Seamen's bill in the 63rd Congress much of the legislation sought for has been achieved; therefore be it

"Resolved, By the seamen's unions of the Pacific, that we extend to Senator La Follette our sincere thanks for the services rendered by him on our behalf and on behalf of the seafaring class throughout the world; further

"Resolved, That these resolutions be spread upon the minutes of the respective seamen's unions of the Pacific, and a copy thereof be forwarded to Senator La Follette."

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., March 15, 1915.

No meeting. Shipping improving; prospects fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 15, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 15, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 15, 1915.

Shipping and prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 15, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 15, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, March 15, 1915.

Shipping and prospects poor.

HARRY OHLSSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 8, 1915.

Shipping medium; prospects uncertain; a number of men around.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 18, 1915.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. A joint resolution, as drafted by the I. S. U. District Grievance Committee thanking Senator Robert M. La Follette for the services rendered in the passage of the Seamen's bill, was adopted and a copy ordered forwarded to Senator La Follette. The Shipwreck Benefit was ordered paid to two members of the steamship "Washington." EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, March 11, 1915.

Plenty of men ashore. Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, March 10, 1915.

No meeting. Shipping good, not many men idle.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

WAR'S DELUDED VICTIMS.

(W. N. Ewer, in London Nation.)

First Soul—

I was a peasant of the Polish plain;
I left my plow because the message ran:
Russia, in danger, needed every man
To save her from the Teuton; and was slain
I gave my life for freedom—this I know:
For those who bade me fight had told me so.

Second Soul—

I was a Tyrolean, a mountaineer;
I gladly left my mountain home to fight
Against the brutal, treacherous Muscovite;
And died in Poland on a Cossack spear.
I gave my life for freedom—this I know:
For those who bade me fight had told me so.

Third Soul—

I worked in Lyons at my weaver's loom,
When suddenly the Prussian despot hurled
His felon blow at France and at the world;
Then I went forth to Belgium and my doom.
I gave my life for freedom—this I know:
For those who bade me fight had told me so.

Fourth Soul—

I owned a vineyard by the wooded Main,
Until the Fatherland, begirt by foes
Lusting her downfall, called me, and I rose
Swift to the call—and died in fair Lorraine.
I gave my life for freedom—this I know:
For those who bade me fight had told me so.

Fifth Soul—

I worked in a great shipyard by the Clyde,
There came a sudden word of wars declared,
Of Belgium, peaceful, helpless, unprepared,
Asking our aid; I joined the ranks, and died.
I gave my life for freedom—this I know:
For those who bade me fight had told me so.

THE CRUISE OF THE "EMDEN."

One of the prisoners from the famous German cruiser "Emden" was found to have a diary. This diary has now been translated. Its author put in it only the bare facts, but the translator, a newspaper representative, supplemented these with many details obtained from the prisoners.

Never since she sailed from Tsing-Tau at the beginning of the war did she exhibit a single light, except very rarely to signal to her collier by Morse code. Her captain never used his wireless except on the rarest occasions when he had to take the risk, and the mystery of his avoiding the tremendous activity of the cruisers which at the later stages were pursuing him is now made clear for the first time by the fact that he spent from 29th September to 14th October out in the middle of the Indian Ocean. There he found that the inhabitants of the tiny British colony of Diego Garcia did not know about the war. They supplied him with presents of fish and fruit. Possibly the versatility of the "Emden's" captain may be attributed to the fact that, whilst his father was a German, his mother was a French emigre.

The substance of the diary is as follows:

July 28.—"Emden" at Tsing-Tau. Owing to the unsettled state of affairs in Europe, we were ordered to prepare for action. This was carried out in harbor.

July 29.—News received that the Russians are mobilizing on the German border.

July 31.—At 7 this evening the "Emden" put to sea, after spending days taking in provisions and ammunition. All lights out as she sailed out of harbor.

August 2.—Cruising across trade route between Nagasaki and Shanghai; allowed no ship to sight her.

August 3.—Early this morning news by wireless from Tsing-Tau that war had been declared between Russia and Germany. France was mobilizing, and England would be probably drawn in.

August 4.—Sailed through Straits of Korea into Sea of Japan. Passing Nagasaki and the islands of Tsushima, several steamers were seen, but the "Emden" kept out of sight, as her captain wanted to capture the Russian cruiser "Askold," which he knew to be lying in Shanghai

before the war, and would now probably be making for Vladivostok. After waiting some hours and seeing nothing resembling a war ship, the "Emden" sailed south between Japan and Tsushima. Here smoke was seen evidently making for Vladivostok. The "Emden" gave chase, and the stranger made straight for the land. The "Emden" gradually overtook her, and when within three and a half miles fired a blank shot. The stranger would not stop, so the "Emden" fired shots across his bows, when he immediately stopped. An armed party was sent on board, and found her to be the Russian auxiliary cruiser "Hjasan." Her guns and ammunition had not yet been shipped, but she carried mails for Vladivostok. The prize crew remained on board, and both were headed for Tsing-Tau, all lights out.

August 5.—Wireless received that England had declared war on Germany. "Emden" signaled to Tsing-Tau forts that she and another ship would arrive at 4 next morning, and that the forts were to let them pass in.

August 6, 4 a. m.—Arrived Tsing-Tau. "Emden" alongside pier filling up with coal and stores all day. At 7 p. m. sailed again, with all lights out, accompanied by German collier "Marcommannia." The "Marcommannia" carries 6000 tons of coal and 1000 tons of provisions. She has a crew of 48, and her speed is 10 knots.

August 7, 2:12.—Cruising in China and Japanese seas. Held up Japanese mail steamer from Hong Kong to Nagasaki, but as there was no war yet with Japan she was released. "Emden" turned southwards towards Indian Ocean, called at Marianne or Ladrone Islands. Here "Emden" coaled from her own collier.

August 13.—Arrived this morning at the Island of Angsur, in the Pelew Islands; coaled and sailed for Timor.

August 24.—Arrived this day at Timor, coaling again from the collier "Marcommannia" at Timor. Sailed again at evening westward through Flores Sea.

August 31.—Held up the Dutch steamer "Tromp," and let her go. Sailed through Zerbok Straits, Java, to avoid all shipping.

September 4.—Closed into land at north of Sumatra in order to reach smooth sea for coaling from "Marcommannia."

September 4.—Sailed off Bay of Bengal to start operations from trade route between Colombo and Calcutta, at a point 250 miles southeast of Madras.

September 10.—Stopped Greek steamer "Pontoperos." Six men boarded her, and found she was carrying coal to Calcutta for British firms. She was ordered to follow the "Emden" about. The British steamer "Indus" was captured, and was found to be fitted up as transport for Indian troops. The crew was allowed to gather all its belongings, and was then transferred to the collier. Five shots were fired at the "Indus," making a large hole in the steamer. She tilted over, and sank quickly.

September 11.—Steamed northwards along trade route. British steamer "Levant" hove in sight. Found her also fitted as transport for troops and horses. Transferred crew to collier, and sank her.

September 12.—Captured British steamer "Kabinga," bound from Calcutta to New York with cargo of general merchandise. The cargo was for American firms, and therefore the "Kabinga" was ordered to follow, together with the "Marcommannia" and "Pontoperos." Later we captured the British steamer "Killin," bound for Calcutta with a full cargo of iron. Sank her, and transferred the crew to collier.

September 13.—Sailed a little further north in company with the three steamers, each manned by a German crew. The prize crews also consisted of an officer and ten men, including engineers. The British steamer "Diplomat," from Calcutta to England, with a cargo of tea, was captured and sunk. [She is said to have been of same size as the White Star liner "Medic."] Her crew and the captured crews, hitherto kept on the "Marcommannia," were now transferred to the "Kabinga." Whilst this was actually being done the Italian steamer "Loredano" was sighted. "Emden" at once went out to her, brought her on the scene, and asked the captain to take all the crews who had been gathered in the "Kabinga." [This would have enabled the "Emden's" captain to sink the "Kabinga," which

he wanted to do, as she was a British ship.] The Italian captain refused, and his ship was therefore released; but as she was bound for Calcutta it was realized that within a day or two the "Emden's" presence in the Bay of Bengal must become known. [Not one of the steamers captured in the Bay of Bengal attempted to escape, as the Indian government had declared that the Bay of Bengal was free of all the enemy's ships, and every steamer that was captured believed her captor to be a British cruiser when first they sighted her, until she was within 600 or 700 yards, when she hoisted the German flag. The "Emden's" crew afterwards read in Indian newspapers taken from captured steamers that the first news of their presence was given by the Italian steamer "Loredano." When she reached the mouth of the Ganges the pilot was informed. He communicated with the lightship, and the lightship informed Calcutta.] This night, when 300 miles south of Calcutta, we sank the "Diplomat." Later we saw a light on the horizon, and found by Morse signals that it was the Italian steamer "Neandolo." Bade her good night.

September 14.—Sailed with the three steamers still further northwards towards Calcutta. When 150 miles from Calcutta we sank the small British cargo steamer "Traboch." She had no cargo. At this point we detached the "Kabinga" to Calcutta. Three cheers were given as she left. As she was sailing away the valuable British steamer "Clan Mathieson" appeared with a rich cargo of machinery, motor cars, and a fine racehorse from England. The horse was shot, the crew was transferred to the collier, and the steamer was sunk.

September 15.—When forty miles from Calcutta we turned southeast for Rangoon.

September 18.—We held up Norwegian steamer "Dove," and offered captain \$100 to take the Clan Mathieson's crew to Rangoon. He accepted. [Of course news of the "Emden" would now be everywhere. The "Emden's" captain knew this, for he picked up several wireless messages, including one through the British cruiser "Hampshire." The idea on the "Emden" was that British warships would be patrolling the entrance to the Bay of Bengal. The "Emden" sailed across to Madras.]

September 22.—This night we are off Madras. One of the crew had worked there, and he informed the captain of the oil tanks situated at the entrance to the harbor. At 9:30 p. m. the "Emden" crept in, turned the searchlights on to the tanks, and fired two broadsides to find the range. The searchlights were then shut off, and 125 shells were fired in salvos, some hitting a ship. The tanks were set on fire, and a tremendous blaze arose. The "Emden" retired at full speed to the northeast. The shore batteries opened fire, but the shells fell short, and none hit the "Emden."

September 23.—This morning the glare of the fire at Madras could still be seen on the horizon, though about 100 miles away. "Emden" sailed northeast to give the impression that she was going towards Calcutta, but when out of sight she turned southwards round the east coast of Ceylon. Somewhere about here we lost the Greek steamer "Pontoperos," which had followed till now. Believed that she must have been caught by a British cruiser. A panic is said to have been created in a gale, where the people fled inland in case the "Emden" came that way.

September 25.—A hundred and thirty miles south of Colombo we sank the small British steamer "Kingleud," without cargo. The crew was put aboard the collier.

September 26.—This night, 40 miles west of Colombo, we captured the British steamer "Tymerik," Colombo to England, with sugar. Sailing closer to Colombo, we captured the British steamer "Gryfevale," no cargo, and ordered her to follow the "Emden" with a prize crew.

September 27.—Three hundred miles east of Colombo we captured the British collier "Buresk" [afterwards sunk by H.M.A.S. Sydney], with 600 tons of Cardiff coal for Singapore. We left on board the captain's steward, two engineers, and some Chinese stokers, who were paid by the "Emden" at their usual rates. The "Buresk," with a prize crew, was ordered to follow. "Emden" turned westward again, and captured British steamers "Ribera" and "Foyle."

Both were sunk. The Dutch steamer "Djoeja" was stopped and released.

September 28.—The "Gryfevale," being now crowded with crews, were sent back to Colombo. As she would report him, he turned with the "Buresk" and "Marcommannia" out into the Indian Ocean. "Marcommannia" was here sent away to some rendezvous, and was not seen again by "Emden" during the ten days from September 29 to October 9. When the chase was at its hottest the "Emden" was concealed out in the Indian Ocean, away from the track of shipping.

October 10.—Visited Island of Diego Garcia, in the middle of the Indian Ocean, about half-way between Africa and Sumatra. The few European families here had not yet heard of the war, as they get a steamer only once in three months. "Emden" coaling all day from the "Buresk." Some of the engineers repaired the local motor boat, and were given baskets of coconuts and fish, greatly appreciated on the "Emden." Sailed at night northwards.

October 15.—Five hundred miles west of Colombo, at 12:50 a. m., captured British cargo steamer "Clan Grant," for Colombo with general merchandise. Began transferring crew to "Buresk" at daybreak, when smoke was seen on the horizon. The stranger at first looked like a warship, but, on approaching, proved to be the dredge "Pourabbel," which had been built to order of the Tasmanian government. Both ships were sunk.

October 16.—British steamer "Henmehr" was sunk. Spanish mail steamer "Fernando Po" sighted.

October 20 to 27.—Emden now freed of all captives except collier "Buresk." Captain having read in recent newspapers of British and Japanese cruisers capturing German merchant ships near Penang, he decided to raid Penang. As the "Buresk" could only manage ten knots, she was left to wait at a rendezvous in the Indian Ocean, half-way between the Malay Straits and Ceylon. "Emden" made a semi-circle to southward to reach Penang in order to avoid British cruisers believed to be guarding entrance to Bay of Bengal. Smoke was often seen on the horizon, but was always avoided as on previous occasions.

October 28.—To-day (Sunday) the British Blue Funnel liner "Triolus," on her maiden trip from Hong Kong to England, was captured. She had about a dozen passengers, including women and with her crew had on board about 200 persons. Therefore, although she was estimated to be worth £1,000,000, she could not be at the moment sunk. However, a few hours later the British cargo steamer "St. Egbert," from America, was sighted, and all the people from the "Triolus" were transferred to her.

October 29.—Steamed a little south and captured the British collier "Exford," from England to Singapore with coal. Sighted the British cargo steamer "Chikans," which is fitted with wireless. Ordered her not to use her wireless. The captured crews were all placed in "St. Egbert" and sent to Quikon, a small town on the southwest coast of India, and not to Colombo, which was further off and a naval station.

October 30.—The collier "Exford" allowed to go to Singapore. The reason for this is unknown, but it was surmised that her coal was for German agents.

October 28.—At 4 a. m., 10 miles outside Penang, the extra funnel and the German flag were hoisted. The idea of the extra funnel was to make the "Emden" appear like the British cruiser "Newcastle," the "Yarmouth," or the "Hampshire," all of which were known to be about. From the entrance of the harbor at 5 a. m. could be seen in the distance several ships, and well in front of them an unknown cruiser. On steaming into a range of about 600 yards, this was found to be the Russian cruiser "Jemtchung." The "Emden" fired two torpedoes, the first hitting the cruiser just under the after funnel, whereupon she was seen to sink about four feet. The second, fired at closer range, struck just under the bridge, when a terrible explosion occurred. During this time the "Emden" fired salvo after salvo, in all 100 shots. The "Jemtchung" fired a few shots, some of which hit ships in the harbor behind the "Emden," but none hit the "Emden." The "Emden" had no idea that the Russian cruiser would be in Penang, but expected to find there the French

cruiser "Duppeix" and the French destroyer "Mousquet." The "Mousquet" was on patrol duty outside the harbor, and afterwards reported having seen the "Emden," but thought she was a British cruiser. The "Emden" had now turned and was leaving the harbor at full speed. Thirty miles out she met a steamer. On approaching it she hoisted the red flag, meaning that she was a powder steamer. The stranger, which was the British steamer "Clen-turret," had signaled the shore for a pilot, and the launch had just reached her. The "Emden" had got out her boats. Just then a warship appeared on the horizon. The "Emden" immediately ordered her boats to return, and made off, as the warship appeared to be a large one. This was, however, found to be a distortion, the effect of the early morning mirage. As the ships closed to about 3800 yards the stranger was found to be the French destroyer "Mousquet." The "Emden" opened fire. The first few shots hit the "Mousquet's" engine-room, and, after several salvos, the "Emden" ceased fire, expecting the Frenchman to be wrecked and to surrender. Instead, the "Mousquet" went on firing, and sent off about ten shots. None, however, hit the "Emden," although some fell 150 yards in front of her. The "Mousquet's" crew afterwards said they had fired two torpedoes, but the "Emden" did not see these. The "Emden" began firing again, and the "Mousquet" sank bow first. The "Emden" ceased fire and rescued 36 Frenchmen, three of whom died afterwards owing to the severity of their wounds. This involved delay, and another destroyer was seen approaching from Panang, so the "Emden" at once steamed for the Indian Ocean at full speed, with the torpedo boat in pursuit. After being chased for four hours by the torpedo boat, the "Emden" entered a heavy rain storm, and the torpedo boat was lost to sight.

October 30.—Captured British cargo steamer "Newburn," with general merchandise, for Singapore. All the French prisoners were put on board. The captain was ordered to sail direct for Sabang, in Sumatra.

October 31.—Reached collier "Buresk," and sailed in company for Cocos Islands.

November 8.—Arrived Cocos in evening; sailed round islands to see if everything was clear.

November 9.—5:30, sailed up to Direction Island, a dummy funnel being put up for third time. Landed a party of about 50 to destroy wireless and cut cables.

Here ends the German sailor's diary. What followed is already duly recorded in history. The "Emden" finally met the inevitable—a vessel of her enemy's powerful fleet, far superior in armament and speed.

The senior British naval officer on the west coast of Africa reports that 13 whaling companies were working on that coast in 1913, as compared with 8 in the previous year. Their output of oil was approximately 149,500 barrels. There were 41 small steam whalers employed between Cape Lopez and Great Fish bay, and it is estimated that 6,350 whales were killed in 1913, as compared with 4,250 in the previous year. The number of steamers working on the coast between Cape Lopez and Cape Town is estimated at 93, so that the total catch of whales must be very large. It is said that about 30 per cent fewer whales passed along the coast in 1913 than in the previous year. All the companies have been killing both bulls and cows, with the result that not only are fewer calves born, but also a great number that are born die when their mothers are killed. The companies recognize that it is a suicidal policy, but no one company is able to abstain from the practice owing to the competition of the others.

The view of the majority is always right, since it alone can be put into practice. The view of the minority can never be more than a theory incapable of demonstration.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

At the conclusion of his address, President Gompers retired. Later, resolutions of a condemnatory character were adopted by the mass meeting, which practically amounted to throwing down the gauntlet to university officials. A free speech society was organized and for the first time in the history of the institution students denounced members of the faculty and instructed a committee to record the sentiments of the speakers and forward the resolution to the provost and trustees.

Resolutions were also passed protesting against the policy of the Pennsylvanian, a daily student publication, which refused to publish notices of the meeting.

Edward B. Goward voiced the sentiment of the students present when he said:

"We are led to believe that President Gompers was refused to speak because he is a propagandist. If this is so, why was Guggenheim, the copper king, permitted to speak within the walls of the university? Why, also, was an official of the Pennsylvania Railroad allowed to speak to us about the full crew law? Again, why was James M. Beck selected as the principal orator at the Washington birthday exercises, when we all know he is a propagandist?"

The faculty's action was not approved by two professors, according to statements at the meeting. Dr. Scott Nearing and Thomas D. O'Belger did not favor these policies. Several students said that Dr. Nearing, while addressing his class, advised them to hear President Gompers' address.

"Water" Stops Increases.

"Watered" stock and fictitious values have absorbed past, present and future gains of western railroads, and these corporations have even mortgaged the efficiency of generations unborn, declared Warren S. Stone, grand chief engineer of the Brotherhood of Locomotive Engineers before the arbitration board now considering wage demands of engineers and firemen on western railroads.

The Brotherhood executive said:

"There is no hope for the railroad employes to obtain an equitable participation in the fruits of their work so long as the present financial control and administration of the railroads is unregulated.

"We shall show that the constant tendency has been for those in financial control of the railroads to absorb revenue gains arising from increased productive efficiency by the issuance of fictitious securities; that the productive efficiency of the men working to-day, the operating officials as well as the employes, had already been hypothecated and capitalized before we were born; that measures have already been taken, by the issuance of fictitious capitalization, to absorb the increased work and productive efficiency of our children and our children's children, and that there is no hope for the engineer and fireman and other classes of railroad employes to obtain an equitable participation in the fruits of their work so long as the present financial control and administration of the railroads go unregulated.

"In other words, that any advances which the employes have been able to obtain in wages or earnings have been of no

financial significance as compared with the indefensible absorption of operating gains by the financial management of western railroads."

W. J. Lauck, statistician for the Brotherhoods, presented figures to show that the practice of railroads of capitalizing the debts, their actual value and the future hopes formed a lien on the revenues which would compel labor to wait forever for wage advances if these were to come only when dividends became too large.

Living Conditions "Vile."

"No man could support a wife and family on the wages they had been getting," said Dr. Max Jacoby before the New Jersey State legislative committee, which is investigating living conditions among employes of the American Agricultural Chemical Company, who struck to have a wage cut of 40 cents a day restored, and who were successful after they organized a union affiliated to the American Federation of Labor.

The witness said conditions were "indescribably bad"; that disease was rampant, and that malaria and tuberculosis were so common that these cases did not even excite pity. The chemical fumes in which the men worked weakened the throat, lungs and intestines, so that they became susceptible to disease.

"Men and women die from tuberculosis right along, after exposing others to it," said Dr. Jacoby.

Little attention, the witness continued, was paid to sick children, and physicians were seldom summoned, except when a child was dying, and then "more to insure a proper death certificate than with any hope of saving the life of a child."

Children were born, Dr. Jacoby asserted, amid conditions indescribable for their filth and sordidness. Large families lived in three or four small rooms, with sometimes three or four beds in each room, with no ventilation nor privacy.

The physician declared that "almost every family had to keep boarders in order to exist," and that "the general conditions led to much immorality."

A BAD RECORD.

Lest we forget, in gloating over our achievements as a nation for the past year, it will be well to think occasionally of the things we should like to forget. One of the things that reminds us that we still have a long way to go on the upward road is our record of personal violence. We are a passionate, impatient people, disposed to tolerate evils while in good humor, but swift to wreak vengeance when aroused to anger. Individuality, the most precious of our traits of character, has not yet been bounded within recognized limits; and each man is too prone to be his own judge. When in good humor he is too tolerant through generosity; when in anger he strikes without due reflection.

The Chicago Tribune, which makes a practice of publishing in its annual issue at the end of the year the record of life tragedies throughout the United States, gives the number of homicides for 1914 as 8,251. That means that 8,251 human beings in this country met their death at the hands of other human beings. Nor was that exceptional. The year before the number was 8,902, and

for 1912 it was 9,152. The number of suicides, or persons who died by their own hand, was 13,965. In 1913 the number was 13,103, in 1912, 12,981, and in 1911 the number was 12,242. But even more regrettable than these monstrous totals is the record of lynchings. Last year 54 persons were killed by mobs. Earlier years show such large totals—in 1892 it was 205—that the slowly dwindling tale of shame may offer a little encouragement. The number of persons executed according to law in 1914 was 74—only twenty more than were executed in defiance of law.

Claiming to stand at the head of civilized nations our record of personal violence exceeds that of any other race or nation. A little reflection upon this fact may be conducive to a contriteness of heart more in keeping with our profession.—The Public.

CEMENT BILL DEFEATED.

(Continued from Page 7.)

warded by the Labor electorate in the respective districts.

We could not pledge candidates to any particular bill because that is against the law of our State. Hence we submitted our questions in conformity with the law. Somehow, it never occurred to us that men would ever seriously attempt to evade the moral obligation voluntarily assumed by their affirmative replies.

I realize that this letter is growing rather lengthy, but I trust you will not find it tiresome. I have gone into details because you have probably misconstrued the motives which prompted me to start a campaign of unfavorable publicity against you and five of your colleagues. Personally, I deeply regret that you have seen fit to place yourself in this unenviable position. I sincerely wish I could get your point of view and thus condone your vote against the Cement bill. But for the sake of the unfortunate toilers who are perforce compelled to earn their daily bread in an atmosphere laden with deadly cement dust I could not afford to let this incident pass by. Publicity is the most effective weapon of the workers when they find themselves baffled year after year in their efforts to secure relief through legislation.

Bitter experience has been our best teacher. Long ago we learned that we could not hope to succeed except by persistent, untiring effort. You, too, doubtless know that every humane measure, every progressive piece of legislation now upon the statute books of our State originally met with just such opposition as now confronts the Cement bill.

Therefore, while I deeply regret that I am compelled to give every possible publicity to this black spot upon your record, the small, conscious voice of duty tells me that I cannot do otherwise.

The sinister methods used by the army of capable lobbyists representing the Cement trust may be more effective than ours, but for very obvious reasons we cannot copy their tactics. We are compelled by circumstances to present our case in respectful yet plain language. We must be blunt and frank even with those oversensitive souls in the Legislature who openly resent Labor's statement "that they are being watched." Legislators who resent being watched need watching. And if any member of the California Legislature construes this to be a threat—he will never extract an apology from me for making that kind of a "threat."

In conclusion, permit me to assure you that we have unbounded faith in the justice of our cause. We are also quite confident of ultimate success. Moreover, I feel certain that this little incident will help to awaken my fellow workers in California and elsewhere to a greater realization of their opportunity and responsibility in the political battles yet to be fought.

Sincerely,

(Signed) PAUL SCHARRENBURG.

For fair products of all kinds consult the JOURNAL'S ad columns.

INSPIRED PATRIOTISM.

A peculiarly puerile species of patriotism seems to be developing in Australia. Indeed, it is so peculiar that the real patriot might well blush with shame to be found within coo-ee of its company.

Here are two recent samples of it:

Any single man without dependants should be ashamed to take relief when he knows that it would simply be taking the money from the family man. Had I been a single man I would have joined the ranks alongside my colleague, Mr. Larkin. If a single man chooses to ignore the call of Empire he need not come to the Works Department looking for relief or assistance.—N. S. W. Labor Minister for Works Griffith.

Is not the Premier also aware that a great number of the persons who are out of employment are young, able-bodied men who might very well go to the front and fight for their country?—Colonel Onslow, in the N. S. W. Assembly.

Now, apart from the shriekingly obvious fact that there is no law to prevent Messrs. Griffith and Onslow from going to the front if they feel that way, and apart, also, from the fact that by not going they set a mighty poor example, there is another aspect of the matter to be considered.

It is this: He fights best, or should fight best, for his country when his country is worth fighting for. The more he has to defend the more anxious will he be to defend it.

Inversely, if he has nothing to defend he cannot be expected to become enthusiastic about defending what doesn't exist. And least of all will a man enthusiastically fight for the privilege of having an empty stomach.

For, if it comes to that, he can be hungry in any alien country on earth. Any foreign flag will vouchsafe him the right to starve.

But from his country the Australian has a right to expect something more than a stomach with nothing in it. If he is young and able-bodied and willing to work, a naturally wealthy country like Australia should give him a heritage which he will be jealous to have and to hold.

Hunger is a poor recruiting sergeant. The enthusiasm that comes of plenty and contentment will win more battles than all the empty stomachs that ever were.—The Australian Worker.

JAPAN AND CHINA.

When Japan undertook to drive the Germans from Kiao-Chow she asked the world to believe that she was actuated by enthusiasm for Chinese independence and for the integrity of Chinese territory. Indeed, her avowals on this point were explicit. Kiao-Chow had been unjustly snatched from China by the aggressive diplomacies of Europe, and it was the holy mission of Japan to restore it. Kiao-Chow, released from German occupation, would of course be handed back to its rightful owners.

It is true that the world heard these protestations in what may be described as an unexpectant silence. China has been the recipient of a good many "benefactions" during the last few years, and she has usually had to pay for them at exorbitant rates. Probably she shook in her shoes when she heard that Japan was once more coming to her rescue and that she was again to be "saved" by the benevolence of her neighbor.

And now it seems that there is good

cause for such perturbations as she may have felt. Japan is willing to restore Kiao-Chow, but on conditions more onerous than the loss of a dozen Kiao-Chows. She demands that China enter into a state of practical vassalage, and that she surrender whatever shreds and tatters of independence still belong to her. She must grant no railroad concessions without the permission of Japan. She must not borrow money nor accept advice without first consulting Japan. She must transfer to Japan all rights and concessions in Shantung hitherto enjoyed by Germany, and she must generally regard herself as a protected country, with Japan as her sole guide, philosopher and friend. These are politely described as a "return for the restoration of property," but we may reasonably suppose that China will not be allowed any voice in the matter, and that if she rejects the so-called bargain she will do so at her own risk. And we know exactly what that means.

While awaiting the digestion of these remarkable proposals, it may be said unhesitatingly that a great opportunity was presented to Japan and that she had not the wit to seize it. If her victory at Kiao-Chow had been followed instantly by its return to China without stipulation or conditions, Japan would forever have silenced every aspersion upon her good faith and she would have raised herself unchallenged to the heights of moral civilization. Such an action would have been an appeal to the ethical sense of the world, and it would have profited her more than all the trade and traffic that her policies are likely to secure. It would have done for her what the evacuation of Cuba did for America. It would have established her word as good coin of the realm, and it would have gone a long way to fortify her position as leader of Asia. But Japan has missed her chance.—The Argonaut.

As an indication of the ultimate outcome in the great delta of Egypt, where 1,500,000 acres of wash salt land awaits development, towards the end of 1912 about 800 acres of absolutely waste land at Biala were taken in hand. The land was so heavily impregnated with salt that for ages nothing had grown on it. A scientific system of irrigation and drainage was laid out, under direction of Lord Kitchener, at a cost of \$50 an acre, and it was then handed over to the fellaheen in five-acre plots for cultivation. Last year the land was washed, and a crop of rice grown, giving a satisfactory yield. After the rice crop the salt distribution was measured, and the percentage was considerably reduced. To the great astonishment of the fellaheen cultivators, a permanent result had been achieved in one year, which under the ordinary system prevailing in the country would have taken three or four years to accomplish. Cotton is now, therefore, being satisfactorily grown on a fair proportion of this area, and it is expected that it will bring from \$75 to \$100 an acre.

The Brazilian government has prohibited the use of preservatives of any kind in foodstuffs and beverages, except in the case of wine, which may contain bisulphites, sulphurous anhydride, or sulphurous acid, in quantities not exceeding 350 milligrams per liter.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1403½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Indiana trade unionists are urging a nine-hour workday for women workers. Two years ago a bill of this character was passed by the House of Representatives, but the Senate refused to accept it, and, instead, passed a bill to create "a commission to investigate and report."

Trade unionists in the Ontario province are asking that the property qualification for holding any municipal office be abolished. The injustice of this law is apparent when it is recalled that no property qualification is necessary for a candidate for the provincial legislature or the federal parliament.

Seven hundred non-union coal miners are on strike in the Western Kentucky coal fields, and their leaders announced that more than 1000 more would join the strikers within the next few days if the cut of 20 per cent. in wages became general among the several coal companies operating in this district.

Under the caption "Our Penal Barbarism," Reedy's Mirror, published in St. Louis, says: "A plot has been hatched at Jefferson City to stretch out the prison labor contract system in the State penitentiary for six years. This will be a soft snap for the contractors. But the State has no right to exploit the labor of its prisoners in that way. The prisoners should be employed at State work and they should be paid for it or their dependents at home should be paid for it. The present system is simply barbarism."

The Kentucky Court of Appeals has refused to grant a rehearing on the workmen's compensation act, which it recently decided, in a divided opinion, to be unconstitutional. The Court also refused to modify its decision so the law could be made effective, pending an amendment by the Legislature, which convenes the first of next year. The majority opinion expressed a belief that the Legislature could draw up a constitutional law, but objection was raised to the present act because of the limit of amount specified for various damages, the claim being made that the placing of a limit is against the State Constitution. Compensation advocates are now conducting an educational campaign preparatory to the convening of the next Legislature.

An emergency employment act passed the Idaho House of Representatives on February 19, after passing the Senate. If signed by the Governor it will allow any unemployed citizen of Idaho to apply for emergency employment to the County Commissioners of the county in which he resides. He must swear that he is an American citizen who has lived in the State at least six months. The County Commissioners must then employ him on the public highways or on any other work they may see fit. Eight hours will constitute a day's work and he shall be paid if a married man no less than 90 per cent. of the customary wage for work of the same kind in the district. If unmarried and without dependents, he need be paid no more than 75 per cent. of the usual wage. No person will be entitled to more than 90 days' employment in any year. The bill was introduced and championed by Senator Earl W. Bowman, Socialist.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL DAY AND NIGHT

We don't care what others charge, we will prepare you to pass \$10 cheaper than they will
PIER NO 1. Established 1890 SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Frank	Karlson, Rudolf
Andreasen, A. -1797	Kalning, J.
Anderson, H. T.	Kuschert, John
Anderson, J. G. -1534	Lal, Louis
Anderson, Martin	Lorentsen, John
Asgow, Andrew	Lutton, Theodore
Andersen, Michal	Larsen, -625
Boardsen, Edw.	Larson, Harry
Bukly, C.	Madsen, Johannes
Bartlett, H. N.	Mathesen, Nils
Christensen, August	McDougall, J.
Campbell, Louis	Moer, Robert
Celsen, Martin	Miller, Jos.
Christensen, Aug.	Mortensen, J. R.
Christensen, Trygve	Munson, Sverid
Clausen, P. C.	Mathieson, Sigurd
Callislow, Russel	Moen, Tryger
Carey, Arthur L.	Nordman, J. D.
Driscoll, Edvard	Naro, H.
Ehler, James	Nielsen, H. O.
Erlandsen, Louis	Ness, Carl J.
Ekstrom, Jimmy	Nielsen, P. L.
Erikson, Erik	Olsen, J. -1331
Espedal, Y.	Olsen, Harry
Evanger, Nils	Olsen, Trygve L.
Eugene, J.	Olsen, O. -1062
Franzell, A.	Omhoit, L. T.
Granquist, O. A.	Olsson, Ernst
Gonzalos, M.	Olsen, Charles
Gundersen, L. S.	Porter, Albert
Henriksen, Harry	Quigley, R. E.
Hellison, Halver	Queam, Nick
Hansen, Olaf	Samuelsen, W. L. -1346
Halst, L.	Schmidt, John
Holmes, Geo.	Servick, Harald
Holm, H. P.	Schutz, Robert
Jansson, Henry	Schmidt, F.
Jensen, Hans	Shultz, Billy
Johnson, Ed	Simmonds, A. E.
Jorgensen, Fredrik	Spradlin, A. W.
Johansen, Alfred	Sack, Hans
Johnson, Andrew	Swenson, L. G.
Johansen, A. -1797	Strauss, W.
Kelly, T.	Thompson, Jos.
Keeping, Jabez	Tjolsen, M.
Kelly, T. D.	Wee, W.
Knudsen, Andreas	Wetland, John
Kristiansen, Trygve	Williams, T. C.
Kruger, Johan	

Tacoma Letter List.

Abukvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Daniel
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

Headquarters For

Union Made Clothing
FURNISHINGS, HATS AND SHOES
At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio. 10-21-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.
Teddy @ Hagan
Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR
612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

— For —
A GOOD CUP OF COFFEE
— or —
A SQUARE MEAL
— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made
PAGE & SCHWARTZ
Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS
THE COSMOPOLITAN
Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.
BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Christensen, Ajans, Nilsen, Nils	
-1366	Petrov, Alex. -1564
Ericksen, Anton	Strauss, Walter
Lomas, Richard	Thorssen, Fredrik N.
Lawrence, Harry	

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14
Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiassen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdiere, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniavsky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, A.
Decas, O.	Olsen, John Andreas
Davey, Charles	Olsen, Arthur
Dolany, Willie	Ericksen, O. H. -857
Ericksen, O. H. -857	Palm, A.
Erman, A.	Pohland, Max
Egenas, Nils	Peterson, P. G.
Ericksen, A.	Perssons, Oscar
Edstrom, John	Palmer, Jas. H.
Feish, Henry	Pensgaard, Emil
Gunther, John	Rinkel, H.
Hecker, W.	Rod, Halfdan
Holm, Peter	Rasmussen, Thor
Hansen, H. F. C. C.	Schmidt, Louis
Hansen, O.	Scott, James
Hedlund, Albert	Salvesen, S.
Hellman, Albin	Saarienen, W.
Ingebretsen, Alfred	Saar, J.
Johansen, Chas.	Sandstrom, Ivar
Johansen, Christ	Schacht, H.
Johnson, Charles A.	Solberg, P.
Johnson, Nils	Svensson, Martin
Johansen, Anton	Smedsvig, Andrew
Johnson, Gust	Simens, O. L.
King, J. L.	Sorensen, Peter
Kressman, Carl	Saer, E. A.
Kermagoret, Anatch	Stardahl, J.
Kervanen, Waino	Swansen, John
Kelly, Patric	Snyder, Jack
Kjer, Magnus	Tamford, B. A.
Kritiansen, Nils	Tortenson, Folke
Knuksen, Richard E.	Tasnase, E.
Keane, M.	Tuhkanen, J. J.
Luckman, E.	Urvso, Geozep
Lindeman, W.	Vickey, Curtis S.
Lorins, Jack	Wickman, Ernest
La Boyle, M.	White, Harry
Lytle, Alex.	Walter, John
McLellan, John	Waltgren, C. W.
Muenchemeler, Herbert	Welsen, John
Muller, P.	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simensen, Isak
Erksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Udby, Harold
Hvid, Einer	Walder, Olsen N.
Hylander, Gustaf	Packages.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods

Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

An explosion in the Layland coal mines at Hinton, West Virginia, on March 2 resulted in the death of at least 96 miners and possibly of 116. Forty-seven men were rescued after the explosion.

Patrick L. Quinlan, convicted of inciting to riot during the Pater-son (New Jersey) strike of two years ago, began on March 4 to serve his sentence at the Trenton penitentiary of from two to seven years.

Governor Kendrick of Wyoming has signed the mothers' pension bill passed by the Legislature. Mothers with but one child under fourteen will receive \$20 a month. Those with more will get \$10 a month for each additional child.

Rather than submit to vaccination Lieutenant Samuel Peacock of the coast guard ship "Miami" sent in his resignation to the Secretary of the Navy, Daniels, on February 27. He declared that he did not wish to submit to an infringement on his individual constitutional rights.

Capt. Albert Polis, Vice-Director of the Hamburg-American Line and retired commander in the transatlantic service, died February 26 in the officers' quarters on board the "Vaterland" at Hoboken pier of the company, where he had lived since his arrival at New York last August from Hamburg. During the last fifteen years he had been in charge of the nautical division of the line.

The Electric Steel Company of Pittsburgh recently declined for "humanitarian reasons" to make a bid on a contract to furnish part of an order for 1,000,000 drop forge shells valued at \$4,000,000 wanted by the British Government. Charles E. Bryson said that his company refused to consider the contract because the officials did not believe that warring nations should be encouraged.

The constitutionality of the provision of the labor law of the State of New York prohibiting the employment of aliens on public works and forfeiting contracts in cases in which the law is violated was upheld in a decision given by the Court of Appeals at Albany. The effect of this decision is far-reaching, and the case, it is expected, will be taken to the Supreme Court of the United States.

Secretary of the Treasury McAdoo has been requested by the Federal Reserve Board to continue printing Federal Reserve notes in order that an adequate supply may be on hand when the Aldrich-Vreeland law expires June 30 next and all the emergency currency issued under it is redeemed. The printed supply of emergency currency which the Treasury Department has kept on hand amounted to about \$500,000,000, and Secretary McAdoo announces that a like amount of Federal Reserve notes will be printed.

George J. Gould and L. M. Bowers have resigned as directors of the Colorado Fuel and Iron Company. A statement presented by President Welborn to the Board of Directors places the direct cost of the strike in which the company was involved at \$464,000, and the indirect cost, due to loss of business in the fuel department, at from \$700,000 to \$800,000. Gross earnings for seven months ended January 31, last, were \$9,169,282, leaving a deficit after all charges are deducted of \$496,482. For the corresponding period the year before the gross earnings were \$10,293,523, and the deficit \$597,611.

Domestic and Naval.

A new schooner named the "Marjorie McGlashen," 130x26x10½ feet, has been launched by D. C. Mulhall, Liverpool, N. S.

The wreck of the steamer "Navarra" on Tusket Islands, Bay of Fundy, has been purchased by a St. John, N. B., junk dealer for \$1,000.

The German steamer "Holger," which sailed from Pernambuco January 5 and arrived at Buenos Aires February 19 has been interned there as an auxiliary cruiser.

The Gulf Refining Company, which is now building a wharf, a storehouse, a spur track and enormous oil tanks on the East Providence shore below Wilkesbarre Pier, will expend about \$300,000 before the work is completed.

The dredge "General Mackenzie," being towed from Port Arthur to Baltimore by the tug "Buccaneer," broke up when she struck a 40-mile gale off Cape Hatteras. Her crew of 25 men was saved. She was built in 1906 and valued at \$200,000. The tug made Norfolk safely.

The officers and crews of British warships present at the capture or destruction of any armed hostile ship will share in the distribution of prize money, calculated at £5 for each person on board the enemy vessel at the beginning of the engagement. This order in council was promulgated March 2.

The four-masted schooner "Carle F. Cressy," which was launched at Bath recently, is the thirtieth schooner of four or more masts launched by Percy & Small since they began business in 1894, and is the twelfth vessel now sailing under the Percy & Small flag. That is a remarkable record for the most discouraging twenty years in the history of the American merchant marine.

Legislation to increase pilotage rates at Philadelphia and to make pilotage compulsory on the Delaware Bay and River was opposed at a recent meeting of the board of directors of the Philadelphia Maritime Exchange. The board unanimously disapproved both of the bills before the Legislature and the committee on commerce and transportation will try to secure their defeat.

The Chosen Yusen Kaisha has inaugurated a service between the ports of Chemulpo, Tsingtau, Chefoo, and Dairen, in order to care for the increased passenger and freight traffic to Tsingtau. This service replaces the former Chemulpo-Chefoo Dairen service of the same company. The first steamer on the new run left Chemulpo January 4, 1915.

The wreck of the 300-foot five-masted schooner "Elizabeth Palmer," awash near the Fenwick shoal gas buoy since she went down with the steamer "Washingtonian" in a collision on January 26, was ripped apart February 23 by the explosion of 12 guncotton mines. The explosives were placed aboard the schooner from the coast guard cutter "Mohawk." A heavy easterly swell was running and for this reason the destruction of the wreck was not completed. The wreck lies just awash in eleven fathoms of water and bears south, southeast, three-quarters east (magnetic), one and one-tenth miles from the Fenwick Shoal gas buoy. The "Palmer" was in collision and sank the American-Hawaiian steamer "Washingtonian," the wreck of which has not been located.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Ahlgren, Ellis
Albertson, Chris
Alkison, Carl
Allen, James
Amundsen, David
Anderson, Sven
Anderson, A. S.
Anderson, C. M.
-1823
Anderson, N. -1549
Anderson, C. -1495
Anderson, Carl
Anderson, E. -1781
Anderson, H. J.
-1620

Backman, B. W.
Barz, Herman
Bakker, Haakon
Bakmyhr, Gustav
Balled, Pete
Bang, Maurice
Baumann, A. O.
Bejerck, Gus
Beling, Oscar
Berghalm, Edward
Bilke, E. -2049
Birknes, Ole
Blarich, M.
Blumel, W.
Bodagh, A.

Caen, P.
Campbell, George
Carlson, Charles
Carlson, Henning
Carlson, Martin
Carron, Ed.
Carter, J.
Cassberg, Gustaf
Ceelan, John
Cellan, John
Chotard, Emile
Danielson, E.
Davey, C.
Davis, John
De Bruin, B.

Earling, Gus
Ecklin, L. W.
Eckoff, Otto
Egeland, Olav O.
Einardt, John
Ekland, Swen. K.
Ekstedt, H.
Ellefsen, Otto
Fabruoski, Theodore
Fass, Leftis
Ferguson, J.
Fischer, Wilhelm
Fitzpatrick, Patrick
Forsman, George
Foss, John
Franklin, John
Gardan, Geo.
Gendo, G.
Gerner, Hans
Grantley, C. W.
Graagard, L. I.
Gregory, Joe
Griffith, Hugh E.
Grigoleit, Ed.
Gulbransen, Bjorn
Hakonsson, Ingvar
Haldin, F.
Hale, Sigvald
Hall, Alf
Hallen, Victor
Hallgren, John
Halman, William
Hangen, Hans C.
Hannus, Alex.
Hansen, Charles
Hansen, Charlie
Hansen, C. F.
Hansen, C. T. -2247
Hansen, Henry W.
Hansen, H. G.
Hansen, H. L.
Hansen, M. -968
Hansen, Martin
Hansen, Niels S.
Hansen, Thomas
-2383
Hansen, Thorwald
Hansen, Chas. G.
Hanssen, Lars

Ingebrigtsen, Olaf
Insunso, Francisco
Jackisch, Magnus
Jacobs, August
Jacobsen, J. M.
Jacobsen, Martin
Jakobsen, Anders
Jamsich, Ed W.
Jameson, J. E.
Janssen, H.
Jarosinski, Filiks
Jenkins, John R.
Jensen, Carl
Jensen, C.
Jensen, Erik
Jensen, John Frank
Jensen, Just
Jensen, Oskar
Jerdoe, Soren
Jersch, Willie
Jespersen, M.
Johansen, Alex. H.
Johansen, Carl J.
Johansen, George
Johansen, Thos. W.

Kaare, P. Juhl
Kaasin, August
Kalena, Gustaf
Kallas, August
Kallio, Frans
Kampel, Karl
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo
Karlsson, Richard
Kaspersen, H. -1100

Kasperi, Ernest
Kasperi, Jon
Kasperi, Jno. E.
Kasperi, J. R.
-1246
Kasperi, S. M.
Kasperi, Anton
Kasperi, Alexander
Kasperi, H. -1783
Kasperi, P.
Kasperi, Albert
Kasperi, Teddy
Kasperi, Billy
Kasperi, Herman
Kasperi, Manuel T.
Bohm, Franz
Boro, S. S.
Boudic, J.
Bowden, Chas.
Brander, W.
Brennan, Leo
Broberg, Charles
Bruun, Axel
Bryant, Wm.
Bryndall, Harry
Bryning, Walter
Brynjulfsen, H. B.
Buckly, J. J.
Bucow, C. W.
Bunnett, E.

Christensen, Louis
Christensen, Otto
Christensen, Willi
Clrul, Mick
Claus, Charles
Clausen, Chr.
Cookley, John
Cokinos, John
Costantino, Lay
Correagan, Robert
Curran, N.
Dixon, John
Doyle, William
Dracar, Ed.

Ellingsen, Fred
Enokson, Marcus
Eriksson, Nils J.
Erickson, E.
Erickson, Konrad
Erikson, Sigurd
Erland, Oscar
Ermandes, Francisco
Fraser, Thomas
Fredericksen, H.
Fredriksen, J. H. G.
Freitag, Franz
Fricke, Willie
Frost, ePter
Furth, Richard

Gronlund, Oskar
-414
Gulbrandsen, Andreas
Gundersen, Andreas
Gulliken, Amandus
Gunter, Hans
Gunvalsen, Ingval
Hanson, Pet
Harrison, Frank
Haugen, Lars
Haugland, Harald
Havard, O.
Hawkins, Fred
Heckman, Fred
Heissel, W.
Heldt, Charles F.
Heinaz, C. -2117
Heinen, H.
Hendriksen, William
Henry, H. A.
Hermanson, Fritz
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hogstedt, Charles
Holmquist, F.
Holst, R.
Hubertz, Emil
Hubner, Carl
Hughes, Walter
Huse, E.
Iversen, T.

Johanson, Edvard
Johanson, Geo. N.
Johanson, Henrik
Johanson, Louis
Johansson, N. A.
-280
Johnson, Bernard
Johnson, C. -1593
Johnson, E.
Johnson, F. -1723
Johnson, Henrik
Johnson, John A.
Johnson, Oscar
Johnson, R. W.
Johnson, Walther
Chr.
Johnsson, C. J. -1566
Jones, Berthson
Jonson, E.
Jonsson, K. A.
Jordan, O.
Jorgensen, Jorgen
Kathy, Albert
Kearns, N.
Keating, R.
Kehr, Fred
Kimeral, H.
Kinlock, Wm.
Kleibing, Fred
Kleishman, Frank
Knudsen, Daniel
Kocharlin, Jacob
Koch, Harry

Koop, J. F. O.
Kosa, Peter
Kramer, Sigurd
Kristensen, Erling
Lala, August
Land, J. William
Lang, Chas. F. -89
Larsen, A.
Larsen, Gustaf
Larsen, Martin
Larsen, Peter -1721
Lato, E.
Lebrun, Ernest

Maattson, J.
Maatson, Olaf
Madsen, Ludvig
Magee, E. H.
Magnusen, Ernst
Maki, Ivar
Manse, Fred
Markley, Paul
Markman, Helno
Markus, Bernhardt
Markus, Goifried
Marquies, Frank
Martin, A.
Martin, H.
Martin, J.
Mathiesen, N. L.
Mayes, Joel B.

McCourt, Joe
McKeating, R.
Mehrtens, Herman
Melander, G. L.
Nagel, A.
Narmi, William
Naujack, Fritz
Neilson, C. F.
Nelson, Alvin
Nelson, Ernest
Nelson, H.
Nelson, John B. -410
Nelson, Robert
Nelson, W.
Nicholson, J. E.
-1125
Nicklas, M.
Nielsen, Carl
Nielsen, E. S. -1116
Nielsen, Harald

Oaks, Theo. R.
O'Brien, R. F.
Oetichen, F.
Oetivie, Willie
Ohle, Hugo
Ojstedt, S. A.
O'Keefe, Ed
Olfstrom, Axel
Olson, Carl
Olson, Charles
Olson, John H.
Olson, Jorgen
Olson, Karl -1315
Olson, O. -1179

Parson, Herman
Paulman, Geo.
Paulsen, Gustav
Paulsen, James
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Christ
Pedersen, Didrik
Pedersen, Edif
Pedersen, Halidan
Pedersen, Johan
Pedersen, P. -896
Pedersen, W. G.
Persson, Oscar
Peterson, Aaga
Peterson, A. L.
-1589
Peterson, C. V.

Quinn, R. C.
Raum, Henrik
Rakov, Stephen
Ramberg, Barny
Reindhart, Werner
Reed, J. W.
Saarinen, Werner
Sand, Bernhard
Sand, Torger
Sanders, S.
Sanderson, Geo.
Sanne, Rudolph
Saunders, Jas.
Saulza, Custodio
Sarin, Edif
Savage, Roland
Schaefer, Hugo
Schellenberg, H.
Schneider, Fred
Schroder, F. A.
Schultz, F. J.
Scott, James S.
Seagren, J.
Seiffert, Johannes
Sherry, J. H.
Shrene, Elwood
Siek, August
Simmonds, J.
Sjoblom, Karl A.
Skogman, W.
Smith, Donald
Smith, John
Snider, G.

Tame, E.
Tamanen, Erland
Tammar, P.
Tamman, Krispin
Tarm, E.
Tasnase, E.
Thee, Rudolf
Themsen, William
Uderkul, C.
Ulla, Ole O.

Vangelder, William
Vesgaard, Jens
Viberg, John
Wagner, Wil
Wank, Romano
Warner, Paul
Wee, William
Wells, Frank
Weltz, Hille
Weltz, Ornuif
Wesgaard, John
Westpahl, Ernest
Yejata, Yrjo

Zerb, Walter
Zimmerman, Fritz
Zimmerling, Fritz
Zornig, Harry
Zweiberg, John
Zwemer, J.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasale, Michal
Barz, Herman
Berling, J. B.
Blair, Francis
Carlsen, Jacob
Carter, Sidney
Ceelan, John
Danielsen, Sigurd
Ellefsen, Otto
Evensen, Louis
Finnelly, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hawkins, Fred
Hendriksen, Hag-
bart
Henningway, Geo.
Jacobsen, Emil
Johansen, Emil
Johnson, Henrik
Jorgensen, Oluf
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Schroder, August
Schultz, Fred
Swanson, Ben
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Thorsen, Jens
Wakely, R. E.
Wee, W.
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

The Scotch minister rose and cleared his throat, but remained silent, while the congregation awaited the sermon in puzzled expectancy. At last he spoke: "There's a laddie awa' there in the gallery a-kissin' a lassie," he said. "When he's done Ah'll begin."

Only a Sample.—"Who goes there?" the sentry challenged.

"Lord Roberts," answered the tipsy recruit.

Again the sentry put the question and received a like answer, whereupon he knocked the offender down. When the latter came to, the sergeant was bending over him. "See here!" said the sergeant, "why didn't you answer right when the sentry challenged you?"

"Holy St. Patrick!" replied the recruit; "if he'd do that to Lord Roberts, what would he do to plain Mike Flanagan?"—Boston Transcript.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock P. M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalla—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

PATRONIZE HOME INDUSTRY

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Stewart St., San Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER HATTER AND FURNISHER DOUGLAS SHOES UNIFORMS

Gold Braid and Gold Wreaths of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

News from Abroad.

The Brazilian government, newspaper reports declare, is arranging to float in New York a loan of \$15,000,000, offering as a guaranty custom-house returns on American importations.

The Dutch Government is considering an insurance plan for ships, under which shipping companies would take about twenty per cent. of the risk, the rest being borne by the Government and insurance companies.

American marines were landed at Port-au-Prince, Haiti, from the four war vessels in the harbor. The Government troops were defeated by the revolutionists at St. Marc, and American forces were landed to protect the menaced capital.

The steamer "Carolina," owned by the New York and Porto Rico Steamship Co., which struck a rock while on the voyage between Guanica and San Juan, is insured on a value of \$482,718, and is of 5,093 tons gross, built in 1891.

The crew of the British bark "Conway Castle," sunk by the German cruiser "Dresden" off Corral (a seaport of Chile) on her way to Liverpool, with a cargo of barley, was landed at Valparaiso on March 12 by the Peruvian ship "Larton."

The British steamer "Churchill" arrived at Pernambuco on March 12 with the crew and 143 passengers of the French steamer "Guadeloupe." The "Guadeloupe" was sunk near the Island of Fernando de Noronha, in the South Atlantic 125 miles off the east extremity of Brazil, to which country it belongs, by the German auxiliary cruiser "Kronprinz Wilhelm." The "Guadeloupe" sailed from Buenos Aires February 13 for Bordeaux.

Great confusion and doubt is caused by the conflicting reports from various parts of Mexico. The Villa forces have won another victory in the western country, between Guadalajara and Manzanillo. A success of the Villa forces is also announced near Mazatlan, on the west coast. General Carrera Torres, a Villa general, with 4,000 troops in charge of the States of Tamaulipas and San Luis Potosi, is reported to have joined the Carranza forces. From Mexico City comes the report that the Carranza authorities have imprisoned all the native Roman Catholic clergy for \$250,000 ransom. The foreign priests were exempted from the ransom, but were ordered to leave the country. Secretary Bryan has instructed Consul Canada at Vera Cruz to intervene with General Carranza in behalf of the 180 imprisoned priests.

The British Admiralty announced on March 15 that the German cruiser "Dresden" had been sunk. The statement follows: "On the 14th of March at 9 a. m., H. M. S. 'Glasgow,' Captain John Luce, R. N.; H. M. auxiliary cruiser 'Orama,' Captain John R. Segrave, R. N., and H. M. S. 'Kent,' Captain John D. Allen, C. B., R. N., caught the 'Dresden' near Juan Fernandez Island. An action ensued, and after five minutes' fighting the 'Dresden' hauled down her colors and displayed the white flag. She was much damaged and set on fire, and after she had been burning for some time her magazine exploded and she sank. The crew were saved. Fifteen badly wounded Germans are being landed at Valparaiso. There were no British casualties and no damage to the ships."

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Erickson, Earl	Saalmann
Ekeland, Will H.	Teracison, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacana, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Steln, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

With the Wits.

Infield.—"I want a book for a high-school boy."

"How about Fielding?"

"I dunno. Got anything on base-running?"—Louisville Courier-Journal.

Sad.—"There is hack-work and hack-work," said the literary man. "Think of what I get for mine and what the hackman gets."—Philadelphia Public Ledger.

An Irritating Sight.—Harold—What are you picking on me for? I didn't do anything!

Mickey—Ye don't have t' do nuthin'. It's yer looks that gits me goat.—Judge.

The Kompleat Kicker.—"Some men," said Uncle Eben, "put in deir lives kickin' at nothin'. Dar's dis much to be said foh de mule. If he's interested enough to kick, he's willin' to go to de trouble of takin' aim."—Washington Star.

Change Expected.—Millionaire—A fit husband for my daughter? Why, in the first place, she is half a head taller than you.

Suitor—Well, sir, I don't expect to be so short after I am married.—Sydney Bulletin.

Diplomacy.—A well-known English politician was much annoyed by reporters. One day he was enjoying a chat at a London hotel, when a strange young man came up who seemed to have something of importance to communicate, and led him across the room. Arrived in a corner, the stranger whispered, "I am on the staff of an evening paper, and I should like you to tell me what you think of the Government's foreign policy." Mr. Dash looked a little puzzled; then he said, "Follow me." Leading the way, he walked through the reading-room, down some steps into the drawing-room, through a long passage into the dining-room, and drawing his visitor into the corner behind the hat-rack, he whispered, "I really don't know anything about it."—Weekly Telegraph.

Secure and Profitable

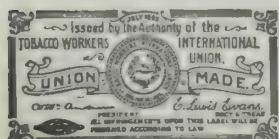
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

Bagley's Gold Shore

THE OLD RELIABLE PIPE
TOBACCO



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

No purchase too small to be appreciated. To prove this, we sell:
ALARM CLOCKS, 45c UP WATCHES, \$1.00 UP
EYE GLASSES, 50c UP



James F. Sorensen
Pres. and Treas.



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

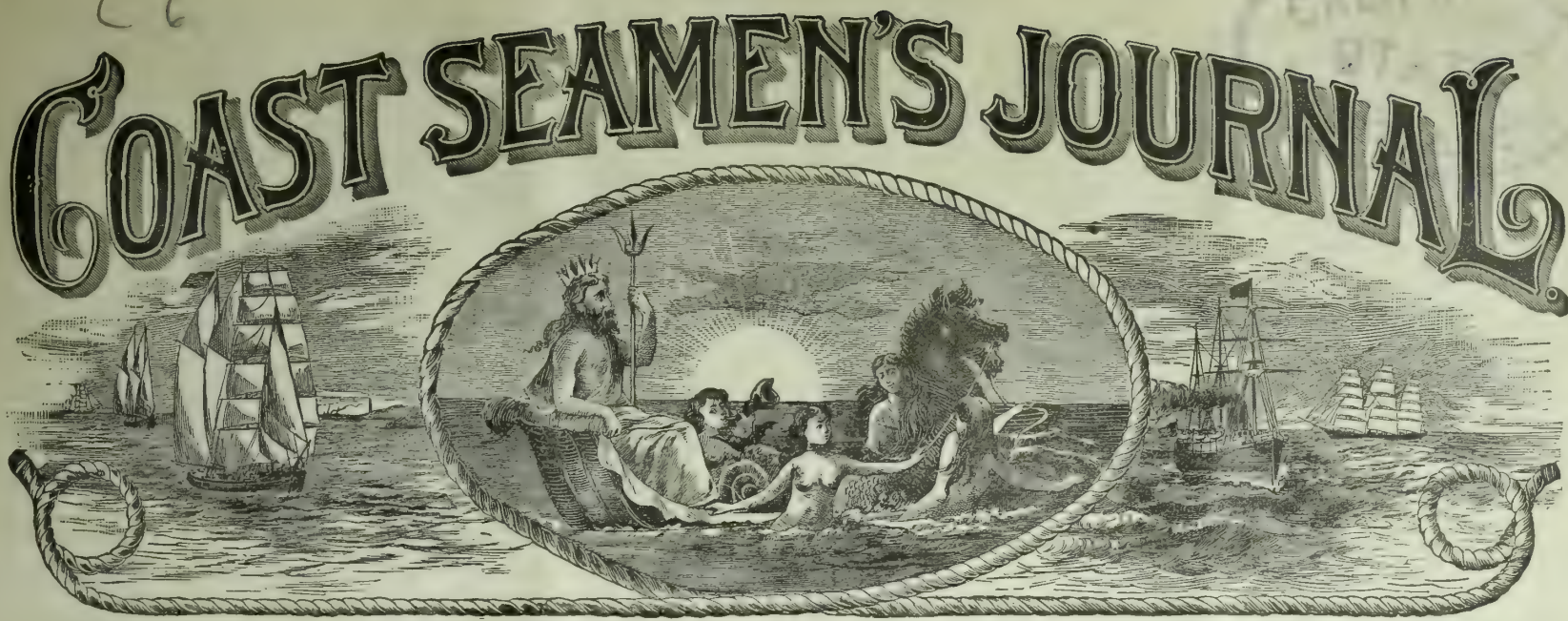
72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 29.

SAN FRANCISCO, WEDNESDAY, MARCH 31, 1915.

Whole No. 2323.

A PROTEST AGAINST WAR.

Bringing Us Nearer Toward the "Peace That Shall Last."

At every stage of warfare in the past, men and women in all nations have endeavored to abate and lessen it. Their repeated endeavors have been answered by repeated wars, until the present war in Europe completes the works of death, desolation, and tyranny.

In spite of this, these protests against war are destined to succeed; as once before in the history of the race, the sentiment of pity, of respect for human life, called a halt to senseless slaughter.

There came a time in the history of the Greek and Jewish people when a few set their faces against human sacrifices as a religious rite of their highest faith,—bound up, like our wars, with old fealties and solemn customs and with their most desperate fears. Humble men and women, out of sheer affection for their kind, revolted. In face of persecution and ridicule, they warned their countrymen that in pouring human blood upon altars to the gods, they wrought upon their kind more irreparable wrong than any evil against which they sought to forefend. Finally, there came to be enough people with courage and pity sufficient to carry a generation with them; and human sacrifice became a thing of the past.

It took the human race many centuries to rid itself of human sacrifice; during many centuries more it relapsed again and again in periods of national despair. So have we fallen back into warfare, and perhaps will fall back again and again until in self-pity, in self-defense, in self-assertion of the right of life, not as hitherto, a few, but the whole people of the world, will brook this thing no longer.

Our Right to Protest.

By that opportunity, now ours as never before, to weigh the case against war and to draw the counts from burning words spoken by those who protest and who are of all peoples—we make single judgment and complete indictment.

By that good fortune which has placed us outside the conflict; by that ill fortune by which the belligerent and his rights have heretofore bestrode the world; by mine-strewn channels, and by international codes which offer scant redress—we speak as people of a neutral nation.

By the unemployed of our waterfronts, and the augmented misery of our cities; by the financial depression which has curtailed our school building and crippled our works of goodwill; by the sluicing of human impulse among us from channels of social development to the back-eddies of salvage and relief—we have a right to speak.

By the hot anger and civil strife that we have known; by our pride, vain-glory, and covetousness; by the struggles we have made for national integrity and defense of our hearthstones; by our consciousness that every instinct and motive and ideal at work in this war, however lofty or however base, has had some counterpart in our national history and our current life—we can speak a common language.

By that comradeship among nations which has made for mutual understanding; by those inventions which have bound us in communica-

tion and put the horrors of war at our doors; by the mechanical contrivances which multiply and intensify those horrors; by the quickening human sympathies which have made us sensitive to the hurts of others—we can speak as fellow-victims of this great oppression.

By our heritage from each embattled nation; by our debt to them for languages and faiths and social institutions; for science, scholarship and invention; by the broken and desolated hearts that will come to us when the war ends; by our kinships and our unfeigned friendships—we can speak as brothers.

By all these things, we hold the present opportunity for conscience-searching and constructive action to be an especial charge upon us; upon the newcomers among us from the fatherlands; and upon the joint youth of all the peoples of the two Americas.

What War Has Done and Is Doing—Its Blights.

War has brought low our conception of the preciousness of human life as slavery brought low our conception of human liberty.

It has benumbed our growing sense of the nurture of life; and at a time when we were challenging Reichstag, Parliament, and Congress with the needlessness of infant mortality and child labor, it entrenches a million youths with cold and fever and impending death.

It has thwarted the chance of our times toward the fulfilment of life, and scattered like burst shrapnel the hands of the sculptors and the violinists, the limbs of the hurdlers and the swimmers, the sensitive muscles of the mechanics and the weavers, the throats of the singers and the interpreters, the eyes of the astronomers and the melters—every skilled and prescient part of the human body, every type of craft and competence of the human mind.

It has set back our promptings toward the conservation of life; and in a decade when England and France and Russia, Germany and Austria and Belgium, have been working out social insurance against the hazards of peace, it throws back upon the world an unnumbered company of the widowed and the fatherless, and of aged parents left bereft and destitute.

It has blocked our way toward the ascent of life, and in a century which has seen the beginnings of effort to upbuild the common stock, has cut off from parenthood the strong, the courageous and the high-spirited.

Its Injuries.

It has in its development of armaments, pitted human flesh against machinery.

It has wrested the power of self-defense from the hands of free-men who wield lance and sword and scythe, and has set them as machine-tenders to do the bidding of their masters.

It has brought strange men to the door-sills of peaceful people; men like their own men, bearing no grudges one against another; men snatched away from their fields and villages where their fathers lie buried, to kill and burn and destroy till this other people are driven from their homes of a thousand years or sit abject and broken.

It has stripped farms and ruined self-sustain-

ing communities, and poured into a bewildered march for succor, the crippled and aged and bed-ridden, the little children and the women great with child unborn.

It has razed the flowing lines in which the art and aspiration of earlier generations expressed themselves, and has thus waged war upon the dead.

It has tortured and twisted the whole social fabric of the living.

It has burdened our children and our children's children with a staggering load of debt.

It has inundated the lowlands of the world's economy with penury and suffering unreckonable, hopelessly depressing standards of living already much too low.

It has rent and trampled upon the net-work of world co-operation in trade and craftsmanship which had made all men fellow-workers.

It has whetted a lust among neutral nations to profit by furnishing the means to prolong its struggles.

It has blasted our new internationalism in the protection of working women and children.

It has distracted our minds with the business of destruction and stayed the forward reach of the builders among men.

It has conscripted physician and surgeon, summoning them from research and the prolongation of life to the patchwork of its wreckage.

It has sucked into its blood and mire our most recent conquests over the elements—over electricity, and air and the depths of ocean; and has prostituted our prowess in engineering, chemistry and technology, to the service of terror and injury.

It has bent our achievements in transportation into runways, so that neither volcanoes nor earthquakes, nor the rat-holes of famine, but only the plagues can match war in unbounded disaster.

Its Wrongs.

It has in its compulsory service made patriotism a shell, empty of liberty.

It has set up the military independent of and superior to the civil power.

It has substituted arbitrary authority and the morals of foot-loose men who escape identity in the common uniform, for the play of individual conscience, and that social pressure which in household and village, in neighborhood and state, makes for individual responsibility, for decency, and fair play.

It has battered on apathy, unintelligence and helplessness such as surrender the judgment and volition of nations into a few hands; and has nullified rights and securities, such as are of inestimable value to the people and formidable to tyrants only.

It has threatened the results of a hundred martyrdoms and revolutions, and put in jeopardy those free governments which make possible still newer social conquests.

It has crushed under iron heels the uprisings of civilization itself.

Its Evils.

It has turned the towers of art and science into new Babels, so that our philosophers, and

men of letters, our physicians and geographers, our economists and biologists and dramatists, speak in strange tongues, and to hate each other has become a holy thing among them.

It has made were-wolves of neighboring peoples, in the imaginations of each other.

It has put its stamp upon growing boys and girls, and taught them to hate other children who have chanced to be born on the other side of some man-made boundary.

It has massed and exploded the causes of strife, fostering religious antagonisms and racial hates, inbreeding with the ugliest strains of commercialism, perverting to its purposes the increase of over-dense populations and their natural yearning for new opportunities for enterprise and livelihood.

It has not only shattered men's breasts, but loosened the black fury of their hearts; so that in rape, and cruelty, and rage, we have ancient brutishness trailing at the heels of all armies.

It has found a world of friends and neighbors, and substituted a world of outlanders and aliens and enemies.

It has lessened the number of those who feel the joys and sorrows of all peoples as of their own.

It has strangled truth and paralyzed the power and wish to face it, and has set up monstrous and irreconcilable myths of self-justification.

It has mutilated the human spirit.

It has become a thing which passeth all understanding.

Striking Hands.

We have heard the call from overseas of those who have appealed to men and women of goodwill in all nations to join with them in throwing off this tyranny upon life.

We must go further; we must throw open a peace which shall be other than a shadow of old wars and a prelude to new. We do more than plead with men to stay their hands from killing. We hail living men. As peace-lovers, we are charged with the sanctity of human life; as democrats and freemen we are charged with its sovereignty.

By the eight million natives of the warring states living among us without malice or assault one upon another, let us leave the occasions of fighting no longer for idle war boards to decide.

By the blow our forebears struck at barbarism when they took vengeance out of private hands, let us wrest the manufacture of armaments and deadly weapons from the gun-mongers and powder-makers who gain by it.

By those electric currents that have cut the ground from under the old service of diplomacy, and spread the new intelligence, let us put the ban upon intrigue and secret treaties.

For we hold that not soldiers, nor profit-takers, nor diplomats, but the people who suffer and bear the brunt of war should determine whether war must be; that with ample time for investigation and publicity of its every cause and meaning, with recourse to every avenue for mediation and settlement abroad, war should come only by the slow process of self-willing among men and women who solemnly publish and declare it to be a last and sole resort.

With our treated borderland, 3000 miles in length without fort or trench from the Atlantic to the Pacific, which has helped weld us for a century of unbroken peace with our neighbors to the north, we would spread faith not in entrenched camps but in open boundaries.

With the pacts of our written constitutions before us which bind our own sovereign states in amity, we are convinced that treaty-making may be lifted to a new and inviolable estate, and lay the foundations for that world organization which for all time shall make for peace upon earth and good-will among men.

With our experience in lesser conflicts in industrial life, which have none the less embraced groups as large as armies, have torn passions and rasped endurance to the uttermost, we can bear testimony that at the end of such strife as cleaves to the heart of things, men are disposed to lay the framework of their relations in larger molds than those which broke beneath them.

With our ninety million people drawn from Alpine and Mediterranean, Danubian, Baltic, and Slavic stocks; with a culture blended from these different affluents, we hold that progress lies in the predominance of none; and that the civilization of each nation needs to be refreshed by that cross-breeding with the genius and the type of other human groups, that blending which began on the coast lands and islands of the Aegean Sea where European civilization first drew its sources from the Euphrates and the Nile.

With memories of the tyranny which provoked our Revolution, with the travail still upon us by which we in our turn have paid for the enslavement of a people, with the bitterness only now assuaged which marked our period of mistrust and reconstruction, we bear witness that boundaries should be set where not force, but justice and consanguinity direct; and that, however boundaries fall, liberty and the flowering-out of native cultures should be secure.

With our fair challenge to the spirit of the East and to the chivalry of the West in standing for the open door in China when that Empire, now turned Republic, was threatened by

dismemberment, we call for the freeing of the ports of every ocean from special privilege based on territorial claims, throwing them open with equal chance to all who by their ability and energy can serve new regions to their mutual benefit.

With the faith we have kept with Cuba, the regard we have shown for the integrity of Mexico and our preparations for the independence of the Philippine Islands, we urge the framing of a common colonial policy which shall put down that predatory exploitation which has embroiled the West and oppressed the East and shall stand for an opportunity for each latent and backward race to build up according to its own genius.

By our full century of ruthless waste of forest, ore and fuel; by the vision which has come to us in these latter days of conserving to the permanent uses of the people, the water power and natural wealth of our public domain, we propose the laying down of a planetary policy of conservation.

By that tedium and monotony of life and labor for vast companies of people, which when war drums sound, goads the field worker to forsake his harvest and the wage-earner to leap from his bench, we hold that the ways of peace should be so cast as to make stirring appeal to the heroic qualities in men, and give common utterance to the rhythm and beauty of national feeling.

By the joy of our people in the conquest of a continent; by the rousing of all Europe, when the great navigators threw open the new Indies and the New World, we stand for such a scheming-out of our joint existence that the achieving instincts among men, not as one nation against another, nor as one class against another, but as one generation after another, shall have freedom to come into their own.

Addenda.

The authorship of the splendid declaration which precedes this statement is explained by the following:

Soon after the outbreak of the war, a number of public-spirited men and women met in New York, to consider its effects not only in the belligerent countries, but in the neutral countries as well.

At a second conference in midwinter, there was abundant confirmation of the forecasts made six months before, of retardation to those movements for the progress of mankind which have been gaining impetus in all lands. All over the world are appearing the proper and expected signs of a throwback.

It was then felt to be a duty to break silence and voice convictions. The following, as individuals, found common footing in the foregoing "Protest against war":

Jane Addams, Head Resident Hull House, Chicago; Emily G. Balch, Professor of Political and Social Science, Wellesley; Edward T. Devine, Director New York School of Philanthropy, New York; John Palmer Gavit, Managing Editor Evening Post, New York; John Haynes Holmes, Pastor Church of the Messiah, New York; Hamilton Holt, Editor The Independent, New York; Frederic C. Howe, Commissioner of Immigration, New York; William I. Hull, Professor of History, Swarthmore; Florence Kelley, Secretary National Consumers League, New York; Paul U. Kellogg, Editor The Survey, New York; William Kent, Member of Congress from California; Samuel McCune Lindsay, Professor of Social Legislation, Columbia University; Julian W. Mack, Judge United States Circuit Court, Chicago; George W. Nasmyth, Director World Peace Foundation, Boston; Graham Taylor, Director Chicago School of Civics and Philanthropy, Chicago; Lillian D. Wald, Head Resident Henry Street (The Nurses) Settlement, New York; Mornay Williams, Chairman New York Child Labor Committee, New York; Stephen S. Wise, Rabbi Free Synagogue, New York.

RIVER TRAFFIC IN UNITED STATES.

That river traffic in the United States is now generally local and long runs by through fast steamers a thing of the past is shown by an investigation of water transportation in this country that the U. S. Department of Agriculture has just completed. The report deals in particular with freight rates, time of transit, and length of routes.

A few hundred miles, the investigator found, is usually the maximum run for any steamboat, one of 400 miles or more being more exceptional. On only 25 of the 102 routes for which this information was available was the average rate of speed of over 10 miles an hour, and on 37 it was less than 6. An average of 10 or even 6 miles an hour amounts to 75 or 100

miles in a night's run, which is a good rate of speed for local freight traffic.

In connection with the freight rates the investigator paid particular attention to their relation to the farm price of various products. This was found to vary greatly with the character of the goods. For example, on a 25-mile route in Maine the rate for a barrel of apples was 15 cents, while the average farm price was \$1.725. The freight rate in this instance was thus 8.7 per cent. of the farm price. In the case of cotton traffic in the South this percentage ranged from 0.9 to 3. Eggs varied still more, the percentage ranging from 0.5 to 10. Because of its great bulk hay was frequently charged from 10 to 40 per cent. of its value on the farm. With wheat the range was from 3 to 15 per cent.

In the East the principal routes of steamboat lines include those of the Hudson River and the Chesapeake Bay. On the Hudson there is considerable variety of traffic, through service between New York City and Albany, a number of shorter routes between various cities along this line, and, thirdly, the through traffic of canal boats carrying cargoes from the Erie Canal to tidewater. In Chesapeake Bay traffic radiates principally from the cities of Baltimore, Washington and Norfolk. Through service between Baltimore and Norfolk, Baltimore and Philadelphia, Norfolk and Washington, and Norfolk and Richmond is maintained throughout the year.

The longest routes are to be found in the Mississippi Valley. From Cincinnati, for example, regular lines run down the Ohio and Mississippi Rivers as far as Memphis, a distance of 749 miles. Another important river port is St. Louis, from which regular lines run as far in one direction as St. Paul on the upper Mississippi, and in another down the river to Memphis. Other lines reach Kansas City and Peoria, Ill., and mount the Tennessee as far as Waterloo, Ala. From Memphis, through boats run to Vicksburg, where they connect with boats for New Orleans.

New Orleans is the center of several important routes in addition to the direct one up the Mississippi. One line follows the Red and Black Rivers to Harrisonburg, La., and various other routes traverse the network of rivers, bayous, and canals in southern Louisiana as far west as Bayou Teche and as far north as the Red River. There is also considerable traffic on Lake Pontchartrain.

On the Pacific Coast an important system of waterways consists of the rivers emptying into San Francisco Bay, and here there is a rich truck region which is not conveniently reached by rail, but is comparatively easy of access by boat. San Francisco, Sacramento, and Stockton are the principal centers for this traffic. A second coast system consists of the Columbia River and its tributaries. From Portland steamers run down the Columbia to Astoria and up as far as Celilo Falls. Above the Celilo Falls other boats reach points on the upper Columbia and Snake Rivers.

Comparatively speaking, the labor editor is the most potent figure in all the range of journalism. With care, his power for good is great; with carelessness, his power for harm is still greater.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Immigration Figures.

The immigration bulletin for January, just issued by the Federal Department of Labor, shows that the European war has caused American immigration to reach the low water mark—20,684. Of this number, 3,728 were reported from Italy. The number of Japanese is 651. Of the total admitted, there were 2,148 laborers and 829 farm laborers.

During January of last year the number of laborers was 6,914, while the farm laborers totaled 7,813.

In the skilled and semi-skilled trades, the greatest drop is in the needle industry. In 1914, the number of tailors were 1,542; 1915, 171. Seamstresses, 1914, 626, and in 1915, 69.

The industrial States secured the larger proportion of those admitted, New York leading with 4,310. Agricultural States are practically ignored, as the following will indicate: Kansas, 55; Nebraska, 54; North Dakota, 96; Oklahoma, 29, and South Dakota, 25.

Results of Convict Labor.

The evils of convict labor are vividly illustrated in a report made public by a committee appointed by the Tennessee Legislature to investigate the State prison. The disclosures are sensational, and the many indictments of conditions in this institution are clothed in the most scathing language, of which the following is a sample:

"The State of Tennessee has been guilty of murdering those whom society has imprisoned for its protection, and the State has been guilty of the most merciless neglect of those who were friendless, penniless beings who, in many instances, placed their lives at the mercy of the tribunals of the commonwealth."

The committee continues:

"The conditions we found have served to arouse in us a deep sense of condemnation of a State so powerful for having exercised its power so carelessly in the treatment of those whom society has imprisoned."

The prison hospital is referred to in these stinging terms:

"A disgrace to the State and breeding incubator of every germ known to modern science."

The committee is equally vigorous in its condemnation of the practice of whipping prisoners—both men and women—for alleged short amounts of work done during the day, or what is classed as "bad work," meaning work unsatisfactory to the contractors. Records show 105 prisoners with tuberculosis have been "severely whipped." The men were lashed from 150 to 200 times, the women fifty times. The committee states that few of the inmates working in the factories have escaped this punishment. Added to this are the horrors of the insane ward, in one of the prison's wings, where hundreds of prisoners, compelled to work at their tasks ten hours a day or be punished, are kept awake nights because of the ravings of insane convicts.

The committee recommends many changes

in the prison management. Included in these is the abolishment of corporal punishment and the establishment of the honor system.

To Guard Track Workers.

Railroads have a higher duty in the protection of workmen on tracks than in the care of pedestrians at public crossings, is the reason why Justice Mestrezat, of the Supreme Court of Pennsylvania reversed a lower court and ordered that a judgment on a \$5,000 verdict be entered in favor of Charles A. Van Zandt, who sued a railroad because he was struck by a train while working on a bridge.

His attorneys claimed that the train sounded no warning of its approach. The defense argued that the duty of the railroad to the plaintiff was of no higher degree than to one endeavoring to pass over its tracks at a public crossing. The lower court sustained this contention.

Justice Mestrezat took the opposite view in his decision.

"The rights and duties of a person lawfully engaged on and near any railroad track," he said, "are essentially different from those of a person about to cross such track at a public crossing. Two situations are entirely different. A person to pass over the crossing, is required to stop, look and listen for an approaching train. It is apparent that if a workman is to be constantly looking for an approaching train he cannot perform the service for which he is employed."

"The railroad knows that the faithful performance of his duties prevents his constant watchfulness, and hence there is imperative necessity for a signal or notice sufficiently adequate and timely that by the exercise of due care on his part he may escape a collision."

Granite Men Raise Wages.

International President Duncan of the Granite Cutters' International Association of America, announces decided gains have been made by members of that organization the past month as a result of conferences.

In Vermont over 3,000 granite cutters, and associate workers, including apprentices, will profit by new agreements. The old wage rate was based on a minimum of \$3.25 per day for an eight-hour day and a forty-five hour work week. The new agreements, which were effected by the minimum policy of the association, and which call for not less than \$4 per day after the early spring of 1916, provide for 42 cents per hour minimum from March 1, 1915, to May 15, 1915, and 50 cents per hour thereafter for an eight-hour work-day and a 44-hour work week.

A number of other regulations affecting sanitation and other provisions helpful to the health and welfare of workers in this industry are included.

At Redstone, N. H., a joint committee of employers and employes have perfected a working agreement for five years, beginning May 1, 1915. The old agreement pro-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engel-ufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des In-scripts Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandse Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandse Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Because a contractor on government work insisted on a ten-hour day, when eight hours is the rule, steam engineers are on strike at Vancouver, B. C.

Prime Minister Fisher of Australia says the necessity for strategic railways for the defense of Australia is urgent and that steps are being taken by the Commonwealth Government to have surveys made for the development of railway construction. It is also the desire of the Government to proceed with public works in centres where unemployment was acute, and it would co-operate with the States to mitigate this evil.

Discussing the question of preference to unionists in public employment, the Australian Federal Attorney General Hughes said: "The unionist has won the battles of the workers, but when the fight is won, and the advantages gained, the non-unionist elbows all aside, comes to the front and says: 'Me first.' He selfishly skulks from participating in the industrial battle, but seeks preference in sharing the fruits of victory."

The British Transport Workers' Federation has submitted claims for higher wages, and Secretary Robert Williams makes this comment: "Only those unions and those districts which have sufficient courage to voice their own claims will receive attention. Let it never be forgotten: the employers would never have made the slightest concessions, though food has doubled in price, if there had not been a strong trade-union backing behind the claims put forward."

How war destroys individual liberty is illustrated in a hint by Lloyd-George, in a speech at Bangor, Wales, that the English government may resort to compulsory arbitration because of numerous trade disputes and wage demands of workers, forced on them by increased living costs. The cabinet official said: "There is a good deal to be said for, and there is a vast amount to be said against, compulsory arbitration, but during the war the Government ought to have power to settle all these differences and the work should go on."

Protests by trade-unionists over the manner in which their wages have been juggled by Government-established boards reached a climax in Sydney, New South Wales, when the wages of hotel and restaurant employes were reduced from 20 to 25 per cent. Chief cooks in the higher class hotels have been reduced \$5 a week, while waitresses have been cut \$1 a week. The Australian Worker, published in Sydney, declares it to be "the most astounding award that has yet been delivered by any wages board in New South Wales." The paper also says: "Not only did the board reduce wages from about 20 to 25 per cent. in hotels and restaurants, but it went beyond the requests of the Employers' Association and reduced the wages of employes in tea rooms, for which the Employers' Association made no request whatever." The unions will protest against the new award by conducting a campaign of publicity against the wages they are now forced to accept. It is announced that a "fair list" will be issued, containing the names of those establishments which will not reduce wages to the level of the board's award.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monson, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Ekan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midding, M.
Alin, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Breen, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Eriessson, Otto	Olsen, Harald
Fasholz, Dan	Petterson, C. V.
Gustafson, Alf	-1363
Holmstrom, Fritz	Pillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Petterson, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Rennvall, Anshelm
Hansen, Charley	Rugg, A. P.
Haro, Aaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johnson, Nils	Skaanes, Elgil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard A.	Thornlund, J. N.
Jonsen, Leonard	Thilg, Richard
Johansen, Chas.	Verney, A.
Johansen, John -2386	Wolsten, Julius
Kernapp, Edward	(Photos & Packages)
Kartinen, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, O.J.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Danda, Ch. W.	Nielsen, Chr.
Engelis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Elif S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

Captain Harvey Copp has been appointed pilot commissioner for Vancouver, succeeding the late R. H. Alexander.

P. R. de Champlain has been appointed agent of the port of Portland at Astoria to succeed J. G. Titley, resigned.

The Dollar steamer "M. S. Dollar," which was reported suspended from American registry, March 1, 1915, has been restored.

W. W. Keith, harbor master of Oakland, has received official notification that the Interstate Commerce Commission has decided that Oakland is entitled to terminal railroad rates as a port. This is considered as of inestimable importance and benefit to Oakland in its relation to the city water front and harbor developments.

The Astoria pilots have made a formal request to the Lighthouse Department that a gas buoy be established to mark the end of the south jetty. The request states that at the present time the pilots are using the south channel almost exclusively and without a gas buoy navigation of this channel at night is dangerous.

Chinese eggs amounting to 2400 cases—72,000 dozen, or 864,000—came over on the Royal Mail liner "Glengyle," consigned to Seattle and Portland. The entire cost of the eggs prior to their changing hands is said to be something like 12½ cents a dozen, as against 25 cents a dozen at which the fresh ranch eggs are retailed.

Negotiations are in progress for the Puget Sound Towboat Company to take over the towing business at the mouth of the Columbia River and up the river to Portland. The port of Portland now handles the river towing and maintains a fleet of tugs outside to bring vessels in. Recently the Puget Sound concern has been competing for this business.

The Benson Lumber Company will send four rafts of logs to San Diego this summer, according to announcement just made at Astoria. One raft that was built last year is still in the river, and a deckload of cedar poles has been placed on it. While no official announcement is made, it is reported that the Hammond Lumber Company will ship only one raft of piling to San Francisco this summer.

The Roche Harbor Lime Company's power barquentine "Archer," long engaged in carrying lime from Roche Harbor to San Francisco, is to make a voyage to New York via Panama Canal with a cargo of lumber. She will load about 800,000 feet on Bellingham Bay. This gas-propelled craft was built at Sunderland in 1876. As the return cargo the "Archer" will bring general merchandise.

Balfour, Guthrie & Company's contention that imports in storage are not taxable and that Assessor C. A. Cook acted unlawfully and in violation of the Constitution of the United States when he taxed several shipments in the company's warehouse at Tacoma, has been upheld by Superior Judge M. L. Clifford. The suit was based on the provision of the Constitution prohibiting individual States from levying taxes or tariffs on imports.

Trapped at the bottom of Honolulu harbor under at least thirty-five fathoms (210 feet) of water—probably more—the United States submarine F-4 lies helpless with her commander and at least eighteen men, in what is feared to be one of the worst submarine disasters in the world's history. Every effort to raise the sunken boat or get a signal from her crew, has failed. Her marker buoy, which should come to the top to mark her resting place in such an emergency, has failed to appear, but the surface of the water is said to be covered with oil from the submerged boat's tanks.

A salvage claim has been presented to the underwriters in Philadelphia by an attorney representing fifty Indians for services alleged to have been rendered in saving a cargo of dynamite shipped from Wilmington via Seattle for Alaska for Government use. The cargo was shipped from Seattle in the schooner "Harold Blekum," which stranded on Karluk Spit at the mouth of Karluk River, December 24. Captain Tinn, the master, was compelled to leave the vessel. Fifty Indians sighted the wreck and saved both the vessel and cargo in a good condition. The vessel was under charter to Captain Omar J. Humphrey, of Seattle. The cargo is insured in the East, the hull on the Pacific coast.

Two vessels are on the way to pick up the disabled steam-schooner "O. M. Clark," on voyage from Hilo for San Diego, which broke a tail shaft about 400 miles off Port San Luis, March 18. Mate McAllister and four sailors arrived at the latter port on March 27 and reported the predicament of the vessel, which was trying to proceed under sail alone. The salvage steamer "Iaqua," in command of Captain Curtis of the Marine Underwriters, has left San Francisco to pick up the vessel, and the coast guard cutter "McCulloch," which went to Monterey to watch the Japanese cruiser "Chitose Maru," has also been ordered by Senior Captain W. E.

Reynolds, commandant of this district, to proceed to San Pedro for coal and then join in the search for the disabled vessel.

The Bureau of Steam Engineering, United States Navy, is now preparing to extend the Government wireless system to cover the entire Pacific Ocean. When this is completed practically all the business of the Navy Department with the Panama Canal, San Francisco, Hawaii, Guam and the Philippines will be conducted by wireless. During the winter it has been possible with the Arlington radio station to keep Washington in touch with San Diego on the Pacific coast. But the Arlington station will not be as powerful as those that are to be established on the Panama Canal, Pacific coast, at Honolulu, and at Manila. At each of these stations there are to be three 600-foot towers instead of one as at Arlington. An effort will be made to communicate from Honolulu to Manila direct so as to avoid the necessity of maintaining a powerful station at Guam.

At the first ordinary general meeting of members of the recently constructed Union Steamship Company of New Zealand, Limited, held at Dunedin, recently, Mr. John Roberts, acting-chairman said that in the Vancouver service the advent of the "Niagara" had been a feature of the trade, and as passengers from Great Britain and Europe realized that a steamer not far below the best type used in the Atlantic was available on the Pacific, they might expect a marked increase in round-the-world traffic. During the year an extension of the San Francisco mail contract with the New Zealand Government had been granted for a term of five years. So far the net returns had not been satisfactory, but the outlook now was more encouraging, and the directors felt justified in agreeing to replace two of the ships engaged in this service with more up-to-date steamers.

The revenue-cutter "McCulloch" left San Francisco for Monterey, where the Japanese cruiser "Chitosa" appeared March 26 as a convoy for the tug "Sea Rover" and two barges. The latter are on their way to Turtle Bay, Lower California, to salvage the Japanese cruiser "Asama." The "Sea Rover" put into Monterey Bay to repair a leak in one of the barges, and her skipper, Captain Langram, admitted that he was on his way to succor the wrecked Japanese warship. The "Sea Rover" was followed into the bay by the "Chitosa," which later steamed out to the three-mile limit. Later the "Chitosa" again came into the bay and in response to notification from Monterey port officials Collector Davis immediately ordered the "McCulloch" to that harbor. The collector admitted that the "McCulloch" was sent to Monterey to see that the neutrality laws are observed by the warship. Admiral Charles F. Pond said that the incident was without special significance, as the cruiser was entirely within her rights and might remain twenty-four hours, according to international law, before departing. She might take on supplies and coal sufficient to take her to the nearest friendly port or make needed repairs if she is not in a seaworthy condition.

During the summer of 1914 the Department of Commerce, through the Bureau of Fisheries, conducted an exploration of certain fishery grounds off the coast of Oregon and Washington to determine, particularly, if halibut were present in sufficient quantities to support a fishery. The fishery steamer "Albatross" was used for this survey. The survey covered, as well as time permitted, the area inshore of the 100-fathom curve, from just north of Grays Harbor, Washington, nearly to Cape Blanco, Oregon. A halibut ground of some value was found off Newport, Oregon, covering an area of approximately 250 square miles. The run of fish on this bank reaches its maximum in August and September, but apparently is of commercial importance as early as June, and probably some halibut could be taken in the latter part of April. As an immediate result of the "Albatross" findings, fishermen made twenty-one trips to the ground, taking about 850,000 pounds of halibut, valued at about \$24,000. Trips yielding 40,000 pounds were made in four days or less. Irrespective of the abundance of fish, weather conditions, and the lack of harbors will inhibit fishing excepting from April to October. Several smaller areas off Grays Harbor and Coos Bay may be expected to produce halibut in limited numbers; and the entire coast of Oregon was found to abound in flounders, soles, rock cod, and black cod—a valuable food supply when market conditions warrant its exploitation. The report on the investigation, with charts, will soon be issued, and may be obtained on application to the Bureau of Fisheries, Washington, D. C.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR

and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.
LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., Box 2100
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 31, 1915.

THE HOSTILE PRESS.

It was expected, of course, that coincident with the enactment of the Seamen's bill the "boughten" press would raise an awful screech.

We were prepared for almost anything and we had steeled ourselves for the occasion.

But the howl they did set up greatly exceeded our most extravagant expectations—in fact it is a pity that the noise they did succeed in raising could not be utilized for some good and worthy cause.

Very appropriately, the weekly journals maintained outright by the shipping interests led the procession of the knockers. Without shame, without the least attempt to conceal their dollar-worshipping proclivities, several of the shipowners' organs have bemoaned the fact that the foreign powers are not in a position to pick a quarrel with this country just at present. A quarrel, if you please, over the right of the United States to abolish involuntary servitude, to make seamen free-men when their ship is in a safe American harbor. Oh, how the self-sufficient have fallen! From preaching "Americanism" to openly espousing the interests of foreign shipowners is altogether too big a step to take over night. But enough of these disgraceful vaporings by the most servile satellites of the shipping interests.

That portion of the daily press which is owned or largely controlled by the vested interests ashore and afloat has taken up the plaintive cry of the wolves and hammered, rapped and knocked the poor Seamen's Act until it begins to look like a Belgian village perched in between the hostile armies.

For example, the Indianapolis Star, which is one of a string of dailies owned by John C. Shaffer, the Chicago capitalist, has published several editorials predicting that shipping in general will go to ruin as a result of this "pernicious" legislation. A favorite trick of the great "moral engines" is to quote some unnamed prominent Lakes shipping man. One of these famous and oft-repeated quotations is to the effect that "the new law regarding lifeboats would make their ships

topheavy and unsafe." And this statement is "quoted" in the face of the fact that the new law requires vessels operating on the Great Lakes to carry only 20 per cent. lifeboats and 30 per cent. of rafts, while 50 per cent. of passengers and crew are expected to swim ashore in case of accident.

If vessels on the Lakes become topheavy by carrying life-saving equipment for only 50 per cent. of the human freight they are permitted to carry, ordinary prudence would suggest a reduction in the number of passengers. But the men who dictate the editorials attacking the safety provisions in the Seamen's Act, inadequate as they are, can think only in terms of dollars, dividends and profits. They can not possibly see further than the end of the balance sheet.

Business is business. And if humane legislation, such as is contained in the Seamen's Act, threatens to interfere with business, then it becomes the plain duty of the afore-said scribes to get busy with the anvil chorus.

It is a moral certainty that no one takes them quite seriously. And it is an absolute certainty that the men who are paid to write such stuff would rather praise than condemn the Seamen's Act; provided, of course, they did not have to work for their daily bread—even as you and I.

VANCOUVER STRIKE LOCALIZED.

Developments during the past week make it rather certain that the Vancouver longshoremen's strike will be confined to Vancouver.

A conference of water-front employers and representatives of the striking Seattle longshoremen who had become involved in the Vancouver controversy resulted in an amicable settlement, and the men, approximately 600 in number, went back to work on Thursday, March 25, under former conditions.

Roland B. Mahany, U. S. Commissioner of Conciliation, and President T. V. O'Connor of the International Longshoremen's Association, are said to have been the principal factors in bringing together the employers and workers and arranging a satisfactory agreement.

The Seattle agreement, it is reported, will have no effect on the Vancouver boycott maintained there and elsewhere.

As for the situation at Vancouver, little change is reported. The longshoremen and the labor movement of British Columbia generally are, however, hopeful of an early victory.

In answer to the employers' claim that wages of longshoremen at Vancouver are high, the union's press committee in its statement says:

The intermittent character of the work would convince any inquirer that this is a fallacy which is proved by the words of an official of one of the principal stevedoring outfits on the coast, who testified in court in an action for compensation by longshoremen that the bulk of the work on Vancouver wharves was performed by men who averaged \$18 per month as wages. The hazardous nature of the occupation is apparent when it is stated that three men have been killed in the last six months and an unrecorded number of serious and minor accidents have occurred.

Apart from the foregoing convincing statement it is difficult, indeed, to understand why the Canadian Government has not yet stepped in and read the riot act to the Vancouver labor-crushers.

Surely, this is no time to make wage reductions.

If it is deemed proper for greedy employ-

ers in one part of the British Empire to take advantage of a surplus in the labor market to reduce wages, then British statesmen ought not to complain if the workers return the compliment when conditions are reversed.

It is a poor kind of patriotism that does not work both ways!

THE POWER OF SELF HELP.

One of the most interesting features of the California Industrial Welfare Commission's investigation of laundries is the official establishment of the fact that women can be organized successfully into unions.

"This has often been denied," is the significant comment in the report, "but organization is successful in San Francisco, Sacramento and Oakland."

Improvement of conditions for women laundry workers is one of the Commission's plans. Therefore, the recent investigation which revealed the fact that wages are very low in some laundries, notably in Los Angeles and San Diego, where the women are not organized. It was also found that some of the work is wholly unsuited to women, and the housing conditions in many laundries are unsanitary.

In the southern part of the State many laundries even deduct from their employees' meager pay for every half hour and hour of enforced idleness during the working day. This, the report states, is not permitted where women are organized.

Some new laundries have been built recently with regard to the comfort and health of their workers, and it has been found a paying investment, according to the report. They have done away with unnecessary heat, drafts, poor light and humid, vitiated atmosphere. It was found also that there is a larger percentage of married women working in laundries than in mercantile lines. No explanation is offered for the married women's preference for hard work.

A few interesting figures, showing comparative wages paid by manufacturing plants, are included in this report. The Commission investigated 29 candy and biscuit factories, 33 food and drug factories, 44 printing and binding establishments, 18 paper-box factories, 11 cigar and cigarette manufactories and 6 knit goods factories.

The following comments are made on the percentage of women in these plants getting less than \$8 a week:

Of 926 women in candy and biscuit factories, 42 per cent. are paid less than \$8 a week; of 1,012 women in food and drug factories, 19.4 per cent. are paid less than \$8; of 631 in printing and binding shops, 14.7 per cent.; of 342 in paper-box factories, 59.4 per cent.; of 386 in cigar and cigarette factories, 42.1 per cent.; of 259 in knit goods factories, 44.8 per cent.

One of the principal functions of the Industrial Welfare Commission is to establish a minimum (living) wage for women and minors. And who will assert that \$8 per week is a living wage for a working woman?

It is greatly to the credit of the Commission that in these preliminary investigations it has clearly established the fact that some groups of working women "can" and "do" successfully organize.

Here's success to the California Industrial Welfare Commission! Its principal business, and in fact its main reason for existence, is to establish by law a minimum wage for women and children. Yet this commission has not minced words or shirked its duty when calling attention to the power and the lesson taught by self help!

A MATTER OF PRINCIPLE.

The JOURNAL had occasion recently to severely criticize certain Australian labor organizations for their strange manifestations of patriotism—i. e., their refusal to work with naturalized or unnaturalized members who happened to be born on German, Austrian or Turkish soil.

After considering all the mitigating circumstances surrounding the deplorable and unjustifiable attitude of our Australian fellow workers, we still believe our recent criticism was fully warranted. However, we are pleased to note, and believe it only just and fair to state, that the Australian labor movement as a whole does not approve or countenance the censured unions' acts.

We quote from the Australian labor press:

At a meeting of the Barrier Labor Federation on Wednesday night of last week a resolution was carried in connection with the agitation against working with alien subjects. This was to the following effect: "That during the present crisis we are opposed to any discrimination between workers, so long as they continue worthy unionists; that it would be contrary to union principles, and tend to encourage disruption in the ranks of the workers."

* * *

At a meeting of the Brisbane Industrial Council held last week, the secretary was instructed to convey to the Sydney and Melbourne Trades and Labor Councils the following resolutions unanimously carried by the Brisbane Industrial Council: "That this council condemns the attitude of those unions that have victimized their union comrades because of their nationality."

With the adoption of the foregoing resolutions our fellow workers of the Antipodes have set themselves right upon a question that is vital and fundamental with regard to the principle at issue.

There can be no material and lasting result from any labor forward movement if its aim and object is subjected to clannishness.

In application, at least, the terms "Labor" and "Progress" must ever remain synonymous. There can be no hope for the future if Labor should cast its lot and mold its destiny along sectional or national lines.

Labor's salvation does not depend upon the world that stands for fratricidal strife, nor for the world that we can measure with line and rule, but it does depend upon the world that we feel throbbing within us, the world which finds expression in our hearts and imaginations—the spirit of fraternity and good will, the "Brotherhood of Man."

In Labor's Internationalism, more than in any other ism, lies the hope of the world, and we rejoice in the before-mentioned firm and clear-cut declarations by the two Australian Councils of Labor.

After visiting the principal ports on the Atlantic Coast and the Great Lakes, Andrew Furuseth arrived at San Francisco on Saturday last, coming home via Seattle, Tacoma, Vancouver, Aberdeen, etc. On Sunday Comrade Furuseth went South, addressing the regular weekly meeting of the Sailors' Union of the Pacific at San Pedro on Monday, March 29. On Wednesday, March 31, a mass meeting will be held in the big assembly hall of the Maritime Building at 59 Clay street, San Francisco. At this meeting Comrade Furuseth will explain in detail all the points and changes involved in the new legislation. Every sailor and fireman, as well as all members of the stewards' department, who happen to be in port on Thursday of this week should not fail to attend this very instructive and interesting lecture.

Demand the union label upon all purchases!

BETTER FORECASTLES.

Under date of March 6, the Department of Commerce issued a twenty-page pamphlet giving in full the text of the new Seamen's Act.

It was stated at the time that "circulars concerning the several sections of the Act with regulations" would be "issued from time to time."

The first of these official circulars has now made its appearance. It calls attention to the new requirements in shipbuilding in so far as they relate to accommodations for the crew.

The circular is known as Department Circular No. 258, and reads as follows:

"DEPARTMENT OF COMMERCE

"Office of the Secretary

"Washington, March 9, 1915.

"COLLECTORS OF CUSTOMS:

"You will bring to the attention of all shipbuilders in your district the following requirements of section 6 of the act of March 4, 1915, which apply to all vessels described therein the keels of which are laid after March 4, 1915:

"Sec. 6. That section two of the Act entitled 'An Act to amend the laws relating to navigation,' approved March third, eighteen hundred and ninety-seven, be, and is hereby, amended to read as follows:

"Sec. 2. That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than one hundred and twenty cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another; such place or lodging shall be securely constructed, properly lighted, drained, heated, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvia of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage.

"That in addition to the space allotment for lodgings hereinbefore provided, on all merchant vessels of the United States which in the ordinary course of their trade make voyages of more than three days' duration between ports, and which carry a crew of twelve or more seamen, there shall be constructed a compartment, suitably separated from other spaces, for hospital purposes, and such compartment shall have at least one bunk for every twelve seamen constituting her crew, provided that not more than six bunks shall be required in any case.

"Every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine-room of such steamboat, properly protected from the cold, wind, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector General of Steam Vessels, and shall be properly heated.

"All merchant vessels of the United States, the construction of which shall be begun after the passage of this act having more than ten men on deck must have at least one light, clean, and properly ventilated washing place. There shall be provided at least one washing outfit for every two men of the watch. The washing place shall be properly heated. A

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 29, 1915.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping still dull. Further reported that Secretary Andrew Furuseth arrived in San Francisco on Saturday and that he had departed for San Pedro to be present at the meeting Monday. It was also announced that a mass meeting will be held Wednesday evening at the Maritime Hall Building, 59 Clay street, at 7:30 p. m. Andrew Furuseth will discuss the La Follette Act. Members and the public are invited. A Quarterly Finance Committee was elected to audit the Union's accounts for the first quarter of 1915.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., March 22, 1915.

No meeting. Shipping improving; prospects fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 22, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 22, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 22, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 22, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 22, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, March 22, 1915.

Shipping dull; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 15, 1915.

Shipping medium; prospects uncertain; a number of men around.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 25, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The Quarterly Finance Committee was elected.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, March 18, 1915.

No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, March 17, 1915.

Shipping slow; prospects fair.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, March 22, 1915.

No meeting. Shipping and prospects slightly better.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

Don't forget the big meeting in the Maritime Hall Building on Wednesday, March 31, at 7:30 p. m. If you want to know just what the La Follette Act means to you, there is your opportunity to learn. Andrew Furuseth will cover the entire subject from A to Z!

A HOME FOR THE AGED.

The current issue of "The Seaman," of London, England, contains a synopsis of the proceedings and several of the more important speeches delivered at the Twenty-seventh Annual Conference of the National Sailors' and Firemen's Union of Great Britain and Ireland. The meeting should have been held in September last, but on account of the war the opening date was postponed from time to time until January 26.

Our good old friend, Joseph Havelock Wilson, presided at the gathering and told among other things how the Union had purchased an estate of fifty acres in order to take proper care of the Union's German-born members who were on board of British ships at the outbreak of the war, and how this estate is to be used later as a refuge for the old and decrepit members of the Union.

We quote from the published address of Comrade Wilson:

Now, then, when that war broke out it complicated matters a bit for us, for we had on board British ships from 5,000 to 6,000 Germans. At the commencement we did not know what was going to happen—about atrocities and alleged barbarism, and all that sort of thing. But we felt that we had a duty to do, and that was to look after those men who were members of the Union, who, through no fault of their own, had to be interned.

Well, we thought, this may be an opportunity of accomplishing another purpose as well as providing for the interned members of our Union. For many years it has been the ambition of a few of us that the ultimate success of this Union would be the time when we could provide for the members of the Union who were "down and out" through old age—(hear, hear)—and we thought, "Well, now, if we have to have a camp, if we can at the same time secure land where we can utilize the labor of the interned members to build up an institution that may be useful for us when the time comes when we are in a position to start an institute to provide for the old members of the Union, it will be a good thing." (Hear, hear.) With that object in view we consulted the districts and the officials, and there was a general—I think I might say unanimous—approval of that scheme. And having met with that approval, we then commenced to look around to see where we could start business.

Now, I can tell you some very funny little incidents with regard to that. It is not new to many of you, because I have explained it before, but to some of the men here it may be of interest. About the middle of August we went out to search for an estate, and we looked around, and we found such an estate at a place called Upminster, in Essex. It looked all right, and the price was not very big—£3,800 for about 40 acres of land. When you come to consider that you sometimes pay that price for less than one acre in a city like London, we thought it was cheap. So we entered into negotiations, and practically signed and sealed the document for the purchase of this land. Well, that looked like getting a fair start. We were going to take possession on the following day, but about 11 o'clock that morning we got a telephone message from the War Office saying that they could not agree to us having a camp on that particular spot, because it was a prohibited area. That was a kind of knockout blow, because I saw visions of having to pay whether we liked it or not, or having to compensate the chap for getting out of the bargain.

While we were wondering what was going to happen, the telephone rang again. It was the agent for the man who was selling. He wanted to see us very badly. We went down and saw him, and he said he had been to a lawyer. I said: "That's a damned bad job for you; if you had had half the experience of lawyers I have had, you would have kept away from them." I asked what was the matter, and he said he was not satisfied. I said: "I will ease your mind on that," and thereupon I took the contract and canceled it before he knew where he was. He said, "That is not what I meant"; but I said, "That is what I meant. I will bid you good-morning." (Laughter.)

Thereupon, we left him wondering what the deuce had happened. Well, we got out of that very well. That finished him. So we had to start afresh, and we fell upon an estate at a place called Eastcote, which the majority of you here had the pleasure of visiting. There we got an estate—I need not go into all the details of it, but there are 50 acres of land, with a fine house, outbuildings and cottages, which we got for £2,550.

Then we started operations, and I think we can say—I don't like to boast about it, it is not right for me to do so, but I think we have

there one of the best camps in the whole of the United Kingdom. (Hear, hear.) In fact, I am perfectly sure I am right in saying it is the best camp. It cannot be beaten. And the Government has allowed us, as most of you know, 10s. per man for the maintenance of the men interned. Well, now, 10s. a man at the commencement was a very good figure, when I tell you that we were able to feed those men for 6s. a week. But 10s. a man to-day does not allow us to do anything of the kind, because whereas we were buying our flour at 31s. a sack, we are now paying 41s., and may have to pay 43s. within another week or so. And everything else has gone up in proportion to flour; everything has advanced in price; so that all we are able to do now, if the present prices are maintained, is to feed those men on the 10s. a week that is allowed by the Government.

I did hope that if prices had kept as they were when we started, that we should not only have been able to have fed the men, but that out of the profit we would have been able to wipe off with a matter of 1,000 or 1,600 men, the whole of the purchase money we had paid out for the estate, and that we would have been able to say at the end of the war, "There is an estate, there is everything in complete order, and it has not cost the Union a single penny." But, as I have said, through the prices—and our members, I suppose are largely responsible for the increased prices, because wages have gone up to £7 and £8 a month—there is no chance of prices falling, so that the most we shall be able to do is to carry on the camp without any expense to the Union towards the maintenance of the men. If we do that now we shall do very well. (Hear, hear.)

At the present time we have 190 men there. We should have had over 1,000 but for the stupidity of the Chief Constable of Northampton. Nothing would satisfy him but that we should put a wall around the estate. Now, one of the stipulations I made with the Home Office Committee was that the place should not be looked upon as a prison. (Hear, hear.) I have had many occupations in my lifetime, but I never thought I was coming down to be a gaoler. (Laughter.) But if I was to be a gaoler, I wanted to be as humane a gaoler as it was possible to be. (Hear, hear.) I strongly objected to the walling of the estate in.

However, we are now living under martial law in this country, although the inhabitants do not generally realize the fact, and the ordinary laws are suspended to such an extent that everything now is governed by the War Office, and the War Office delegates the Chief Constable of each county to be responsible for everything in his county. And in that way the Chief Constable of Northampton became a very important man, and he wanted that fence round. I objected, and there was quite three months of negotiation and kicking about it. However, I got the Home Office. I said: "If you are going to have a fence you will have to pay for it." So they granted me £520 for the purpose of putting that fence round the estate. Now a very funny thing happened. Up to the time the fence was started there was no trouble at all about the men going out, but since it has been put up, everyone wants to get under it or over it. (Laughter.)

That is a positive fact. Last week there were two fellows who got under it to go out and get a drink. They were two decent fellows, and I told the commandant. I said, "We will wink our eye at this job." But on Sunday night two other fellows got over. They were two loafers, and we waltzed them off to gaol. They had no sooner got over than a policeman collared them. But we did not want that fence there at all.

Another thing was, at the beginning the Home Office agreed that the place would not be treated as a prison at all—that the men should have permits; so many men could go out of a night time and stop out a few hours, and then come back. But that little scheme has again all been knocked on the head by the military people. I am going to have another shot at them this week, to see if I can not carry it out, because it is all right. As I have heard, some of our fellows go down there and say to these chaps: "Well, you know, you are very comfortable here, very comfortable indeed, very well off." But, gentlemen, rob a man of his liberty, and it is a devil of a lot of comfort he wants to make up for that. It is all very well to say, "You are well off here, and get good grub," but when you look round and find you are confined to a certain space—well, all the comforts disappear. I am going to try, anyhow, to see if I can not get some relaxation of that, and I hope I may succeed. (Hear, hear.)

Now with regard to the men who have been there. There are men who have been 28 years members of this Union—(hear, hear)—and never missed a payment. One man there, Charles Dudda, has been a member of our executive. Now as far as the work is concerned, the majority of those men—better workers I have never met in my life—and you have only got to look at the work we have done there to realize that that is so. We have got a hall there 100 feet long and 55 or 60 feet broad. That was built in sixteen working days, and it is no jerry-built concern, let me tell you. It is a structure that will last for 35 or 40 years. The work that we have done there is of a permanent character.

with a view of providing a place for the old men as soon as the war is over. You will be able to take in and commence operations in providing a place at once for your worn-out men. (Hear, hear, and applause.)

Up to the present time, on the purchasing of the estate, and what we have expended in the way of improvements, water works, and all that sort of thing, I think we have spent roughly—do not bind me down strictly to the figure I am giving you, but I think we have spent roughly about £9,000 on the purchasing of the estate and all the buildings that we have erected, and if we are able to commence operations for an institute or home for worn-out members of our Union at an expenditure of £9,000, I think we have accomplished a great work. (Hear, hear.)

Now I want you to carefully consider at this meeting what is to be our policy with regard to this question. If you start a home for worn-out members of the Union, you can reckon that with their keep and the administration expenses, you will require at least 10s. a week for each man, because do not forget that apart from providing the food, and the making good of the gear that is worn out, and that sort of thing, there is the staff you have to keep up, and I estimate that, allowing a fair and liberal allowance of food for each inmate of our institute (and I do not think any one of us will want to be credited with a starvation diet for the old members of the Union—we should not like to have that flung at us), I think that the cost, maintenance, and everything else, would be about 10s. per week per man.

Now some suggest about 200 old members, but I am afraid we shall run into a very much larger figure than that; so that probably if you get up to 500 you would require to have an annual income to meet that, say of £8,000 or £9,000. It would be no use to start, and then in the middle to find you had not enough money to carry it on, and have to disband it, or cut down the grub, or even find yourselves in difficulties, and say to the old chaps, "Well, boys, there is no breakfast for you this morning as we have no money."

So what you have to consider, and what you should consider very carefully, is to provide by special contributions, special levies, public appeals—and I reckon there ought to be a good deal got from public appeals. All the "Holy Joe's" can get money; it is wonderful the tale they tell about poor old Jack and Jill went up the hill, and all that sort of thing—it would break the heart of a wheelbarrow to read it. (Laughter.) Well, if they can appeal for funds, I do not see why we should not appeal for funds, either from shipowners or any one else. But we must not depend on what we are going to get by those appeals; that ought to be a kind of surplus. We ought to depend principally on our manhood and our own independence to have a sufficient income to carry on our institution regardless of what we may get from any other source. (Hear, hear.)

Now I am not in a position to offer you any figures on that matter. I have not gone into it closely enough, but I think there ought to be a committee appointed, a committee of four or five of the best of our intellects, just to go into matters carefully, and if necessary to get the opinion of an actuary to work it out and have it ready for us next September when we have our next annual meeting, and we shall have an opportunity then of dealing with the rule. We ought to have all that material prepared and ready for the next annual meeting, so that we can embody our proposals in the rules. Then another idea which I thought was a good one, namely, that at every shipping office there ought to be a dog with a saddle and collecting box on his back. I can tell you, some of those dogs would earn a pound a week quite easily. It would all go to help our fund. To that I think you ought to give your careful consideration.

CHINESE CREWS.

The following significant letter was received recently by the General President of the National Sailors' and Firemen's Union of Great Britain and Ireland:

"New York, January 26th, 1915.

"Sir:—At a time like the present, when so many of our fellow countrymen are prevented by the war from following their occupation of fishing in the North Sea, don't you think some means could be found to persuade British shipowners to dispense with these Chinese crews, and employ our own countrymen instead?

"I am sure I am only voicing the feelings of many a man who is, like myself, a

"DISGUSTED SHIPMASTER."

Labor will never realize its rights until it recognizes its wrongs.

POWER OF UNIONS.

Those who carefully scan the field of trade unions must become convinced that there are great differences in the power and influence wielded by them. Some organizations with great natural advantages operating in their favor are weak and influential, while others with great natural barriers hindering their progress are strong and influential in their dealings with employers.

The person who will take the trouble to search out the cause for this condition of affairs will generally find back of the weak unions a lack of willingness on the part of the membership to bear the necessary burdens of organization. The very fact that they are organized is evidence beyond dispute that they are willing to share in the benefits to be derived therefrom.

The world is full of people willing to accept anything that comes without effort on their part, but those willing to pay the price of progress and improvement are all too scarce, and in this regard the trade-union movement is no exception to the general rule. The movement does not suddenly and entirely change the course of nature, though it does have a tendency to curb greed and stimulate unselfishness among its membership.

The workingman who joins a union must bring himself to a realization that if he gets anything he must pay the price for it. While union men quite generally are willing to help their brothers in distress, the organization which depends upon such help instead of fortifying itself through self-help must of necessity meet with many reverses and disappointments, because no man will guard the other fellow's interests as vigilantly and carefully as his own. It is because too many unions depend upon other unions for financial assistance in the hour of trouble that we are compelled to gaze upon so many sorry spectacles in the trade-union movement.

The day of successful sponging in the labor movement is rapidly passing away. More and more is the trade unionist coming to realize that there is but little use in trying to help the fellow who will do nothing to help himself. The organization which fails to provide the means for sustaining a short strike and which must call upon the labor movement for aid right in the beginning starts with a tremendous handicap, and in the natural course of events must suffer as a consequence.

Another thing the labor movement has learned through experience is that the organization which is unmindful of its financial unpreparedness for trouble is generally just as careless in its effort to avoid strikes, and recklessly plunges into them with a blind disregard of the possibilities for success. On the other hand, the union which is thoughtful enough to provide in advance for such occasions is usually cautious in its dealings with employers, and is able to convince the stubborn manager that if trouble comes the union is in a position to prosecute the strike with vigor and to a successful conclusion. Employers are not all fools, and it does not take them a lifetime to determine what manner of union they are dealing with. When doing business with the careful, cautious and forward-looking union they are not quick to provoke a controversy. Thus doubly is the union protected which is willing to bear

the burdens incident to the accomplishment of the purposes of the trade-union movement.

In calling attention to the absolute necessity of those who desire strong unions paying the price such unions cost, it is not the purpose to encourage the prodigal expenditure of money. Rather do we believe that those who are thoughtful enough to know that if they dance they must pay the fiddler will also be shrewd enough to insist that in the expenditure of funds there shall be a reasonable adherence to the rules of thrift. And by thrift we do not mean niggardliness. There should be wisdom back of every expenditure, and profligate dissipation of funds should be religiously prevented.

The trade-union movement is no field for the gambler, the daredevil who is willing to risk all upon a single turn of the cards. There is so much involved in it and so much depends upon its success or failure that only sensible and careful men are fit to guide its destinies in order that it may be a useful instrument in reaching the goal of better things for the toiler and those dependent upon him.

The differences pointed out here are just those that distinguish the weak from the strong unions. They are the barriers that stand mutely between success at the brow of the hill of achievement and failure at its foot.

Wisdom directing energy succeeds. Foolishness guiding weakness fails.—Chicago Union Leader.

THE COPPER RIVER REGION.

Since the exploration and mapping as far back as 1899 of the lower Copper River region of Alaska by the United States Geological Survey the country has developed very extensively. A part of this district is described in a report entitled "Geology of the Hanagita-Bremner Region, Alaska," based on recent investigations by Fred H. Moffit, and published by the Survey as Bulletin 576. The region is traversed by a gold belt and also contains important copper deposits, and now that these are accessible by railroad, important developments are being made.

The Copper River region is also one of great scenic beauty, including the gorge of the Copper River, together with the famous Miles and Childs glaciers, which are plainly visible from the railroad.

A topographic map accompanies the report, covering the entire Kotsina-Chitina district, as well as the Hanagita-Bremner region. This map is a new edition of one which was published many years ago.

A copy of Bulletin 576 may be obtained free of charge from the Director of the Geological Survey, Washington, D. C.

A big steamship official objects to the Seamen's bill because it will make necessary an increase of \$50 per month per vessel for food and supplies, which is a practical admission that the concern has been starving its seamen. It is indeed an abominable law that compels a company to reduce its profits in order to give its workers enough to eat! Why should hunger take precedence over profits? An outrage surely.—Labor Clarion.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

vided for 40 cents an hour. The new one provides for a 44-cent minimum the first year and a 50-cent minimum for the remaining four years.

At Frankfort, Hallowell and Rockland, Me., the granite cutters have increased wages from 42 to 44 cents per hour, and beginning with March 1, 1916, and for two years thereafter, 50 cents per hour minimum. In all three places there is an eight-hour workday with a 44-hour work week.

Report on Jitney Buses.

Jitney buses are seriously affecting the income of the Vancouver street-car company, according to Consul-General R. E. Mansfield, stationed in the British Columbia metropolis, who makes an extended report on this subject to the Federal Department of Commerce.

The consul-general says there are about 350 buses operating on city and suburban lines. The financial feature of this new movement is discussed as follows:

"The average daily earnings are reported to be \$8 for each car, an aggregate of over \$80,000 per month. This competition has reduced the earnings of the electric railway and also affected the city revenues, as the municipality receives a percentage of the earnings of the street railway company, aggregating \$3,000 per month, in normal times. The report of the British Columbia Electric Railway Company, which has an exclusive franchise in Vancouver, for January of this year, shows that during the month there was a decrease of 1,138,333 in the number of passengers carried as compared with the corresponding period last year, when 3,364,062 passengers were carried.

"In January, 1913, the street-car company paid to the city \$2,766 as the city's percentage of the profits; this year the check amounts only to \$1,816, a decrease of 33½ per cent. The city's loss at the end of 1915, if this rate is maintained throughout the year, will amount to about \$30,000.

"The establishment of an autobus system in Vancouver has provided employment for a large number of men, and brought into use automobiles owned by people who were unable to maintain touring cars for pleasure. The rapid increase in the number of jitney buses since they first made their appearance in Vancouver and the increasing popularity of motor cars as a means of cheap transportation will soon give them a monopoly in passenger traffic on the streets of the city."

"What Unions Have Done."

Under the above caption, the Mine Workers' Journal, official magazine of the United Mine Workers' Union, handles this much-discussed question in the following clear-cut manner:

"We have heard much of the benevolent intentions of employers of labor; of the great improvements in the living and working conditions of their employes they intend to bring about, sometime in the future, if only they are not interfered with by the 'agitators of labor,' but ever, when laws are proposed in Congress or legislature for safeguards against accidents, or

occupational diseases, there will be found the representatives of these employers, opposing, through every influence they are able to wield, by threat, cajolery, or bribery, the passage of such law; and there, also, will be found the much-maligned representative of organized labor, urging the passage of every law that may safeguard life or health.

"There is not a law on the statute books of State or Nation intended to conserve the life or health of those who toil but was proposed first in the halls of the labor union; was fought for, and won, in spite of the opposition of the employers, by representatives of organized labor.

"And the same applies to every law for the protection of women and children in industry; every anti-child labor law, minimum wage and maximum hour law for women and minors.

"While the labor union is intended to prevent dire want rather than to relieve, yet, there is not a benevolent society, certainly not a charity organization, that does as much practical work for the relief of actual want, or has a more comprehensive program for the relief of the membership than have the labor unions.

"In times of sickness, or other undeserved distress, it is better and safer to be a member of a labor union than of any other known society. The labor union will discharge its every obligation, and will go further than that. It offers aid to the needy ones with not the least stigma of pauperism. With true fraternalism it lifts those who have faltered, and aids them to help themselves."

BETTER FORECASTLES.

(Continued from Page 7.)

separate washing place shall be provided for the fire-room and engine-room men, if their number exceed ten, which shall be large enough to accommodate at least one-sixth of them at the same time, and have hot and cold water supply and a sufficient number of wash basins, sinks, and shower baths.

"Any failure to comply with this section shall subject the owner or owners of such vessel to a penalty of not less than \$50 nor more than \$500: Provided, That forecastles shall be fumigated at such intervals as may be provided by regulations to be issued by the Surgeon General of the Public Health Service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies."

"The third paragraph (Mississippi River steamboats) will be covered in a separate circular.

"The regulations determining the intervals at which forecastles shall be fumigated will be covered in a separate circular.

WILLIAM C. REDFIELD,
Secretary."

Havana cigar factories are happy in the possession of a unique institution—the factory reader. Nowhere else is he to be found. Each factory has its own reader, employed by the cigarmakers themselves, who also pay for the newspapers, magazines, and books he reads. He reads in a monotonous manner while the workers are employed, and strange as it may appear the cigarmakers when it comes to literature do not want trash. They seem to prefer "Don Quixote" or Shakespeare's plays, although, of course, some Spanish romances other than that by Cervantes are called for occasionally.

DOUBLE CROSSERS "EXPLAIN."

The so-called "Cement bill" died on reconsideration in the lower house of the California Legislature. But the ghost of that measure is haunting some of the legislators. At any rate, the Richmond "Daily News," the most influential paper in Contra Costa County, insinuates that such is the case and insists that there has been an indignation (?) meeting by the men mainly responsible for defeating the bill and that Senator Owens of Richmond, the "star" double crosser of the previous session, was elected president of the "Double Crossers' Club," now consisting of seven members, including Senator Owens.

Says the "News":

"The Double-Crossers' Club, consisting of legislators who promised one thing to labor and did another, has initiated several new members. There is no special honor in belonging to the club. Only men who break written promises are eligible.

"The men just initiated are already trying to prove an alibi so as to get expelled.

"Thus Prohibitionist John S. Phelps of San Bernardino County, before the Assembly on March 23, denied vehemently that he had broken a pledge to labor in voting against the Cement bill. He objected most emphatically to belonging to the Double-Crossers' Club.

"His alibi was funny. He admitted that he had promised labor to support measures 'for the protection of those engaged in the handling of cement.' But he said he didn't vote for the Cement bill because it only protected stevedores, 'a small percentage of the workers engaged in the industry.' He made an extended speech, declaring he was making no excuses.

"We concede that that is some alibi. He is still a member of the Double Crossers' Club.

"Maurice B. Browne (Democrat), from Tuolumne County, also denied that he rightfully belonged in the same category as Senator Owens.

"His alibi was almost as good as Phelps's. He admitted he had signed the pledge which organized labor requested him to sign, but explained that he didn't then know anything about the Cement bill.

"I voted against the bill because it is class legislation," he said. That was his alibi.

"Assemblyman Wm. T. Satterwhite (Progressive), another new member of the Double-Crossers' Club, also made a yard of excuses. He said he was working for the good of the entire State, not just for a small portion of the people.

"President Owens of the Double-Crossers' Club must smile at those poor milk and water legislators who are ashamed of having broken their word."

The volume of the rocky crust of the earth, estimated as ten miles thick, including the mean elevation of the land above the sea, is 1,633,000,000 cubic miles.

It is a common and always dangerous mistake to do your thinking with your ears.—Youth's Companion.

About 6,000 tons of straw braid go from Shantung each year to foreign countries for manufacture into straw hats.

THE CASE OF THE JAPS.

Editor COAST SEAMEN'S JOURNAL:

The Northern California Peace Society of Berkeley, California, in a recently printed booklet quotes extracts from a few California newspapers and leaflets as arguments against the passage of the Shartel Amendment to the Alien Land Law at the present session of the Legislature.

In glancing over the roster of the officers and committees of this society it is to be particularly noted that it consists almost entirely of college professors and preachers with a few so-called intellectuals thrown in. It cannot be denied that these men and women who never in their lives were forced to compete with Asiatics are not in as good a position to appreciate the dangers of Asiatic competition as those who have to go some to beat a Japanese or a Chinese to a job. However, they unblushingly assume the roll of advisers in all matters and on all occasions.

This booklet states that the death of the Exclusion League proves definitely that there is no popular demand whatsoever for further anti-Japanese measures. Apparently some one is unfamiliar with the history of the Asiatic Exclusion League, especially in its declining days. The Exclusion League died because of mismanagement and for no other reason. The anti-Asiatic spirit is as alive as ever and the California State Federation of Labor, representing the workers of California, as well as numberless other organizations and individuals, are demanding the elimination of the Leasing Clause from the Alien Land Bill at this time.

If it is true that organized labor has no agricultural workers in its ranks it is also true that labor is vitally affected when white farm laborers are thrown into the labor market because those ineligible to citizenship have taken their places in the fields.

Whenever a representative of the people champions a measure destined to benefit the electors as a whole but which is not pleasing to big interests and faddists, he and his supporters are accused of doing cheap politics.

Some one has issued a statement as follows: "There is no valid reason why this law should now again be presented to the Legislature for amendment." Funny, this legislation was all right in 1913. The same reasons that made necessary the Alien Land Bill of 1913 still prevail. It was originally intended to cover leasing as well as ownership but great pressure forced the incorporation of a three-year leasing clause with the understanding that same would be eliminated in 1915. The purpose originally sought can only be accomplished by enactment of the Shartel Bill.

Another argument in the little booklet is that of international friendship and veiled hints at war. This is positively silly and is intended only to be misleading. Of course Japan would protest as she always protests but international friendship should not be endangered because California legislates for her own people wholly within her legal rights.

The word "patriotism" is sprinkled throughout the booklet, as is the word "Jingoists." These words are commonly used, weak arguments having failed, for the purpose of instilling awe and fear in the minds of those who do not understand

the meaning of the words. Neither one applies as used.

Every time anti-Asiatic legislation is mentioned we are solemnly informed that Japan must not be offended because it is contributing so largely to the success of the Exposition. It hardly seems fair that in exchange for Japan's kindness in participating in the Exposition that California should turn her agricultural lands over to the Japanese.

The Shartel bill aims only to prevent domination over California's agricultural lands by those ineligible to citizenship. It aims not only to preserve ownership to American citizens but also gives the American citizens an opportunity to earn an honest livelihood upon this soil in place of filling the ranks of the unemployed.

ANTI-JAP LAUNDRY LEAGUE.

Wm. T. Bonsor, Secretary.

GERMAN RAIDER INTERNED.

It now appears as if the German auxiliary cruiser "Prinz Eitel Friedrich," which arrived at Newport News, Va., recently with 360 survivors of ships sunk by her, including the American sailing ship "Wm. P. Frye," is likely to remain in that port until the war is over.

It is believed that some time in the dim future the owners of the "Wm. P. Frye" may obtain damages for the loss of the ship, but even this is doubtful.

The same cruiser, it is interesting to note, sank the Grace line steamer "Charcas," which was under the British flag, off the coast of Chile, catching her outside the three-mile limit. The captain of the "Charcas" subsequently obtained a command in a West India line out of New York.

The list of vessels, the survivors of which were landed at Newport News, was as follows:

British sailing ship "Ivercoe," W. J. King, master; crew, 23. Owner, Inver Line, of Aberdeen, Scotland. Sunk Feb. 12.

British steamship "Mary Ada Short," A. E. Dobbing, master; crew, 28. Owner, James Westoll, of Sunderland, England. Sunk Feb. 18.

French steamship "Floride," Monssion, master; crew, 78; passengers, 86. Owners, Compagnie Generale Transatlantique. Sunk Feb. 19.

British steamship "Willerby," J. Wedgewood, master; crew, 27. Owners, Ropner & Co., of West Hartlepool. Sunk Feb. 20.

Russian sailing ship "Isabel Browne," Axmer Eriksson, master; crew, 13. Owner, Tromberg, Finland. Sunk Jan. 27.

French sailing ship "Pierre Loti," Transchant, master; crew, 24. Owner, Societe Nouvelle Darmoment, of Nantes, France. Sunk Jan. 27.

American sailing ship "William P. Frye," H. H. Kiehne, master; crew, 31. Owner, Arthur Sewall & Co., of Bath, Me. Sunk Jan. 28. Cargo of wheat from Seattle, Wash., to Queenstown, England, for orders, declared to be contraband by German cruiser.

French sailing ship "Jacobsen," V. LeRoux, master; crew, 23. Owner, Societe Les Voilers Dunkerquois, France. Sunk Jan. 28.

A new English direction and rotation indicator for steam vessels enables a captain to watch the direction of his ship and speed of his engines from his cabin or bridge.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408 1/2 Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27 1/2 Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Damage suits to the amount of \$120,000 have been filed at New Brunswick, N. J., on behalf of workers who were shot by armed detectives in the employ of the American Agricultural Chemical Company, at Chrome, on January 19. The actions, for \$10,000 apiece, are similar in the twelve cases. All of the complainants were shot in the back. Attorneys for the strikers declare the case presents no new problems in law, as it will be easy to prove the liability of the company.

Cases involving the constitutionality of the New York alien labor law, which provided that only citizens should be employed on public works, have been advanced for argument by the United States Supreme Court to October 12. The court has already enjoined the enforcement of the law, which was upheld by the New York State Court of Appeals. As a result of this decision the New York Legislature modified the law by providing that citizens should be given the preference for employment on this work.

Dr. Morton R. Gibbons, medical director of the California State Industrial Accident Commission, in a recent address told "How the State is Providing for the Injured Workman." He said "the Commission gets the cases that are submitted to it finished and the money awarded in about fifty-four days, while those that were formerly taken to the Supreme Court for a settlement occupied on an average nearly five years. Thus the money comes now at the time when it will do the most good and when it is most needed to tide the injured man and his family over the depressing period immediately after his wages stop and doctors' bills pile up."

The Peoria (Ill.) Cigarmakers' Union has issued a statement of conditions in the F. P. Lewis Cigar Company's plant, where 140 unorganized men and girls struck. Some of them joined the union, but many of the strikers returned to work and they have since been forced to accept conditions more debasing than ever. The union states that the firm has now introduced the "speeding up" system and are compelling employees to work with inferior material, and is also advocating the sweat shop system as it prevails in cigar trust factories. A nursery has been installed in connection with the plant, where babies are to be kept during the day while the mothers are employed. Many of these workers are earning less than \$10 a week.

A portable bake shop, to be used in future contests with employers, has been arranged for by the general executive board of the Bakery and Confectionery Workers' International Union, acting under orders of the convention held in Milwaukee, last September. The bake shop will be held in readiness at Chicago to be shipped where trouble with employers may occur, and will enable these unionists to turn out 5,000 loaves of union-made bread in eight hours, or 15,000 loaves in three eight-hour shifts per day. The plan involves an expenditure of \$5,000, and bakery workers declare they are now prepared to checkmate a favorite move of employers, who would combine, and then lock out the unionists, who found it impossible to supply the demand for union-made bread.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Frank	Karlson, Rudolf
Andreasen, A. -1797	Kalning, J.
Anderson, H. T.	Kuschert, John
Anderson, J. G.	Lal, Louis
-1534	Lorentsen, John
Anderson, Martin	Lutton, Theodore
Asgow, Andrew	Larsen, -625
Andersen, Michal	Larson, Harry
Boardsen, Edw.	Madsen, Johannes
Bukly, C.	Mathesen, Nils
Bartlett, H. N.	McDougall, J.
Christensen, August	Moen, Robert
Campbell, Louis	Miller, Jos.
Celsen, Martin	Mortensen, J. R.
Christensen, Aug.	Munson, Sverl
Christensen, Trygve	Mathiesen, Sigurd
Clausen, P. C.	Moen, Tryger
Callishow, Russel	Nordman, J. D.
Carey, Arthur L.	Naro, H.
Driscoll, Edvard	Nielsen, H. O.
Ehler, James	Ness, Carl J.
Erlandsen, Louis	Nielsen, P. L.
Ekstrom, Jimmy	Olsen, J. -1331
Erikson, Erik	Olsen, Harry
Espedal, Y.	Olsen, Trygve L.
Evanger, Nils	Olsen, O. -1062
Eugene, J.	Omholt, L. T.
Franzell, A.	Olsson, Ernst
Granquist, O. A.	Olsen, Charles
Gonzalos, M.	Porter, Albert
Gundersen, L. S.	Quigley, R. E.
Henriksen, Harry	Queam, Nick
Hellison, Halver	Samuelsen, W. L.
Hansen, Olaf	-1346
Halst, L.	Schmidt, John
Holmnes, Geo.	Servick, Harald
Holm, H. P.	Schutz, Robert
Jansson, Henry	Schmidt, F.
Jensen, Hans	Shultz, Billy
Johnson, Ed	Simmonds, A. E.
Jorgensen, Fredrik	Spradlin, A. W.
Johansen, Alfred	Sack, Hans
Johnson, Andrew	Swenson, L. G.
Johansen, A. -1797	Strauss, W.
Kelly, T.	Thompson, Jos.
Keeping, Jabez	Tjolsen, M.
Kelly, T. D.	Wee, W.
Knudsen, Andreas	Wetland, John
Kristiansen, Trygve	Williams, T. C.
Kruger, Johan	

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Anderson, John C.	Murphy, Danial
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio. 10-21-14

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS
THE COSMOPOLITAN
Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers
BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

Eureka, Cal., Letter List

Christensen, Ajans, Nilsen, Nils	
-1366	Petrow, Alex. -1504
Ericksen, Anton	Strauss, Walter
Lomas, Richard	Thorssen, Fredrik N.
Lawrence, Harry	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz, just around the corner from the Union Office.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, C. A.
Anderson, Otto
Anderson, Gust
Anderson, W.
Benter, H.
Bjorkholm, J. E.
Bernhardsen, Chas.
Buckland, John
Beck, Johannes
Backman, Paul
Backman, B. W.
Christensen, Otto
Carlson, E. E.
Cherniasky, Mike
Christensen, H. P.
Carlson, Herald
Decas, O.
Davey, Charles
Dolany, Willie
Erickson, O. H. -857
Erman, A.
Egenas, Nils
Erickson, A.
Edstrom, John
Felsh, Henry
Gunther, John
Hecker, W.
Holm, Peter
Hansen, H. F. C. C.
Hansen, O.
Hedlund, Albert
Hellman, Albin
Ingebrethsen, Alfred
Johansen, Chas.
Johansen, Christ
Johnson, Charles A.
Johnson, Nils
Johnson, Anton
Johnson, Gust
King, J. L.
Kressman, Carl
Kermagoret, Anatch
Karvanen, Waino
Kelly, Patrick
Kjer, Magnus
Kritiansen, Nils
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lindeman, W.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
McLellan, John
Muencheimer, Herbert
Muller, P.

Mathson, Nils
Mortenson, I. C. -2191
Meyer, Chas.
Metts, John
McManus, J.
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Masters, C.
Meyerdierk, Heinrich
Moller, Anders
Moller, L.
Nilsen, Axel
Olsen, Oscar
Olsen, A.
Olsen, John Andreas
Olsen, Arthur
Palm, A.
Pohland, Max
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rinkel, H.
Rod, Halfdan
Rasmussen, Thor
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Saar, J.
Sandstrom, Ivar
Schacht, H.
Solberg, P.
Svensson, Martin
Smedsvig, Andrew
Simens, O. L.
Sorensen, Peter
Saer, E. A.
Stardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tortenson, Folke
Tasnase, E.
Tuhkanen, J. J.
Urvso, Geozsep
Vickey, Curtis S.
Wickman, Ernest
White, Harry
Walter, John
Westengren, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Andersen, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefsen, Otto
Eriksson, -333
Evensen, Krist
Forde, B. C.
Gronros, Oswald
Gueno, Pierre
Hansen, Ove Max
Hvid, Einer
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Latz, K.
Malm, Gust

Munsen, Fred
Nordgren, Chas.
Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Slattery, Wm.
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

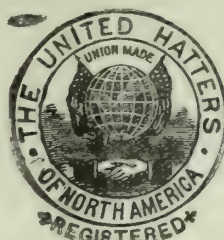
Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats, Shoes,
Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

The Federal Commission on Industrial Relations will begin at Dallas, Texas, on March 15, a probe into the land question.

A State-wide prohibition amendment will be voted on in South Dakota in 1916. The legislature adopted the resolutions providing for it on March 3.

The Supreme Court of the United States on March 4 suspended, temporarily, the operation of the State law of New York against employment of aliens on public works.

Rudolph Spreckels of San Francisco is at New York to confer with banking interests regarding a plan to have the State of California purchase and operate the Western Pacific Railroad which recently went into the hands of receivers. Spreckels is said to have submitted the proposed terms of purchase to New York financiers.

Rumors from Washington persist in forecasting a change in the administration policy to the extent of insisting upon a better observance of order and justice by the military faction in charge of Mexico City. One battleship, the Delaware, is at Vera Cruz, but it is expected that five more will be there within a few days. Several smaller vessels are now on the way.

On account of the limited amount of freight in sight, the Lake Carriers' Association has decided not to put any vessel in commission until June. This plan is expected to permit a more equitable distribution of business. Some of the largest vessels operated on the Great Lakes by the Canada Steamship Company will be transferred to the Atlantic during the summer. The company is said to have about ten grain carriers of sufficient size to enter the Atlantic trade. The vessels will be returned to the lakes when the new grain crop begins to move in the fall. Trade depression on the Great Lakes is responsible for the move.

Werner Horn, who is charged with illegal interstate transportation of explosives in connection with his attempt to wreck the international railroad bridge at Vanceboro, will be taken to Boston for trial at the present term of the United States Court, as a result of the finding of Federal Commissioner Charles H. Reed. The commissioner decided that the indictment warrant, which was the only evidence offered by the prosecution, was sufficient basis for holding the prisoner. Bond was set at \$10,000 and Horn was ordered to the county jail in Portland, pending his removal to Boston. It is expected that he will be taken to Massachusetts early next week.

An alleged attempt to blow up St. Patrick's Cathedral, New York City, was frustrated by the presence at the time in the cathedral of detectives disguised as women. A young man named Frank Abarno, said to be mentally weak, placed the bomb in the aisle in the presence of many worshipers and was immediately arrested by the disguised detectives. Another young man named Charles Carbonne was arrested as an accomplice. A story was told by the disguised detectives of having discovered an anarchist plot to kill all the millionaires in New York City and create a reign of terror. The attorney for the young men claims that the placing of the bomb was a police frame-up.

Domestic and Naval.

The incursion of Japanese steamers into the Far East-Europe trade is unusual, and is evidence of the tempting business offering. The running of Japanese vessels to the United Kingdom is usually confined to liners.

The United States coast guard cutter "Miami" will alternate with the "Seneca" in patrolling the Grand Banks to warn shipping of the presence of ice floes, each vessel being fifteen days on the Banks and remaining about ten days at Halifax.

The first of a fleet of thirteen large sailing vessels which will load deals at Halifax for the United Kingdom, the Norwegian bark "Vanadis" 469 tons, arrived in port February 26 from Martinique. The "Vanadis" and the other twelve sailing vessels make an aggregate tonnage of over 12,000 tons. The majority of the vessels will come to Halifax from Europe.

The contract for repairs to the damaged steamer "Camino" was awarded to the Halifax Graving Dock and making of the rudder is now being proceeded with by the Nova Scotia Iron and Steel Company at New Glasgow. Nothing has been decided yet as to what will be done with the cargo, but it is expected that it will be transferred to another steamer for shipment to Rotterdam.

Three steam trawlers, the "Brolga," "Koraaga," and "Gunundaal," have been built in England for Australia. The vessels have been equipped and fitted out by a Hull firm as the nucleus of a state fleet to be used by the New South Wales Government, which has decided to establish a state fishery. The vessels have been built on the Tees. The crews are composed of Grimsby men. The trawler "Endeavor," sunk recently, was the first of these vessels to be used by the New South Wales Government.

The Premier of Western Australia has presented to Parliament the State steamship balance sheet for the year ended June 30, 1914. It shows a loss for that period of £17,273, against a loss of £2,813 in the previous year. The capital cost of the steamers is set down at £105,906. The debits include £7,199 for depreciation and £4,174 on account of interest at 4½ per cent. Included in the assets is £14,000 on account of No. 3 survey of the steamers "Western Australia" and "Eucla."

Interested underwriters have finally given their consent to the proposal to employ lake steamers in the Atlantic coast and West India trade. The agreement between the charterers and the underwriters stipulates an average rate of from 6 to 12 per cent. on hulls. It is reported that the charterers of lake boats have secured the steamers from the owners at a rate sufficiently low to overcome the increased cost of marine insurance. The policies taken on most of the Lake boats are for six months, with an option to renew for an additional six months. This is taken to indicate that at least half of the steamers will be kept on the Atlantic coast next winter if freight rates remain at the high levels which have prevailed during the past four months. The St. Lawrence River is generally open to navigation by the end of May, and as most of the steamers are at the head of the lakes it is figured that the boats will not be ready for service on the coast until late in June.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Ahlstrom, Ellis
Albers, George
Albertson, Chris
Alkison, Carl
Allen, James
Amundsen, David
Andersen, Alfred
Olaf
Andersen, A. S.
Andersen, Emanuel
Andersen, Gust -1109
Andersen, N. -1549
Andersen, Carl
Andersen, E. -1781
Anderson, Ed
Backman, B. W.
Backman, Paul J.
Bakker, Haakon
Bakmyhr, Gustav
Balled, Pete
Baly, Thomas
Baumann, A. O.
Bejerck, Gus
Belting, Oscar
Berghalm, Edward
Bergman, E. Ivar
Berkland, Gus
Bilke, E. -2049
Birknes, Ole
Blauert, William
-1959
Caen, P.
Carlson, Fred
Campbell, George
Carl, Waldemar
Carlson, Carl
Carlson, Charles
Carlson, Martin
Carlson, Oscar
Carter, J.
Cassberg, Gustaf
Cellan, John
Chotard, Emile
Davis, John
De Bruin, B.
Desweat, William
Earling, Gus
Echlin, J. W.
Eckoff, Otto
Edman, Oscar
Einardt, John
Ekstedt, H.
Ellefsen, Otto
Ellingsen, Fred
Enokson, Marcus
Fagerli, O.
Ferguson, J.
Fischer, Wilhelm
Fitzpatrick, Patrick
Follan, Thomas
Forsman, George
Foss, John
Franklin, John
Gardan, Geo.
Gendo, G.
Gillgren, Thom
Gjostad, Eiling
Grantley, C. W.
Gruugaard, L. I.
Gregory, Joe
Griffith, Hugh E.
Grigoleit, Ed.
Gulbrandsen, Bjorn
Gulbrandsen, An-

Anderson, Jon
Anderson, Jno. E.
Anderson, S. M.
Anderson, Anton
Anderson, E. -1754
Annus, Alexander
Antonsen, H. -1783
Antonsen, Marius
Anus, Jon
Apps, P.
Aronson, Albert
Askland, Gust
Aspe, Teddy
Auer, Billy
Axelsen, Herman
Azevedo, Manuel T.
Blair, Francis
Blumel, W.
Bodagh, A.
Bodm, Franz
Boudic, J.
Bowden, Chas.
Brander, W.
Brennan, Leo
Brusard, Edward
Bruun, Axel
Bryning, Walter
Brynjulfson, H. B.
Buckley, J. J.
Bucow, C. W.
Bunnett, E.

Christensen, Louis
Christensen, Otto
Christenson, Willi
Claus, Charles
Clausen, Chr.
Cookley, John
Cokinoros, John
Conally Obirt
Comon, Ralph
Constantinos, Lay
Corregan, Robert
Curran, N.
Dixon, John
Dracar, Ed.
Drenkhahn, M.
Erickson, August
Erickson, Konrad
Erikson, Sigurd
Erlant, Oskar
Ermandes, Francisco
Evans, Dave
Evans, Stanley C.
Evensen, Martin
Fraser, Thomas
Fredholm, C. J.
Fredholm, Folke
Freitag, Franz
Fricke, Willie
Fritsch, Leonard
Furth, Richard

Gronlund, Oskar
-414
dreas
Gulbrandsen, Jens
Gunderson, A.
Gundersen, Andreas
Gundersen, K. -899
Gulliken, Amandus
Gunter, Hans
Gunvalsen, Ingval
Gustafsen, Olof
Hakonsson, Ingvar
Haldin, F.
Hale, Sigvald
Hall, Alf
Hallen, Victor
Hallgren, John
Hallowes, Louis N.
Halverson, Henry
Halverson, Isak
Hansen, Hans C.
Hannus, Alex.
Hansen, Charles
Hansen, Charlie
Hansen, C. T. -2247
Hansen, Fred
Hansen, Henry W.
Hansen, H. G.
Hansen, H. L.
Hansen, Jerimias
Hansen, M. -968
Hansen, Martin
Hansen, Nick
Hansen, Niels S.
Hansen, Thomas
-2383
Hansen, Thorwald
Hansen, Chas. G.
Hanson, Oscar
Hanson, Pet
Insunso, Francisco
Isakson, Karl
Jacobs, August
Jakobsen, Anders
Jamisch, Ed W.
Jameson, J. E.
Janssen, H.
Jarosinski, Filiks
Jenkins, John R.
Jensen, Carl
Jensen, Charles
Jensen, Halford
Jensen, John Frank
Jensen, Just
Jensen, O. M. B.
Jensen, Oskar
Jerdoe, Soren
Jersich, Willie
Jespersen, M.
Johannessen, A.
-1487
Johansen, Alex. H.
Johansen, Carl J.
Johansen, George
Johansen, Thos. W.

Hanson, W. H. C.
Hanssen, Lars
Harrison, Frank
Haugen, Lars
Haugland, Harald
Havard, O.
Heckman, Fred
Heeja, J. -2298
Heesch, Henry
Helin, Paul
Heissel, W.
Heldt, Charles F.
Heinaz, C. -2117
Heinen, H.
Hendriksen, William
Hermanson, Fritz
Hetman, Walter
Hiltwood, A. S.
Hine, Jack
Hogan, A.
Hofgaard, Hans
Hofgaard, Charles
Hollen, Carl
Holmqvist, F.
Holst, R.
Hubertz, Emil
Hubner, Carl
Huse, E.

Iversen, Iver
Iversen, T.
Johanson, Edvard
Johansen, Elaf
Johansson, Geo. N.
Johanson, Henrik
Johanson, Louis
Johnson, Bernard
Johnson, C. -1593
Johnson, J. A. -2309
Johnson, Henrik
Johnson, John A.
Johnson, Oscar
Johnson, R. W.
Johnson, Walter
Chr.
Johnsson, C. J. -1566
Joklin, Charles
Jones, Berthon
Jones, D. H.
Jonson, E.
Jonsson, K. A.
Jordan, O.
Jorgensen, Aaga
Johansen, Thos. W.

Kaare, P. Juhl
Kaasin, August
Kalena, Gustaf
Kallas, August
Kallio, Frans
Kampel, D.
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo
Kathy, Albert
Kearns, N.
Keating, R.
Kehr, Fred
Kineral, H.
Kinlock, Wm.

Lang, Chas. F. -89
Lapp, August
Larsen, A.
Larsen, Axel
Larsen, Gustaf
Larsen, John
Lebrun, Ernest
Lerch, Paul
Lewald, Harry A.
Lewis, R. W.
Maatson, Olaf
Maatta, John
Madsen, Ludvig
Magee, E. H.
Magnusen, Ernst
Maki, Ivar
Manse, Fred
Markley, Paul
Markus, Bernhard
Markus, Gofried
Marquels, Frank
Martin, A.
Martin, H.
Martin, J.
Mathieson, N. L.
Mathison, Aleh-
sander
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McCourt, Joe
Nagel, A.
Nami, William
Naujack, Fritz
Neilson, C. F.
Neilson, Chas. -663
Neilson, Christ -641
Neilson, H.
Neilson, Robert
Neilson, W.
Nunner, Albert A.
Neubert, Herman
Neumann, J.
Nicklas, M.
Nielsen, Carl
Oaks, Theo. R.
O'Brien, R. F.
Oetichen, F.
Ogelvie, Willie
Ohle, Hugo
Ohlund, Chas.
Ojstedt, S. A.
O'Keefe, Ed
Olfstrom, Axel
Olsen, Carl
Olsen, Charles
Olsen, Jorgen
Olsen, Karl -1315
Olsen, Olaf S.
Olsen, Ole -1047

Parson, Herman
Paulman, Geo.
Paulsen, Gustav
Paulsen, James
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Didrik
Pedersen, Edif
Pedersen, Karl -1300
Pedersen, P. -896
Pedersen, W. G.
Pedersen, A. L.
-1589
Pedersen, C. V.
Pedersen, J. A. -515
Raaum, Henrik
Rakov, Stephen
Ramberg, Barny
Reed, J. W.
Rieck, Cr.
Roberts, Frederick
Sand, Torger
Sanders, S.
Sanderson, Geo.
Sanner, Rudolph
Sarinens, Emil
Saunders, Jas.
Sauza, Custodio
Schaefer, Hugo
Schellenberg, H.
Schmell, F. P.
Schroder, F. A.
Schroder, Willy
Schultz, Albert
Schultz, F. J.
Scott, James S.
Seagren, J.
Seiffert, Johannes
Shrene, Elwood
Simmonds, J.
Skellerup, A.
Skogman, W.
Smith, Donald
Smith, John
Snider, G.
Sonnenberg, J. C.
Sorensen, J. -2037

Tame, E.
Tamman, Krispin
Tarm, E.
Tavrik, Olaf
Tasnase, E.
Tell, Olaf
Thee, Rudolf
Uderkul, C.
Ulla, Ole O.
Vangelder, William
Vesgaard, Jens
Viberg, John
Vogel, Gus
Wacner, Wil
Walker, Erick
Warner, Paul
Wee, William
Wells, Frank
Wesgaard, John
Weyer, Paul

Klatt, Hermann
Klebingat, Fred
Knappe, Adolph
Knudsen, Daniel
Kocharin, Jacob
Koch, Harry
Kokkala, Herman
Kroop, J. F. O.
Kromholz, Edwin
Krosberg, Volmar
Kramer, Sigurd
Kristensen, K. D.
Kruger, G. -934
Kylander, Herman
Lindenau, Ernst
Lindros, Oskar
Lindroth, Carl
Lindroth, Erik
Lindstrom, Alexander
Liscum, Chas. -1778
Loren, A. L.
Loretsen, Karl
Lund, Aksel

McKeating, R.
McHriens, Herman
Melander, G. L.
-1819
Mersman, A. A.
Mertensen, Henry
Mortensen, J. C.
-2191
Meyer, Ernest
Meyer, Frank
Meyers, Max
Miller, James
Milos, P.
Minner, Albert
Monsen, L.
Moore, Albert
Moris, Francis
-2191
Muller, Herman
Muller, A. R.
Murphy, J.

Nielsen, Harald
Nielsen, H. O. -1229
Nielsen, Niels
Nielsen, Nils
Niemela, John
Niemeyer, Oscar
Nilsson, Hjalmar
Norberg, F. A.
Nordstrom, B.
Norman, Olaf
Norton, Edgar
Nyman, Axel
Nyman, Oskar
Olsen, O. P. -1141
Olsen, Oscar
Olson, P.
Olson, Paulus
Olsen, Ragnvald
Olson, James
Olson, M. -1297
Olsson, C. O.
Olsson, Dolph
Olsson, Eric
Ommenson, E.
Oma, Tolia
O'Neill, Jas.
Osterberg, S. H.
Owen, Fred

Petersen, L. -1389
Petersen, Niels
Petersen, O. -1595
Petersen, Otto
Petersen, A.
Petersen, Carl
Petersen, Karl
Plom, Charles
Plett, Herman
Pommer, Jon
Post, Albert
Powell, Hamilton
Pring, Carl
Publicatus, August
Purgall, Geo.

Roery, Frans.
Ross, H.
Rotter, R.
Rudst, Walter
Rundquist, O.
Spanos, James
Sponta, Emil
Steinfart, J. H. F.
Stevens, J. J.
Stienens, J. C.
Stinsen, Harald
Stintman, Fred
Stoff, Fred
Stoll, T. E.
Stoltzman, E.
Strand, Charles
Strand, Konrad
Strandquist, Louis
Strom, Ed.
Suarinen, Frank
Sunde, Knut
Sundhouse, Joe
Sutherland, Peter
Suensen, C. J.
Sutherland, Wm.
Swan, Albert
Swanson, C. H.
Swanson, O.
Swarthy, Norman
Swenson, T. H.
-2055

Themsen, William
Therion, John E.
Thomas, Henry
Thoren, Gus
Thorsen, Rolf
Tierney, Pat
Traynor, John
Ulmar, John
Ulrichs, Chris.
Von Heinz, Hendrick
Von Lubke, Johann
Voorhies, Firman
White, Peter
White, T.
Whitside, Fred
Whitot, J.
Willmann, William
Willmorn, W.
Winner, A. A.

Yejata, Yrjo

Zimmerman, Fritz
Zimmerling, Fritz
Zornig, Harry

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasole, Michal
Barz, Herman
Berling, J. B.
Blair, Francis
Carlsen, Jacob
Carter, Sidney
Ceelan, John
Lanielsen, Sigurd
Ellefsen, Otto
Evensen, Louis
Finnelly, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendriksen, Hag-
bart
Henningway, Geo.
Johansen, Emil
Johansen, Emil
Johnson, Henrik
Jorgensen, Oluf
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Schroder, August
Schultz, Fred
Swanson, Ben
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Wakely, R. E.
Wee, W.
Wolters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

A young lady at Bath Beach had occasion to complain about one of the bathhouse attendants, an old fellow, who, in the hurry of cleaning up, would sometimes burst in upon her in her bathhouse without knocking.

One morning after this had happened for the sixth or seventh time, the young lady took the old fellow to task.

"See here, Peters," she said, "there's no lock on my bathhouse, as you know, and I must insist on your knocking before you enter. It hasn't happened yet, but it might very well happen that you'd come in on me when I was all undressed."

Peters, with a chuckle, hastened to reassure the young lady on this point.

"No fear of that, Miss," he said. "No fear of that. I always look through before I venture in."

Mr. Citibred—Do your cows give you milk?

Mr. Tallgrass—No one ever gives me nothin'. I have to swap 'em fodder for it.—Chicago News.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

UNION MADE CIGARS AND TOBACCO
138 EMBARCADERO

INFORMATION WANTED.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

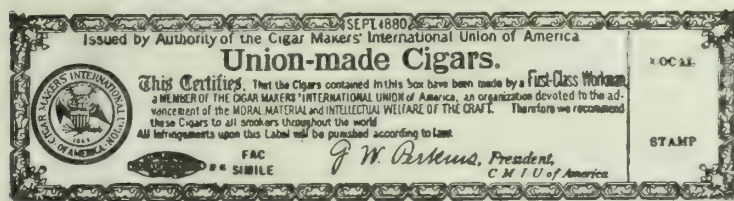
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

News from Abroad.

Great Britain has announced its
intention of enforcing its blockade
against American cotton.

The press and populace in Athens
is said to have made decided demon-
strations for war and against the
king's determination to preserve the
nation's neutrality.

The House of Commons has au-
thorized the British Government to
take over the entire engineering
trade of the country, combining it
under Government management for
the promotion of an increased supply
of munitions of war.

It is reported from Berlin that the
American Ambassador has been
asked by Germany to lodge a protest
at London against the treatment by
the British authorities of the crew
of the German submarine U-12,
which it is alleged is contrary to
international law and would neces-
sitate reprisals.

Fifteen hundred British vessels,
American Consul Lathrop at Cardiff,
Wales, reports, have been taken over
by the British admiralty on time
charters to supply Britain's armies in
the field. These vessels represent a
tonnage of 3,500,000, and the gov-
ernment agrees to return them in as
good condition as when received.

The officers of the late German
cruiser "Dresden" who have arrived
at Valparaiso declare that they were
attacked while at anchor in Cumber-
land Bay, on the north side of the
Island of Juan Fernandez. They as-
sert that other ships lying in port
were damaged by the fire from the
British ships and that shells explod-
ing on shore killed a woman and a
child.

The Secretary of the British Ad-
miralty has announced that there is
every reason to believe that the Ger-
man cruiser "Karlsruhe" was sunk in
the neighborhood of the West Indies
at the beginning of November, and
that those of her crew who were
rescued reached Germany early in
December on the steamer "Rio
Grande," which had been acting in
concert with the "Karlsruhe."

The Roland line, of Bremen, which
paid 8 per cent. for 1913, has just
made a declaration of 4 per cent. for
1914. The Flensburg Steamship
Company, of Flensburg, which paid
15 per cent. for 1913, declares no
dividend for 1914. It is the same
with the Ocean Steamship Company,
also of Flensburg, which shows a
gross profit of M.69,007, all of which
is carried forward, "because it is im-
possible to establish the losses and
depreciation during the war time." For
the preceding year the same
company paid a dividend of 10 per
cent.

In consequence of the reported
torpedoing of the British auxiliary
cruiser "Bayano" (189 lives lost) and
British steamers "Hartdale," "Indian
City," "Adenwen," "Florizan," "Head-
lands," "Andalusian," "Invergyle" and
French steamer "Auguste Conseil,"
insurance rates to French and British
ports within the field of operations
of the German submarine fleet have
almost doubled. The "Indian City"
was bound from Galveston for Havre
with a cargo of cotton aboard. The
loss of this ship with a cargo worth
\$750,000 has swept away the profits
of war risk insurance on all cotton
shipments to England or France since
the beginning of the war. The ad-
vanced rates range from 2¼ per cent.
to 3½ per cent., about double the
former rates.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Ericksen, Earl	Saalmann
Ekeland, Will Hj.	Teracolson, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacona, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd-	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasm's O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

With the Wits.

Defined.—Counter-irritant—a woman shopper.—Columbia Jester.

No Brute.—"Did you strike this man in an excess of irascibility?"
"No, sah; I done hit him in the stummick."—Baltimore American.

Made Over.—"He is a self-made man, is he not?"
"Yes, except for the alterations made by his wife and her mother."—St. James's Gazette.

Too Much.—Mrs. Methusaleh sighed wearily.
"That's the 413th cook that has left us in the last 600 years," she protested. "This servant question is getting on my nerves."—Philadelphia Public Ledger.

His Score.—"What's that piece of cord tied around your finger for?"
"My wife put it there to remind me to post a letter."
"And did you post it?"
"No; she forgot to give it to me."—Cincinnati Enquirer.

Deduction.—"Now, Dorothy," said the teacher to a small pupil, "can you tell me what a panther is?"
"Yeth, ma'am," lisped Dorothy. "A panther ith a man that makth panths."—Chicago News.

Not His Fault.—Josephine—I believe John is provoked at my extravagance. He didn't even smile when he saw my dress!
Hortense—Some men, my dear, have no sense of humor.—Judge.

His Sacrifice.—"George, where are your school books?"
"When notices appeared that books were wanted for the wounded, I gave mine to 'em."—Humoristicke Listy (Prague).

Murderous Recreation.—Wesley Kading, who is employed in a moving-picture theater in Sioux Falls, arrived Saturday to spend a two weeks' vacation shooting and visiting his parents and friends.—Webster (S. C.) Reporter.

An Invitation

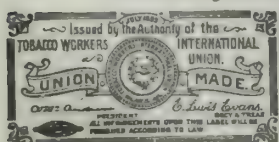
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.
THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.
The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.
There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00 REWARD \$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



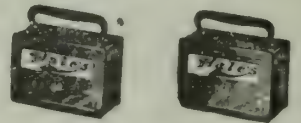
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.



Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

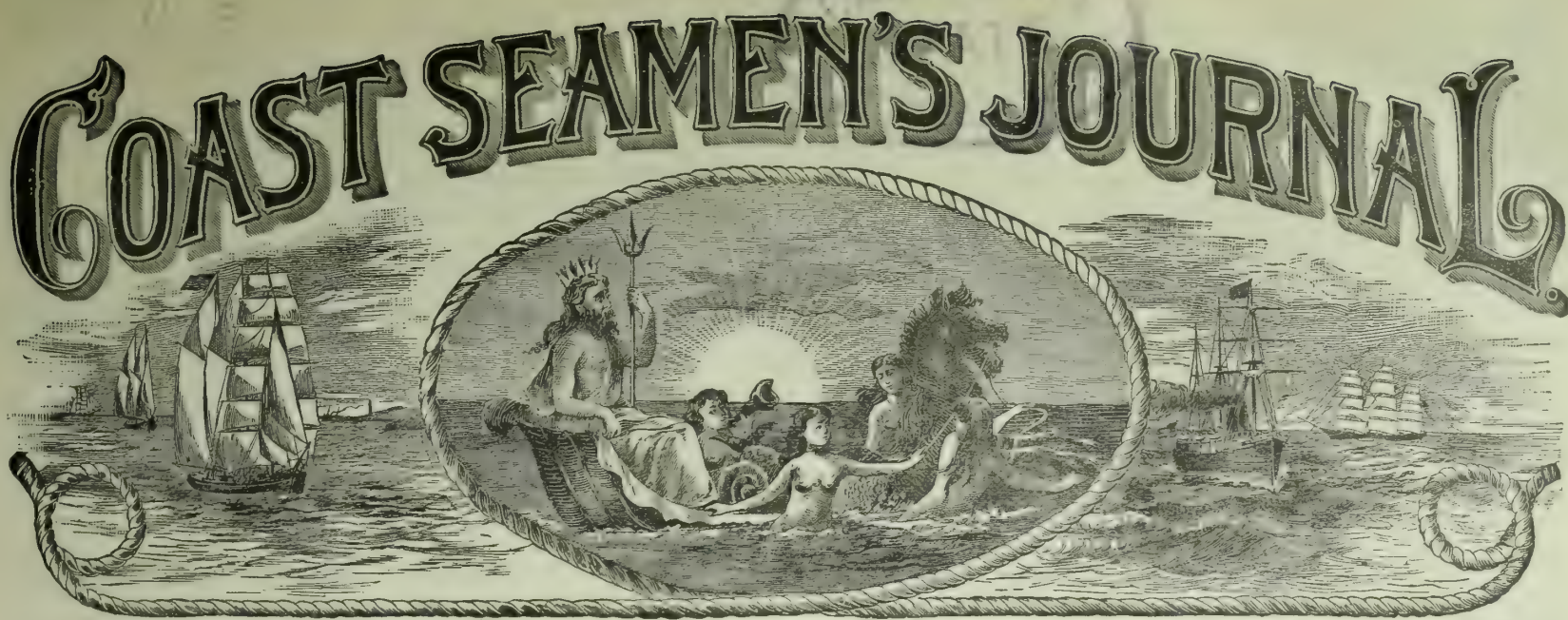
72 Market Street
San Francisco

Union Hats

CAN'T BUST'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 30.

SAN FRANCISCO, WEDNESDAY, APRIL 7, 1915.

Whole No. 2324.

JUDGE-MADE LAW AND LABOR.

Some Facts About the Origin of Injunctions in Labor Disputes.

Whosoever works for a living knows what labor is; and all but lawyers and judges are presumed to know the law. So I shall not try to explain either the one or the other. But maybe I can tell a story about organized labor and judge-made law.

This is a story with a moral, but I shall save the moral to end it with. And it is a story of to-day, though it begins a long time ago. It begins so long ago, indeed, that in telling it I shall set out in the good old-fashioned fairy-story fashion, notwithstanding that this is no fairy tale.

"Once upon a time," then, there was a King of England whose name was Henry I. With his kingly crown he acquired a lot of private secretaries whom he organized into a working force with one of their number as foreman. The foreman was the King's Chancellor. It was no sinecure, this foremanship; for part of the Chancellor's job was to keep the King's conscience, and as kings' consciences went in those days, that duty alone almost called for the wit and nerve of an animal trainer.

Slipping down from there a couple of centuries toward our own time, we may find the Kings and their Chancellors had meanwhile died, one after another, making a long procession of office holders from the cradle to the office and from the office to the grave.

For it was only the office holders that died and not the office. By a legal fiction which still survives, the office holder and his office were quite different, the one from the other. Office holders were weak and selfish mortals of few years and full of trouble; but offices were things of power, of stability, of virtue untarnished and untarnishable, and very types of the square deal everlasting. When a king died the cry would go up that the king was still "doing business at the old stand," thus: "The king is dead, long live the king!" It was like that also with kings' chancellors. Nobody shouted it from the house tops about chancellors, as they did about kings; but chancery lawyers used to mention it when they got into chancery lawsuits such as Dickens has told about, which had been started before their great grandfathers were born.

"Keeping" the King's Conscience.

When those two hundred years had gone by after Henry I. organized his private secretaries under the Chancellor as foreman, the King's conscience that needed keeping by a Chancellor was Edward's—the First of those Edwards of whom the Seventh has recently died. By that time this particular Chancellor's predecessors had very much increased the importance of their job. Among other things they had set up a factory for turning out judge-made law.

In that law factory the principal raw material was the King's conscience, for this is what it was the Chancellor's duty to keep. Nor did the supply ever give out. A particular King might have no personal conscience at all, and his Chancellor might have none of his own to use as a substitute; but the kingly office always had a conscience handy, and to this any Chancellor worth his salt would go wherever he got an order for a consignment of judge-made law.

Well, the Chancellor's factory was not unionized. The union law shops were run by the regular judges, who were called "law judges" to distinguish them from "chancery judges." And the Chancellor had assistants, so bulky had the King's conscience got to be, and so complex its throbs. This was due to a growing line of chancery precedents—precedents being to law what recipes are to cookery, except that the older they get the more sacred they become and the more savory the dish.

Beginning of "Judge Made" Law.

The way in which the Chancellors had got to making law out of the King's conscience was as natural as could be. Law judges applied the law to all cases alike, just as they found it. At least they said they did, and it was contrary to the rules of their union not to do so. This gave Madame Justice many a misfit. For general rules of law, when applied rigidly to particular cases, would sometimes produce absurdly unjust consequences, especially as they rested more on ancient custom than on moral principle. It was a little like the old "hand-me-down" clothing stores, where garments were made to fit no man in particular but any man in general. So the Chancellor set up his non-union factory for turning out judge-made law. He made particular laws to fit each case as it came before him, and did as well as the King's conscience and his own skill permitted. At least he said so.

Suppose one person threatened to do an injury to his neighbor's property, and the person whose property was threatened asked the law judges to protect him. The law judges were likely to say, though in the more stilted language of their time and profession: "You are altogether too previous; wait until that wicked man does what he threatens to do; then come to us, and we will make him smart."

But suppose the fearful person explained that if he waited until the threatened injury was done, it would be too late; for after that nothing could restore his rights.

Then the law judges might tell him that possibly they could punish his vicious neighbor just for the threat, but not very severely; or make him give bonds to pay for any damage he might do.

But the suitor would respond: "That wouldn't help, either; for whether you punish him for the threat, or punish him for the wrong if he does it, or make him give bonds to pay damages, the wrong he threatens me with, if once done, cannot be repaired. You must prevent his doing it."

The law judges would then gravely assure the suitor that much as they sympathized with him they could not help him; that there was no power in human law to prevent any man from doing anything, unless it were to hang him in anticipation of what he might do.

But suppose now that the disappointed suitor got the ear of the Chancellor with his tale, and asked the Chancellor if all that folderol were in keeping with the King's conscience. The Chancellor would say something like this: "The King can do no wrong, nor permit any of his subjects to wrong another. What your

neighbor threatens is contrary to conscience—the King's conscience. If those law judges cannot head him off, I will." So he would issue an injunction ordering the man who made the threat not to carry it out.

Do you ask how that order could prevent the carrying out of the threat any more than the law itself could if the law already forbade the act? You have it.

Of course, the injunction order could not prevent the act any more than the law could, unless it scared the man more. But the old Chancellors could have explained the difference. If the man enjoined were charged before law judges with breaking the regular law, he would have to be indicted by a grand jury on the testimony of witnesses, and then tried by a jury of his equals on the testimony of witnesses who would have to submit to cross-examination to see whether they were lying or not, and then he would have to be convicted by that jury of his equals. All this before he could be punished. The law judges could not punish men for breaking laws unless they were first proved guilty and duly convicted; for it was contrary to their rules to punish any person who might in reason be innocent.

Not so with the Chancellor's injunction. If a man were charged with breaking that, the Chancellor himself could try him, with or without witnesses, with or without cross-examination, with or without a jury; and could himself convict the man, himself impose any penalty he wished to impose, and himself decide whether and when to grant a pardon.

So the question of chancery injunctions was after all not a matter of heading off wickedness; it was a question of whether the person charged with wickedness should have a trial under the law of the land, applicable to all persons alike, or a Chancellor's trial under judge-made law ground out at the Chancellor's own factory for each particular case.

Omnipotence of the "Injunction Judge."

Nor did the Chancellors stop with making particular procedure laws for punishing breaches of the regular laws. Very often they would decide that it was contrary to the King's conscience for this man or that to do particular things against which there was no law at all outside the Chancellor's notion of what the King's conscience ought to be. And in those cases, just as in the others, if the injunction was disobeyed, or the Chancellor thought it was, he did the punishing himself and in his own way. No red tape for him. He punished whomsoever he hit upon as guilty, according to his own judge-made laws of procedure for distinguishing the guilty from the innocent. You see he was King, judge, jury, witnesses, sheriff, and parliament, all in one, whenever he wanted to be.

This was the beginning of what Governor Altgeld of Illinois hundreds of years afterwards, and in a country that neither old King Henry nor his Chancellor ever heard of, called "government by injunction," which means government of organized labor by organized labor "sweaters," through judges who have got their

training for judgeships by serving as lawyers for the "sweaters."

But to get back to those old Chancellors. Of course, they had trouble with the law judges. There are some pretty good things about their "butting-in" with the King's conscience up their sleeves, but there were also some bad ones. And the law judges were jealous anyhow. Perhaps the worst thing about the Chancellors was the supple way in which they were getting to sidestep the time-honored safeguards of innocence in the criminal law, such as trial by jury and cross-examination of accusing witnesses. It is likely that jealousy had quite as much as anything else to do with the quarrel that sprang up between the Chancellors and the law judges, but this makes little difference now. The quarrel resulted in a pretty good compromise, in which there was one highly important stipulation. Mind this now, for it profoundly and vitally affects organized labor even in our own distant time and country.

The Chancellor agreed not to inject the King's elastic conscience into criminal matters. A wise stipulation that, in the interest of personal rights. If the Chancellor could meddle in criminal matters, he might finally destroy the safeguards of English liberty, and while England had more than the usual supply of those safeguards, she had none to spare.

Except for that stipulation a person might go to the Chancellor and say: "My neighbor threatens to steal my pigeons, and the regular judges won't head him off, nor punish him for stealing them until he steals them; is that according to the King's conscience?" And then the Chancellor could reply: "It is not according to the King's conscience; the King's conscience revolts at it. I will issue an injunction forbidding your neighbor to steal your pigeons; and then if your pigeons disappear I will punish him for contempt of court for breach of that injunction."

Again, except for that stipulation, the Chancellor might issue injunctions against libelous statements before publication, so as to make any kind of publication, no matter how lawful it might be nor how useful, a fearsome thing to venture, lest the Chancellor decide the case by the King's conscience, which was elastic, instead of the law of the land, which was rigid.

Again, except for that stipulation, the Chancellor might get to issuing ingenious injunctions against criminal conduct in labor strikes, when in the process of social evolution the time for them should come; or against innocent acts or words by strikers, such as asking other workers to join them in the strike; or against strikes themselves; and might, by thus subjecting strikers to arbitrary trials by himself without juries, so intimidate organized workers that they would not dare to go on with lawful strikes in lawful ways lest they get tangled in his web of judge-made law.

But this was prevented by that compromise between those old English chancellors and those old English judges. The compromise left the Chancellors, with their King's conscience, to deal with quarrels between property claimants over peculiar questions of property rights; but questions of human liberty, and of all other human rights except property rights outside of crime, were given up by the Chancellors.

This is important to Americans. For our country was originally a collection of British colonies, governed by the laws of England, and when they seceded from the mother country in 1776, they retained the British laws at that time in force among them. So we had chancery courts, and law courts apart from chancery courts, with different groups of judges in each, and our chancery courts were not allowed to manufacture judge-made law affecting human liberty or freedom of speech or of the press, nor to try criminal cases on pretense of trying cases of contempt of court.

If we had continued this separation of chancery and law courts, it is probable that no Chancellor in our country would ever have ventured to grant injunctions, either creating crimes or forbidding those the law created. The judges of the other courts would have seen to that; for judges are pretty jealous of their powers, and this would have encroached upon the powers of the law judges.

Transferring the "King's Conscience."

But in course of time the distinction between chancery courts and law courts was abolished with us; not in form everywhere, but in fact, for the same men came to sit as judges in both courts. It was as if the King's conscience had been turned over to the law judges, so that if ready-made law wouldn't fit a particular case they could peer into their chancery powers and construct judge-made law for that case. After this there were no law judges to be jealous of chancellors, for they were themselves both chancellors and law judges; and in due course the chancellor in them usurped a good deal of their authority as law judges, without any protest. So judge-made law for particular cases encroached upon the regular law for all cases.

Many people approve this, because they think that justice is only a question of doing the right thing in each case. It might be if judges were infallible. But judges are mere men, and, like all the rest of us, they have their hearts chock full of all kinds of devils, as Mr. Chesterton says. The only way, then, to do justice

in particular cases is to apply the general rules. This may make misfits sometimes, but never with dangerous consequences of judge-made law. For isn't it plain that business association, personal friendship and class prejudice are powerful influences in courts where judge-made law flourishes?

It certainly has been so in this country since the distinction between chancellors and law judges was abolished. None of the judges are interested now in holding any other set of judges in check, and we have "government by injunction." Its beneficiaries are business men when labor strikes are on, and its victim is organized labor.

Abolishing Jury Trial.

Through injunctions forbidding lawless acts by labor strikers, judges usurp the power to try strikers for crime, without witnesses or juries and to punish them at will—not for the crime, indeed, but for contempt of court in having committed the crime. And through injunctions forbidding lawful acts that are repugnant to the King's conscience, which is the Big Business conscience now, these judges get not only the power to act as juries in the trial of criminal cases, but also the power to act as legislatures in making criminal laws.

Please observe that there is no objection to punishing crimes by organized labor, nor to preventing them if you can. The objection is that judges forbid acts that are crimes and also acts that are not crimes, and then "try out" the question of guilt or innocence in their own way, without those safeguards which the experience of centuries has proved to be necessary for the protection of innocence.

This makes our judges dictators. Now a dictator on a judge's bench is just as bad as one on a monarch's throne, and that is the moral of this story about organized labor and judge-made law.—Louis F. Post, in *Life and Labor*.

EARLY SHELL-FISH FARMS.

Mussel culture in France—where it is carried on more extensively than anywhere else, originated so far back as 1235, when an Irish ship was wrecked near La Rochelle. One of the rescued sailors, James Walton, being hard put to it for a living, conceived the plan of setting nets on poles for the capture of sea-fowl at night, the muddy shores of the bay being frequented by these birds in large numbers. Before long he noticed that myriads of young mussels became attached to the stakes, and that, being above the level of the mud, these grew rapidly. Thereupon he interlaced branches of trees between the stakes, thus forming a kind of wicket-work, which also became coated with mussels. Walton's example was followed by some of the natives of La Rochelle, and an industry was started which has now flourished for close on eight hundred years. Louis Dix-Huit (who was also called Louis des Huitres because of his passion for oysters) used, throughout his reign, to receive a weekly consignment of mussels from La Rochelle.

MEXICAN PEARLS.

La Paz, Mexico, is the chief pearl-fishing center of the Pacific Coast of America, ranking third on the globe, with \$2,000,000 as the value of the annual export. The mollusks found there are never seen in beds, like the edible oyster, but must be sought singly by divers. The shells are often fifteen inches across, and these produce mother-of-pearl. An occupation, pearl-fishing is slow suicide, but nearly all the 6,600 inhabitants of La Paz are engaged in it. Deafness is followed by nervous prostration, and it is rarely that a diver can hold out more than five years at this strenuous occupation. The price of a good Mexican pearl ranges from \$100 to \$1,000. Some of the most beautiful ever produced were sent from La Paz to Madrid by Spanish conquerors in the early days of Baja California, while most of the pearls possessed by the European dynasties to-day came from the little coast of La Paz.

SOME "SYSTEM."

Interesting facts are contained in a statement recently compiled by "an employe of the Pennsylvania Railroad." Figures are presented in a series of brief statements singularly striking. For example, this road owns more than enough trackage to reach around the world; its employes number 220,000 men; of its many millions of income, 47.4 cents of every dollar therein go to employes as wages. Following is the statement:

"Is 11,730 miles long.

"Has 26,200 miles of track, enough to reach around the world.

"Has 630 miles of four-track railroad, 821 miles of three-track railroad, and 3,717 miles of two-track railroad.

"Operates in 13 States where more than half the population of the United States lives.

"Normally employs about 220,000 men; almost ten employes per mile of track.

"It has 7,561 locomotives, 6,884 passenger cars, 281,590 freight cars.

"It operates more than 3,000 passenger trains a day.

"It carries more than 500,000 passengers a day.

"It operates more than 4,000 freight trains a day.

"It handles more than 1,300,000 tons of freight a day.

"It normally pays in wages more than \$500,000 a day.

"It pays 47.4 cents for wages out of every dollar of operating revenue.

"It pays 25.2 cents of every dollar of operating revenue for material and supplies.

"Its taxes take 4 cents out of every dollar of operating revenue.

"It buys about a quarter-million dollars' worth of material every day.

"It is owned by approximately 100,000 different shareholders.

"It has more than 44,000 women shareholders.

"It has about 3,000 all-steel passenger cars in service; one-third of all the steel equipment in the United States.

"It was the first railroad to introduce steel passenger equipment.

"It was the first railroad to build all-steel box cars.

"It has on its roll of honor 4,295 employes who are receiving pensions.

"It has paid out in pensions in the past fifteen years more than \$10,000,000.

"It has 77 employes who have been working for the railroad fifty years and still at it.

"It has on its roll of honor 143 men who worked for the railroad fifty years before retiring.

"It retires every employe on a pension at the age of seventy years.

"It has five vice-presidents on its Western line who have worked for the system upward of forty years.

"It hauls every day to Philadelphia, Baltimore, Brooklyn, and Jersey City a quarter-million quarts of milk.

"It has invested in its signal system approximately \$23,000,000.

"It has spent since 1902 in improvements resulting in the elimination of 1,052 grade-crossings more than \$34,000,000."

The labor press is the only remaining free press.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Indorse Free Speech Rule.

The Morning Call of Allentown, Pa., gives hearty indorsement of Judge Groman's rule in setting aside the recent decision of Mayor Rinn, who fined President Maurer, of the State Federation of Labor, and C. W. Ervin \$50 each for speaking on the public square, against "orders."

The Morning Call says, editorially:

"Judge Groman's decision rang clear. It did not go farther than the issue in hand, the right to assemble in this particular place, but he let it be known informally that he is an American to the core and that in his judgment anyone who meddles with the rights of free speech and free assemblage is treading on dangerous ground.

"America is the antithesis of Russia and yet Russian police methods were adopted in this city last summer, leading up to the Maurer-Ervin case. Those methods have fallen because they deserved to have fallen and Allentown will be a finer city for having some fundamental American principles settled once more for its people. The rights that were striven for by the two men in the case just decided are rights such as any Allentownian may some time desire and to which he has the fullest right. But there would have been a cloud on his title had this case not been decided in this manner by Judge Groman.

"The speakers who were arrested on the Square last summer were within their rights. Had they gone up there and taken soap boxes that were used by other speakers on those nights and provoked riots; or had they broken forcibly into the religious meetings that were being simultaneously conducted, then they would have been interfering with others' rights and arrest would have been right.

"Progress has come through agitation. The Anglo-Saxon has established the fundamental principle of freedom of assemblage, speech and the press and it is un-American to fight this principle which we all invoke and depend upon. It will be a long time before Allentown will again hear it questioned."

Porto Ricans Maltreated.

The Central Labor Union of San Juan, Porto Rico, has passed the following resolution because of the manner in which striking agricultural workers have been treated by public officials:

"We do emphatically declare that under the administration of Governor Yager there prevails the most odious anti-American reaction instilled and pushed on by certain combined rich Spanish, American and Porto Rican privileged classes, which are being supported by their own mercenary monarchical press, and hypocritically fed by the most reactionary officials of the Government who are leading the most insidious tyranny and oppression against the poor laboring peasants all over the Island to please the big corporations.

"The American Federation of Labor and its representatives on the Island are just now the object of persecutions and are ordered to get down from speakers' stands

while meetings are being held. All this outrageous and repugnant violation of free speech and meeting is done with the purpose of intimidating the poorer agricultural workers and compelling them to go back to their work with the impression that the right to strike is a crime."

American Federation of Labor Organizer Santiago Iglesias secured advances for agricultural workers at Yabucca and Maunabo. Hours have been reduced to nine per day and wages raised to 80 cents a day. The former rates were 50 and 55 cents.

At Ponce a meeting of strikers was broken up by the police and many workers were beaten. At this place Organizer Iglesias declared: "The police could not be placed in an impartial and independent position while having their quarters in the premises of the sugar mills and plantations, while sleeping, eating and drinking with the bosses, and while using the horses of the sugar mill owners under the pretense of guaranteeing the properties."

Iglesias and other unionists were arrested and placed under \$2,000 bail. They have protested to Governor Yager.

Defends English Workers.

"If patriotism means quiescence under exploitation and provocation, the answer to the question, 'Is the Trade Unionist Unpatriotic?' is in the affirmative. If it means sacrifice in the common interest, then the answer is just as emphatically in the negative."

The above is one of the many vigorous sentiments expressed by Secretary Appleton, of the General Federation of Trade Unions of Great Britain, in a public statement defending organized labor from the many charges made against it, in England and in America, because of insistent demands for higher wages.

The unionist continues:

"When the price of bread nearly doubled, meat and fish went up from 20 per cent. to 40 per cent. in price, coal, the product of our own country, and not seriously affected by outside influence, went from 24s. to 38s. per ton, and all other necessities rose correspondingly, every man and every woman had an indisputable right to demand from those who were producing commodities and making profits advances in wages commensurate with the advances in food prices."

The British Government is conferring with trade union officials for the purpose of avoiding further industrial disputes. Right thinking English men and women are supporting the workers' claim for consideration and attempts to charge the unionists with being "inefficient" and "unpatriotic" have failed.

The workers' view has been voiced in a first page editorial, published in Reynolds's Newspaper, an influential publication of democratic ideals, under the caption, "The Real Traitors." The editor says:

"The workers have labored superhumanly in the national interests; and what have they seen happening around them?"

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekelland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The typographical unions of Germany paid for unemployment benefits \$425,000 during the first three months of the war. Twenty-five per cent. were in the army and twenty-three per cent. were out of work on November 1, 1914.

The labor unions of the Seine, which includes Paris, are serving meals for six cents that are truly wonderful. Soup, meat, wine and bread without limit are served at noon, and in the evening a wine dinner is served for ten cents.

In London there is a pension fund for all the employes of the city. They contribute two and one-half per cent. of their salaries, the city contributing the balance. A service retirement at the age of sixty, and after forty years of service, is provided, and disability pensions after ten years of service. There are no pensions allowed to widows.

Union journalists attached to the Official Press Bureau in London have been threatening a strike. They considered that one of their colleagues had been treated unjustly by the censor, and also took objection to a snobbish regulation that they should enter the building by the back door. Their ultimatum was that they would not issue any of the official information till a settlement was arrived at.

Giving evidence in the Australian Federal Arbitration Court in connection with the plaint of the Letter Carriers' Association an officer of the Cost of Living Department in the Commonwealth Statistician's Department, stated that the cost of living had increased by 25 per cent. from 1900 to 1913. Since 1913 everyone knows that the cost of living has been jumped up much higher.

Under recent notices and instructions to postmasters, issued by the Australian Postmaster-General, the following item is printed: "Postmasters, engineering officers, and others concerned are notified that when it is necessary to employ tip draymen in connection with this department's work, the ruling already laid down as to preference to unionists must be strictly adhered to."

"The struggle between men and women will be concluded in favor of women. We shall be wondering why so many people made such a dreadful fuss about so simple a matter of plain justice," writes Arnold Bennett, of London, England, in a discussion on "Sexes of the War." He predicts the increasing independence of woman because of her advent in the industrial field made necessary by the war.

For the second time in the history of the business a shoe factory, equipped with modern shoemaking machinery and catering to both the foreign and domestic trade in Hongkong and South China, has failed. The factory seems to have failed simply for the reason that it was unable to compete with foreign shoes for the fine trade, and with hand-made shoes for the Chinese and cheap trade.

Cable news from London states that the tanneries and tannery workers in England are in a serious way. In England are in a serious position owing to the difficulty in the way of obtaining tanning extracts from Italy and France. The Financial News suggests that South Africa and Australia might fill the gap, and expresses the hope that British tanners will regularly use wattle bark. The bulk of this trade hitherto has gone to Germany.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midling, M.
Alm, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Breien, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Murad	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Ericson, Otto	Olsen, Harald
Fasholz, Dan	Pettersen, C. V.
Gustafson, Alf	-1363
Holmstrom, Fritz	Pillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Pettersen, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Renvall, Anshelm
Hansen, Charley	Rugg, A. P.
Haro, Aaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johansen, Nils	Skaanes, Elgil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard A.	Thornlund, J. N.
Johansen, Leonard	Ullia, Richard
Johansen, Chas.	Verney, A.
Johansen, John -2396	Welsen, Julius
Karrup, Edward	(Photos & Packages)
Kartinen, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, Cj.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Jorgensen, C. M.
Anderson, O.	Martinsen, John
Burk, Harry -1284	-2191
Dauda, Ch. W.	Nielsen, Chr.
Engenis, John	Olsen, John
Elofson, John	Ostergard, F.
Erickson, E.	Pedersen, Carl -149
Hansen, Eugen	Rasmussen, Eliff S.
Hansen, Jens	Strand, Conrad
Johnson, Albin	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

Portland, Ore., exporters this year have shipped more than 1,000,000 bushels of wheat in excess of what they had sent out up to this time a year ago. About 3,000,000 bushels of wheat in the Northwest still remain to be shipped, under contracts already made, to Europe.

H. B. Kirby, the Seattle boat builder, is at present busily engaged on a 70-ton cannery tender, three pile drivers for fish trap work, the hulls being 24 by 66 feet in size and with 70-foot gins, and also four 60-ton and three 75-ton fish barges.

The three German steamers "Spezia," "Dortmund" and "Sabine Richmers," which were captured by the Russians, have been taken over by the Russian Volunteer fleet, and are trading between Vladivostok and Japanese ports. They are respectively renamed "Suchan," "Irtysk" and "Nonnie."

A campaign for the voting at an early date of \$4,500,000 additional harbor improvement bonds with which to carry on Los Angeles harbor development work, including the construction of a municipal drydock and shipyards, has been inaugurated by the Wilmington Chamber of Commerce.

A party of United States engineers is at Astoria, Ore., to begin a survey of the Columbia River bar as soon as the weather conditions are favorable. On the result of this survey will depend to a considerable extent what location Colonel McKinstry will recommend for dredging during the coming summer.

Five vessels, comprising the fleet of the insolvent Globe Navigation Co., and practically the largest unit of neutral tonnage unengaged on the Pacific Ocean, are tied up at Eagle Harbor and Grays Harbor by litigation. The five vessels are the schooners "William Nottingham," "Willis A. Holden," "Alexander T. Brown" and "J. W. Clise" at Eagle Harbor and the schooner "Wilbert L. Smith" at Grays Harbor.

Captain George Wright, master of the American-Hawaiian steamer "Montanan," has been exonerated by the United States Steamboat Inspectors at San Pedro of the charge of unskillfulness and negligence as the result of an accident to the steamer January 22 when she ran into the wharf on the Mormon Island channel. The bow of the steamer cut through the wharf until it reached the warehouse.

Rigged as a schooner, the former steamer "Charles Nelson" went to sea from San Francisco on April 2 for the first time in many months. The windjammer is being towed to Mukilteo by the steamer "Falcon" and will load lumber for the return voyage. The "Charles Nelson" was converted into a sailing vessel after she had been severely damaged by fire. She is in command of Captain Holm.

Orders have been received at Mare Island Navy Yard from the Navy Department to submit bids on a fuel ship which is provided for in this year's naval appropriation bill. The vessel is to be a sister ship to the tanker "Kanawha," now under construction there. Bids are also ordered on a duplicate of "Destroyer No. 68," on which the Mare Island Yard underbid the closest competitor nearly \$200,000. These orders indicate that Mare Island will be awarded the contracts without competitive bidding.

One thousand tons of California oats formed the principal part of the 5000-ton cargo of the British freighter "Waitemata," Captain Nicholson, of the Union Company's auxiliary freight service, which steamed from San Francisco on April 2 for Sydney via Auckland and Wellington. This is the first heavy export of the State product to Australia in many years, and resulted from the shortage due to the insistent war drain. Other items in the "Waitemata's" cargo were gasoline, distillate, machinery and automobiles.

One of the strangest charters made in several years is that of the British steamer "C-12," formerly the German "Wotan," which is to take out a full cargo of hay from San Francisco to Australia within the next few weeks. The "Wotan" is now en route to Honolulu from Newcastle with a coal cargo for the Interisland Steam Navigation Company. After discharging there the vessel will proceed to San Francisco, and under charter from the Australian Government, will be loaded with hay by Scott, Magner & Miller, and the Producers Hay Company.

Where the enlisted men of the Navy come from is shown in a statement issued by Secretary Daniels. The figures were compiled as a result of a recent question by President Wilson as to whether most of the sailors were not from the coastwise States. California has 2,112 men in the Navy, standing sixth in the list of States. "An analysis shows," said the Secretary of the Navy, "that interior States furnish their quota to the Navy. New York has the largest number of men in the Navy. It has 7,922. The total number of men enlisted is 52,667."

The historic warship "Omaha," which achieved fame many years ago and which has had a long and eventful career, will suffer the fate of all old-timers this week, when the torch will be applied to the vessel. The "Omaha" will be burned on the mud flats at Hunter's Point for the brass and copper which for over half a cen-

tury have held her sturdy hull together. For many years the old vessel has been used as a quarantine hulk off California City. She was recently disposed of to junk dealers, who have now decided that all they can get out of the craft is the metal.

Smashing all records made by sailing vessels between San Francisco and Tatoosh during the past fifteen years, the American ship "Santa Clara," Captain Hasse, has just made the run in three days and twenty hours. The "Santa Clara" is one of the Alaska Packers' fleet and was bound from San Francisco for the cannery at Blaine. The vessel left here March 27 and passed in at Tatoosh March 31. According to reports, this is the fastest time since the days when many clipper ships made the run up the coast, and it is time which has not been equaled in fifteen and perhaps twenty years.

On charges of negligence and unskillfulness, Captain H. Potvin of the bay steamer "General Frisbie," which ran ashore in San Francisco Bay off the Exposition, has been brought to trial before United States Local Inspectors James Guthrie and Joseph P. Dolan. It is said that the skipper has made the defense that the buoy supposed to mark the position of Anita reef was out of place and that this was the cause of his grounding. At the time of the mishap there were nearly a hundred children from the Good Templars' Home of Vallejo on board the "Frisbie," and that no fatalities resulted was due to the action of the officers and the prompt assistance which came from the battleship "Oregon" and the life-saving stations.

The second cargo of British Columbia lumber for Toronto has been loaded aboard the British steamship "Bessie Dollar." The order placed last spring with the Cameron Lumber Co. was for twenty-five million feet of prepared lumber destined for harbor improvements at Toronto. The first cargo of 5,000,000 feet was taken out by the steamship "Robert Dollar," which sailed from Victoria June 25 last; and, after completing her voyage via the Magellan Straits to the Atlantic, discharged her cargo at New York and New London, Conn. When she left here the "Robert Dollar" was flying the British flag, but with the outbreak of war, the vessel was detained some time at Rio de Janeiro, and she was subsequently placed under American registry. The "Bessie Dollar" is still flying the British flag, and it is probable that she will continue to do so.

Within a very few days work will be started at the Union Iron Works on the two huge twin freighters, one of which is for the firm of Hind, Rolph & Co. and the other for the builder's account. The material for the construction of the carriers is being assembled in the East and will shortly arrive here, when the keels will be laid down alongside of one another. The job will be one of the most interesting and important that the Union Iron Works has had in many years, as it will mark a new epoch in shipbuilding here, and at the same time give employment to hundreds of skilled mechanics. The vessels will be built from specifications in which Mayor James Rolph, Jr., head of Hind, Rolph & Co., figured. The Union Iron Works was so pleased with the plans that they decided to construct a similar craft. The steamers will be freighters of the most modern type and of 10,000 tons capacity.

Disabled when 450 miles off shore, at an equal distance from San Diego and San Francisco, the steam schooner "O. M. Clark" entered San Diego harbor on April 1 after sailing the entire 450 miles with the idle propeller screw dragging all the way. The vessel was twenty-one days from Hilo, H. I. Captain J. F. Higgins, former sailing shipmaster, with a record of several runs around Cape Horn, commands the schooner. He is a brother of Captain W. F. Higgins on the steam schooner "James S. Higgins." The sailing rig of the "O. M. Clark" consisted of two regulation schooner sails on the fore and main masts, and a big square sail rigged on the foremast. With the three-piece suit the ship on one occasion made almost five knots an hour, although loaded with 4,000 heavy cedar ties. The accident happened on March 18, and was occasioned by the breaking of the tail shaft within the stuffing-box. C. H. Higgins, agent for the "O. M. Clark," and brother of Captain J. H. Higgins of the schooner, has been in communication with his brother at San Diego, and stated that after the vessel had discharged her cargo she would be towed to San Francisco for repairs. The coast guard cutter "McCulloch" and the salvage steamer "Iaqua," which have been searching for the "Clark" since her plight was reported by Mate McAllister when he arrived at Port San Luis, have been ordered by wireless back to port.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.
ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.
Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.
LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 34 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 41 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

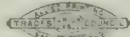
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 7, 1915.

ABOUT "GREEN CREWS."

For a display of really magnificent nerve coupled with valorous ignorance it is difficult to outclass the Vice-President and General Manager of the Pacific Mail Steamship Company.

In a recent defense of his well-known reactionary attitude, Mr. Schwerin takes issue with the United States Government upon the prospective interference by the latter with his coolie crews, as follows:

While this Government is laying so much stress upon safety of life at sea, it apparently loses sight of the fact that the greatest safeguard at sea, outside of and beyond all importance of mechanical devices, is the efficiency of the officers to maintain discipline and ready and quick obedience on the part of the crew and order and cool behavior on the part of the passengers. It is impossible for the officers of a ship to have efficiency and discipline unless the crew remain by the ship voyage after voyage and are drilled in the many and diversified requirements of the ship. With a crew continually changing and with every ship practically constructed on different lines, it would be manifestly impossible to have this discipline if crews are to be continually shifting at the will of the union. The men may hold their certificates and be efficient, but they cannot be efficient in the specific details of any particular ship unless they have been drilled on that particular ship and in the duties that they have to perform under emergencies. A crew green on a ship which meets disaster almost immediately after leaving port will not be able to save life, even though they may have their "union card," the sailor's certificate of "A. B.," and the life-saver's certificate of "L. S."

Generally speaking, "the efficiency of officers to maintain discipline," etc., is surely of some importance. But it is of far greater importance to have men in the crew who will stand up under discipline in the hour of grave peril. And no one knows this better than Mr. Schwerin.

Mr. Schwerin's yellow pets are ideal "fair weather" sailors. They can scarcely be improved upon for "ready and quick" obedience when it comes to washing paint-work, scrubbing decks and performing the other numerous duties involved in the everyday routine aboard ship. On the other hand, the "\$7 per month" seamen employed by Mr. Schwerin's company have demonstrated on more than one occasion just what may be expected of them in the line of "ready and quick obedience" when disaster overtakes their ship—no

matter how many voyages they may have made in one particular vessel.

Just to refresh the memory of the coolie labor champion we herewith submit some very pertinent FACTS which Mr. Schwerin seems to have conveniently forgotten.

The Pacific Mail Steamship Company's liner "City of Rio de Janeiro" was lost some years ago at the entrance to San Francisco Bay while returning from a round trip to Asiatic ports, and here is a summary of the evidence gathered immediately subsequent to the disaster:

That there were eleven lifeboats, each commanded by a white officer and manned by Chinamen of the deck department, fire and engine room, and ample to take from the ship all persons on board, passengers and crew, 211 persons all told.

That the members of the crew in the deck department (sailors), in the engineers' department, and in the fire-room, were Chinese who had been trained and disciplined under Mr. Schwerin's most approved method, but could not understand English, and that the officers could not speak Chinese, nor any language that the Chinese could understand, and that all the commands were either by gesture or through two interpreters.

That the men were so widely separated from their officers that the second officer in charge of the deck department did not know the names of any one of the sailors under his immediate command, and that a quartermaster could not name four out of eighty-five Chinamen on the ship.

That at the time of the sinking of the ship she was on an even keel, and the water was smooth.

That the apparatus for launching the boats was in perfect condition, and that there was no panic on the part of the passengers to interfere with the crew.

That it would not have taken more than five minutes for competent seamen to lower these boats from the chucks; the majority of the officers who testified, estimating that it would have taken from two to four minutes.

That the signal to lower boats was given as soon as the ship struck, and that the ship was twenty minutes in sinking.

That the Chinese seamen were known to have deserted at least one of the boats.

That Mr. Schwerin's Chinamen were seen standing idly by other boats "doing nothing" five minutes after the signal to lower was given.

That but one boat was successfully launched, the starboard after-quarter boat, and that this particular boat was launched by the carpenter and by Officer Coghlan personally, and with their own hands.

That but two other boats were gotten over the side of the ship, one of which was swamped in a smooth sea by the unpracticed handling of the falls by a Chinaman, and the other gotten off so slowly and unseamanlike that it was swamped as the ship went down; and finally, that but three passengers were taken from the ship in the lifeboats. The three were women, the only ones saved of the seventeen women and children on board.

As a natural result of Mr. Schwerin's system of manning, the losses of life in this wreck were proportioned as follows: Officers and white crew, saved 13, lost 18; Chinese crew, saved 43, lost 41; passengers, saved 24, lost 72.

The facts cited from "City of Rio de Janeiro" disaster ought to be sufficient to silence the coolie lover who scoffs and sneers at the

white men's "union card" and the "A. B." certificate.

A crew, no matter how new and "green on the ship," if composed of real seamen, would easily have saved every soul sacrificed in the "City of Rio de Janeiro's" wreck because of the cheap labor policy of the Pacific Mail Steamship Company.

Numerous "other" shipwrecks have taken place along the Pacific Coast. And in every instance white seamen, bearers of that despised "union card," have acquitted themselves with honor and behaved "so different" from Mr. Schwerin's yellow pets.

Seamen, real seamen, may be ever so green on the ship, but they will always know just what to do in an emergency. A trained and experienced sailor is a resourceful and valuable person to have around when needed.

Let us all be thankful that Mr. Schwerin will soon have the opportunity to become acquainted with that kind of men.

TROUBLES OF A MULETEER.

Seafaring muleteers are having some troubles of their own. At any rate, complaints coming from that source have caused the United States Department of Justice to send representatives to New Orleans for the purpose of investigating frauds, of which hundreds of American unemployed workers have been victims through operations of shipping masters, who supply men for English transports.

The investigations were ordered because of the exposure made by Louis M. H. Levitch of Memphis, Tenn., who has just completed an eventful "cruise" with the British steamer "Duneden."

Levitch filed written charges with the Attorney-General to the effect that United States citizens were enticed on board the "Duneden," at New Orleans, on January 27, and held in practical slavery aboard that vessel until they were paid off with a few dollars during the past week at Newport News. Although these men had been working as muleteers for a month and a half, few of them received more than \$5 for their labors, as the shipping master had gouged them for most of their wage in advance for rotten clothing and worse tobacco.

We quote from the experience of a victim, as related in an Eastern publication:

Thousands of unemployed cattlemen and other workers flocked to New Orleans to answer advertisements of Shipping Master Schwartz, said Levitch. There was no work for them, and they became so hungry that they leaped at a chance to ship on the "Duneden" to care for mules that were being sent to England for the British army. Schwartz filled the men with lies about the fine grub, two hours work a day and return passage to New Orleans. They were promised \$20 for the trip.

With forty others I signed as a muleteer, and because I look like a bulldog they made me foreman, thinking I would beat up the rest of the men.

Before we went on board we were supplied with necessary sea clothing by Schwartz. When the bundles were opened at sea we found all the stuff was rotten, but it was paid for at exorbitant prices with advances from our wages. That left little of the trip money for the muleteers.

As soon as the skipper had us out at sea he informed us that the contract signed with Schwartz was not worth a damn. We already had signed the ship's articles, which called for \$15 for the trip and no promise of return to New Orleans. We thought we were signing the ship's log, but instead we were signing a new contract without being informed of it.

At Barry dock, Wales, where we went after landing the mules, the men obtained 10 shillings advance each, after appealing to the Board of Trade.

Although not receiving a cent of pay for their return journey, the muleteers had to work for their passage to Newport News by cleaning and whitewashing the stalls. At Newport News they

were paid off after the amounts for clothes and the advance at Barry dock had been deducted. What was left from the \$15 promised for the trip was not enough to keep the men for a week, and they will be left to starve if the Government does not protect them.

The muleteers who ventured upon the briny deep and discovered some of the unpleasant truths about a "life on the ocean wave" have our sympathy. Let us hope that the notorious New Orleans "ring" of shipping masters will receive their just dues at the hands of the United States authorities. They surely deserve all the punishment the law allows.

ABOUT "OUTSIDE AGITATORS."

The street carmen's union of San Francisco was ruthlessly crushed some years ago by the notorious Patrick Calhoun. Before separating himself from the management of San Francisco's privately owned street-car system, the same Calhoun practically wrecked that concern by withdrawing large sums from the street-car system's bank account and investing it in fake real estate schemes.

During Calhoun's regime a Mr. Black was imported from somewhere to serve as General Manager of the San Francisco car lines. This Mr. Black somehow survived the exposure and dismissal of his late master and is still in command. His principal duty seems to be to prevent the poor exploited carmen from reorganizing the union disrupted by Calhoun. At least four attempts have been made at reorganization, but the watchful Mr. Black, through his numerous spies and secret service men, each time got wind of the affair and promptly discharged every one of the employees even remotely suspected of possessing a spark of independence.

The natural desires of the carmen to secure justice through organization are characterized by the aforesaid Mr. Black as "attempts to stir up trouble." He even has the brazen gall to refer to national organizers as "professional agitators from other parts of the country." Evidently Mr. Black has forgotten that he himself was imported to our fair city. And while he does not carry the title "agitator" upon his business card, he is nevertheless an agitator of the worst kind.

The "outside" labor agitators work for the uplift of the lowly—the underpaid and underfed toilers of our country.

The agitators of the Black-Calhoun type would, if they could, establish a system of Dollar supremacy, maintained and upheld by a rule or ruin policy that knows no mercy, recognizes no principle and tolerates no liberty.

Some day in the not far distant future the workers employed by the "United" Railroads of San Francisco will again follow the example set by their employers and "unite." And when they do, agitator Black will very likely meet the same fate as his late master, Mr. Calhoun.

FISHERIES SUFFER FROM WAR.

In the East Coast harbors of England and Scotland the condition of men employed in the fisheries seems to grow worse from day to day. No other industry of the country has suffered so much as this one and the end of suffering is not yet in sight.

With regard to the conditions in several localities we find the following particulars in the Daily Citizen, the official publication of the organized British Workers:

Grimsby—Short voyages and small hauls. Dealers, clerks, packers, salters, engineers and employes of ice factories are working only a few hours, or are unemployed.

Hull—While some fishing boats have done

good business, the quantity lags far behind what is customary. Ice factories and allied industries are severely hit.

Lowestoft—The town suffers under standstill of the herring and general traffic. Only one-half of the home-fishing fleet is employed. The Scotch fleet has sought to go out as usual, which has occasioned Lowestoft a loss of many thousands. A Scotch fishing boat made a venture voyage and had a record turnover of £2700 sterling.

Yarmouth—The fishery reports of this season show a total of 177,430 crans of herrings as against 824,213 in the previous year. In the last week of January 361 boats went out as against usually 1000. Only three cargoes went aboard. In the previous year 244 steamers brought 829,527 barrels of herrings to foreign harbors. The report of the Harbor Inspector estimates the loss this season at £22,283 sterling.

Peterhead—This principal harbor of the herring fishery on the East Coast of Scotland had a turnover of £174,300 as against £371,333 sterling in 1913. Fishermen, carriers, and women fish workers had all plenty of work before the war; the outlook now, however, is very gloomy.

Aberdeen—The harbor estimates a loss of £140,000 sterling. In the last week of January only 600 tons of whittings were brought in, as against 2260 tons in the same week in 1914. Only 120 boats are in use, as against 250 in normal times. Various groups of workers suffer very much from unemployment.

Fraserburgh—The total catch of the year is quoted at £158,200 sterling as against £330,000 in the previous year. Germany and Russia were the best customers. The dearth of wood for the making of barrels also increased the difficulties.

Several other Scotch harbors have also reported heavy losses. The total loss of the fishery harbors of Scotland is estimated at over £2,000,000 sterling.

Altogether the fishermen in that section of the globe are not to be envied. Dodging mines and submarines while trying to catch fish is a life never before experienced by men anywhere.

Some day, when the British censors have returned to other duties we shall probably be provided with as fine an assortment of "sea-stories from life" as has ever been seen in print.

The International Mercantile Marine Company, the giant steamship combination organized in 1902 by J. P. Morgan & Co., which placed under one control some of the principal English, American and Belgian steamship lines plying between the United States and Europe, went into the hands of a Federal receiver on April 3. The reason assigned is that the company has for six months been unable to pay the interest on its \$52,744,000 four and one-half per cent. collateral trust bonds. Dame Fortune does not seem to favor the shipping interests. If the collapse of this Morgan creation could only have been postponed until the Seamen's Act had gone into effect, what a glorious opportunity there would have been to blame it on that "vicious" legislation!

The life of a British soldier at the front is reported to have been saved owing to a bullet striking his watch. The gun-metal case of the ticker was stamped: "Made in Germany." The Teutons build that watch better than they knew.

The longshoremen's strike at Vancouver, B. C., is reported as having been settled. Details of the settlement are not yet at hand, but all boycotts arising from the controversy at Vancouver have been called off.

It was at one time a crime for a worker to read a book. Too many of the workers act as though that ancient enactment was still in force.

It is the universal experience that the union that goes into politics goes into trouble.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 5, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Quarterly Finance Committee reported having examined the Union's accounts for the first quarter and found same correct.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., March 29, 1915.

No meeting. Shipping improving; prospects fair.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 29, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, March 29, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 29, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, March 29, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 29, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, March 29, 1915.

Shipping dull; prospects fair.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 22, 1915.

Shipping dull; prospects uncertain; a number of men around.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 1, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The report of the Quarterly Finance Committee finding stubs, bills, cash on hand and in banks correct, was read and adopted.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, March 25, 1915.

Shipping improving. Scarcity of waiters.

LEONARD NORKGAUER, Agent.
Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, March 25, 1915.

No meeting. Shipping slow, prospects fair; few men ashore.

HARRY POTHOFF, Agent.
P. O. Box No. 214.

Portland Agency, March 29, 1915.

No meeting. Shipping slow; few men ashore.

THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Edward Lind, No. 54, a native of Finland, age 62, killed by train at Oakland, Cal., March 30, 1915.

Olaf Johannes Strand, No. 2123, a native of Norway, age 34, reported dead by letter from Seattle, Wash., March 29, 1915.

In the annual appropriations for improvements at navy yards, the Puget Sound Government station gets \$20,000 for the construction of a ship suitable for building submarines and \$25,000 for the extension of the railroad system about the yard. The Ostrich Bay Naval Magazine, which comes under the supervision of the Navy Yard, gets \$15,000 for a shell house, \$20,000 for two magazine buildings, \$4000 for store sheds, \$2000 for a house on the pier, \$4000 for an extension of the pier, and \$3000 for a lighting system.

THAT "DOLLAR" PROTEST.

Since the war began nearly 150 foreign ships, mostly British, and aggregating almost half a million tons, have been placed under American registry and now fly the Stars and Stripes, and as these vessels are almost all engaged in the foreign trade, they assist considerably in taking away the reproach so often heard from the subsidy hunters, that the American flag is rarely, if ever, seen in foreign ports.

American ships, with American sailors, seemed to have been an assured thing, but, unfortunately, on the heels of the transfer came legislation that sought to improve the condition of the American seamen, and the bill to that effect, just signed by the President, if the shipowners are to be believed, instead of "rehabilitating our merchant marine," will have the effect of once again sweeping the American flag from the seven seas, just as it was beginning to appear there.

It was practically the last measure passed by Congress before adjourning, and its most objectionable feature, from the shipowners' point of view, was that it gave the seamen the privilege of demanding their wages and leaving at any port they so desired. To equalize matters, it gave foreign seamen the same privilege of leaving their ships in American ports. In effect, it endeavored to enforce freedom of contract for the seaman as for the wage earner ashore. But "freedom of contract" does not work the same way in both cases. Ashore, the labor supply is, on the whole, plentiful, job-seekers being fairly distributed everywhere; but in the seaman's trade the distribution is by no means so equitable. There are ports at which the shipowner declares it "impossible" to get men, which is his way of saying that he has to pay higher wages, and objects to it.

So, in view of this condition, many of our shipping firms are sending forth the impression that they are going to retire from the overseas trade unless the bill is repealed.

One such exploiter, more resourceful than the others, a shipowner named Dollar, who has a large fleet of vessels on the Pacific, asserts that he will operate his ships under the Chinese flag henceforth. Mr. Dollar's ships but a few months ago were mostly under the British flag, and, with a lot of others, were transferred to American registry. Now another flag change is to be made, and the Chinese dragon is to supplant the Stars and Stripes.

Chinese sailors can not demand their wages and leave in American ports, for the Chinese Exclusion Law prevents.

Dollar for years has been a flag waver. Among all the shipowners, his voice was always loudest in advocacy of flying the American flag over all American-owned vessels. But he always held that the flag of the free could not wave freely except over enslaved sailors, though, of course, he did not express his belief in those terms. But it was what he really meant, nevertheless. And, while he could, he fought the bill tooth and nail, for he always put profits before patriotism, despite his devotion to the flag. His explanation, of course, is that the new law makes it impossible for him to operate his ships as American vessels. As Chinese ships, however, they can make what he calls "a fair profit."

The shipowners claim that the bill was passed and signed by the President in a spirit of revenge for the defeat of the Government

Shipping bill, and perhaps there is some truth in the charge. And, if so, it means nothing more than that the American shipowners, caught between the devil of "socialistic" legislation and the "paternalism" that seeks to at least partially free the American seaman, flee to China for relief. There is no sentiment in business, and when it comes to a showdown between the American flag and profits, they choose the latter every time.

The Dollar Steamship Company is appropriately named.—"New York Call."

WINTER WEATHER AND WAR.

Few people in this country have any idea of the climate conditions in winter in the regions of Europe where the hostilities are being conducted, so the following description that appears in the fourth war issue of the Scientific American is particularly timely and valuable. In regard to the weather conditions, and the effect they will have on the contending armies, the writer gives the following information:

The two main theaters of the present war differ greatly from each other in their winter climates. Western Europe enjoys comparatively mild winters, under the influence of prevailing westerly winds from the Atlantic Ocean, which, like all large bodies of water, has but a small range of temperature from summer to winter. The climate is, however, very moist, so that a moderate degree of cold produces much discomfort. Cloudy weather prevails considerably more often than in any part of the United States, except perhaps the region of the Great Lakes and the extreme North Pacific Coast. As we go inland we find no abrupt change of conditions, as there is no large range of mountains running parallel to the Atlantic Coast, to form a climatic divide; very gradually, however, the climate becomes more continental, and the present eastern theater of the war lies in a region that is intermediate in climate between the marine conditions of the western coast and the truly continental climate of central Russia.

The snowfall increases generally from west to east; not because of an increase in the total precipitation (rain plus snow), for this actually decreases, but because, with lower temperatures, a larger proportion of the precipitation takes the frozen form. The snowfall also increases markedly with altitude.

Both regions are subject to rapid and frequent changes in temperature under the influence of barometric depressions from west to east, although, especially in the eastern region, these are somewhat less frequent than in the northeastern United States, as the main European storm-tracks lie north of the war zone.

With respect to temperature and snowfall, one might say in very general terms that the western theater of war has the climate of South Carolina, while the eastern has that of Iowa.

"Public confidence in corporate management must be restored," says Samuel Untermyer. In other words, the public must stop nailing down the windows at night and give the financial porch climbers and Wall Street safe crackers a chance to do business.—Ex.

Demand the union label upon all purchases!

SUBMARINE MOTION PICTURES.

In the January American Magazine a writer tells a most interesting account of a new invention by which moving pictures of sharks and other sea life are now taken at great depths. The inventor, Charles Williamson, is a sea captain of Norfolk, Va., whose sons, George and Ernest, are carrying on the work. The essential of the invention is a tube which is lowered into the water in which human beings are enabled to remain and do the photography with the assistance of powerful searchlights which they carry. In the following extract taken from the article Mr. Moffett relates his conversation with one of the Williamsons as to the probability that this new invention opens the way to regain lost treasures at the bottom of the sea which amount to many hundreds of millions of dollars:

"Some say there is more gold at the bottom of the ocean than there is in circulation," remarked George Williamson. "It is certain that gold and silver have been sinking in the sea for centuries, millions a month, going down like rain and never coming up again. We think we have a way of getting some of this treasure up."

"With your deep sea tube?"

"Yes. My father is now working out plans to salvage the 'Mereda,' which was wrecked off the Virginia coast a few years ago. The Board of Underwriters have given him a contract to do this salvage work. The 'Mereda' carried a large quantity of silver bars, besides a safe full of jewelry in the purser's cabin on the upper deck."

"How far can you go down with the tube?"

"Competent engineers say to a depth of 800 feet, and to go even deeper is merely a matter of structural detail. A depth within our immediate reach is 250 feet. We call that our commercial depth, and there are wrecks enough within that limit to keep men working for a hundred years. The 'Empress of Ireland,' for instance, lies in only 200 feet of water."

"Suppose the treasure was shut up in the hold of a wreck?"

"We would blow up the wreck with dynamite and then use the grappling and hoisting apparatus. The great point is that the tube will allow us to search the bottom of the sea, where the depths are not too great, and to stay down there comfortably, breathing good air. The rest is merely a matter of engineering detail, which will be easily worked out by human ingenuity. How difficult would it be, for instance, to load sponges and pearls into lowered baskets, if you had the sponges and pearls right before your eyes?"

"And the same applies to bars of silver and chests of gold," I laughed.

"Exactly," said Williamson."

"There is every reason," says Bernard Shaw, "why a child should not be allowed to work for commercial profit or for the support of its parents at the expense of its own future; but there is no reason whatever why a child should not do some work for its own sake, and that of the community, if it can be shown that both it and the community will be the better for it. . . . Therefore, if for only half an hour a day, a child should do something serviceable to the community."

BEHIND THE FIRING-LINE.

To any one who cares for modern day romance and the great true fairy-tales of science and mechanics that the thinkers and inventors of to-day can weave, there would probably be no more fascinating spot to be found than one well back of the German line of advance, where the hard work is done that makes it possible for that edge of flame to the south to eat its way into the flesh and iron of the enemy. There would be fascination behind the lines of any up-to-date army, but, if we may judge from the account of a writer to the New York Times, there would not be that same sense of enchanting unreality which German efficiency in method and workmanship, in its uncanny certainty and silent power, gives to the onlooker. The writer rides a long journey through part of Belgium, Luxemburg, and eastern France, and though the day drags out interminably, its hours are lightened with interest for the traveler by the constant moving picture that passes by on the west-bound track. Freight train after freight train puffs past, bearing all manner of things—

"Fresh consignments of raw material—men and ammunition—being rushed to the firing-line to be ground out into victories. The first shipment we pass is an infantry battalion—first, ten flat cars loaded with baggage, ammunition, provision wagons, and field kitchens, the latter already with fire lighted and soup cooking as the long train steams slowly along, for the trenches are only fifty miles away, and the Germans make a point of sending their troops into battle with full stomachs.

"After the flat cars come thirty box cars, all decorated with green branches and scrawled over with chalked witticisms at the expense of the French and Russians. The men cheer as our train passes. A few kilometers farther, backed on to a siding, is a train of some twenty flat cars, each loaded with a touring car. Then we pass a battery of artillery on flat cars, the guns still garlanded with flowers; then a short freight train—six cars loaded with nothing but spare automobile tires—then a long train of heavy motor trucks, then more infantry trains, then an empty hospital train going back for another load, then a train of gasoline tank cars, more cheering infantry, more artillery, another empty hospital train, a pioneer train, a score of flat cars loaded with long, heavy piles, beams, steel girders, bridge spans, and lumber, then a passenger train load of German railway officials and servants going to operate the railways toward the coast, more infantry, food trains, ammunition trains, trainloads of railway tracks already bolted to metal ties and merely needing to be laid down and pierced together, and so on in endless succession all through France and through Belgium. The two-track road, shaky in spots, especially when crossing rivers, is being worked to capacity, and how well the huge traffic is handled is surprising even to an American commuter.

"Our fast train stops at the mouth of a tunnel, then crawls ahead charily, for the French, before retreating, dynamited the tunnel. One track has been cleared, but the going is still bad. To keep it from being blocked again by falling debris the

Germans have dug clean through the top of the hill, opening up a deep well of light into the tunnel. Looking up, you see a pioneer company in once cream-colored, now dirty-colored fatigue uniform still digging away and terracing the sides of the big hole to prevent slides.

"Half an hour later we go slow again in crossing a new wooden bridge over the Meuse—only one track as yet. It took the German pioneers nearly a week to build the substitute for the old steel railway bridge dynamited by the French, whose four spans lie buckled up in the river. The pioneers are at work driving piles to carry a second track. The process is interesting. A forty-man power pile driver is rigged upon the bow end of a French river barge with forty soldiers tugging at forty strands of the main rope. The "gang" foreman, a captain in field-gray, stands on the river bank and bellows the word of command. Up goes the heavy iron weight; another command, and down it drops on the pile. It looks like a painfully slow process, but the bridges are rebuilt just the same.

"Further on, a variety of interest is furnished in a squad of French prisoners being marched along the road. Then a spot of ant-hill-like activity where a German railway company is at work building a new branch line, hundreds of them having pickaxes and making the dirt fly. You half expect to see a swearing Irish foreman. It looks like home—all except the inevitable officer (distinguished by revolver and field-glass) shouting commands.

"The intense activity of the Germans in rebuilding the torn-up railroads and pushing ahead new strategic lines is one of the most interesting features of a tour now in France. I was told that they had pushed the railroad work so far that they were able to ship men and ammunition almost up to the fortified trenches. The Germanization of the railroads here has been completed by the importation of station superintendents, station hands, track walkers, etc., from the Fatherland. The stretch over which we are traveling, for example, is in charge of Bavarians. The Bavarian and German flags hang out at every French station we pass. German signs everywhere, even German time. It looks as if they thought to stay forever.

"Now we creep past a long hospital train, full this time, which has turned out on a siding to give us the right of way—perhaps thirty all-steel cars—each fitted with two tiers of berths, eight to a side, sixteen to a car. Every berth is taken. One car is fitted up as an operating room, but fortunately no one is on the operating table as we crawl past. Another car is the private office of the surgeon in charge of the train. He is sitting at a big desk receiving reports from the orderlies. During the day we pass six of these splendidly appointed new all-steel hospital trains, all full of wounded. Some of them are able to sit up in their bunks and take a mild interest in us. Once, by a queer coincidence, we simultaneously pass the wounded going one way and cheering, fresh troops going the other."

There is nothing the capitalist does for us which we could not do for ourselves and in doing it save the tribute we pay him.—Ex.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 335.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
CONNEAUT, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main Street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

First, they saw the railroad shareholders safeguarded by a Government guarantee of full dividends based on the rate of a record year; they saw the banks secured at we know not what a colossal price to the taxpayer; they saw the shipping interests helped by the Government in regard to insurance; they saw contractors being given huge prices for work that was a disgrace.

"All round them they saw the commercial and financial interests, they saw money, receiving help from the national coffers, and for themselves they listened to continual appeals for patriotism and sacrifice. Then, as if the open scattering of national wealth among the profiteers was not enough, there came the conscienceless throttling of the workers by the food and fuel exploiters; and still the Government left labor to the mercies of whoever could grapple it by the throat.

"Is it any wonder, we again ask, that labor has become suspicious and sullen? National aid is brought to any financial interest that stands in need of support, yet, when the workers demand a long looked for increase in wages these financial interests are horrified."

"Bill" Wilson Is Praised.

At a complimentary dinner tendered Secretary of Labor Wilson by his associates in the Department of Labor, President Wilson wrote this note to the ex-secretary-treasurer of the United Mine Workers' Union:

"My Dear Mr. Secretary: May I not send you this line of cordial good wishes? I have learned with the greatest interest of the complimentary dinner which the employes of the Department of Labor are to tender you, and I want to add my word of congratulation. The two years that have gone by since the formation of the department have been fruitful in interesting and important and beneficial work, and any honors that may be paid you are thoroughly well deserved."

Millions of Illiterates.

There are 5,500,000 men, women and children over ten years of age in this country who cannot read or write, is the startling statement contained in a report issued by the House Committee on Education, which favored a bill to appropriate \$15,000 to enable the Federal Commissioner of Education "to devise methods and promote plans for the elimination of adult illiteracy in the United States." This bill failed to pass the last Congress, although it was urged that the millions of illiterates would be reduced to one per cent. of the population within ten years.

In favoring this appropriation the committee on education says:

"Fully half of these illiterates are young men and women with many years of life yet before them to be lived out with the handicap of total illiteracy, unless they are encouraged and assisted to throw off the burden. With proper encouragement and help most or all of these would learn to read or write and to do simple practical problems in arithmetic. Many of them would do much more. They would then be better citizens and more profitable to

themselves, to society, and to the industrial world."

In addition to the more than 5,000,000 illiterates, it is shown by figures prepared by Government experts that there are in the United States 15,000,000 or 20,000,000 men and women who can barely read or write.

COMPENSATION FOR SEAMEN.

The current "Bulletin" of the Industrial Accident Commission of California contains a review of two decisions affecting seamen.

We quote from the "Bulletin":

"Ole C. Torkelsen, Applicant, vs. J. R. Hanify Company, heretofore named herein as G. H. Hanafee, and General Accident Insurance Company, Defendants.

"Ole C. Torkelsen, *in propria persona*, for Applicant.

"H. B. M. Miller, adjuster, for Defendants.

"The applicant, Ole C. Torkelsen, was injured at Eureka on March 3, 1914, while loading lumber upon a schooner in the course of his employment for defendant J. R. Hanify Company. A pile of lumber fell upon him, causing a fracture of his shoulder, one leg and three ribs. Medical treatment was furnished by the defendants and compensation was paid by them to the amount of two hundred ninety-eight dollars and seventy-five cents (\$298.75). The only controversy raised by this application was as to the extent of permanent disability, if any, as a result of the injury. After thorough medical examination by a physician appointed by this Commission, the Commission found that the applicant had sustained a permanent partial disability amounting to 27¾ per cent. of total disability. An award was therefore made of 65 per cent. of the average weekly wages of the applicant, payable for a period of one hundred and eleven weeks, the total amount thereof being one thousand three hundred twenty-eight dollars and sixty-seven cents (\$1,328.67). From this amount the defendant was authorized to deduct the compensation previously paid upon the basis of a total temporary disability indemnity.

"H. L. WHITE, Secretary.

"Dennis Gallagher, Applicant, vs. Western Steam Navigation Company (a corporation), Defendants.

"Jurisdiction of Industrial Accident Commission—Accidents occurring outside of California.—The Commission will assume jurisdiction over accidents occurring outside of the State of California where the employer and employee are residents of California, and where the contract is entered into in California.

"Id.—Id.—Residence of Employer where a Foreign Corporation.—Where the evidence shows that the owner of the ship upon which the applicant was injured is a corporation chartered under the laws of Maine, and having a technical principal place of business at Portland, Maine, and the ship is registered at Portland, Maine, but that the ship was built in California and at the time of the accident to the applicant had never been upon the Atlantic Coast; that 75 per cent. of the business of the ship was done through San Francisco and the balance from other Pacific Coast points including San Pedro; that the ship was regularly engaged in coastwise trade with headquarters at San Francisco; that more than 51 per cent. of the stockholders are residents of California, and that the majority of the board of directors and all but

one of the officers are residents of the State of California, for the purpose of determining liability under the Workmen's Compensation, Insurance and Safety Act.

"F. R. Wall, attorney, for Applicant.

"McCutchen, Olney & Willard, attorneys, by F. P. Griffith, for Defendant.

"Dennis Gallagher, employed as a marine fireman upon the steamship 'Camino,' owned by the defendant Western Steam Navigation Company, was injured on April 28, 1914, at Balboa, Canal Zone. While hoisting some machinery a hook slipped, causing the machinery to fall upon the applicant's left leg, fracturing it, and also causing a serious disability of the left elbow. Medical treatment was provided by the Government hospital for ninety days following the injury, at the end of which time the applicant returned to his home in San Francisco. The application was resisted upon the ground that the Industrial Accident Commission was without jurisdiction, the accident having occurred outside the State. The Commission found that the applicant was a resident of California and that the contract of employment was entered into in California. The facts as to the residence of the defendant employer are stated in the headnote. The Commission found that the defendant was a resident of California. Compensation was accordingly awarded for a temporary total disability of fifteen and three-sevenths weeks, the amount thereof being the sum of one hundred fifty-eight dollars and fourteen cents (\$158.14). A temporary partial disability at the rate of two dollars and sixty cents (\$2.60) per week was also allowed, commencing with August 29, 1914, and lasting until the termination of the disability or the further order of the Commission.

H. L. WHITE, Secretary."

THE FLORIDA SPONGE FISHERY.

The sales of sponges at the Tarpon Springs, Fla., Sponge Exchange in 1914 were as follows:

Kind.	Bunches.	Value
Large sheepswool.....	80,113	\$473,606.63
Small sheepswool.....	52,101	41,680.80
Yellow	51,894	25,947.00
Grass	41,881	16,752.40
Wire	19,474	7,789.60
Total	245,463	\$565,776.43

In 1913, 254,900 bunches valued at \$684,918.82 were sold. It is estimated that in each year sponges to the value of about \$50,000 were sold in Tarpon Springs not through the exchange.

The decrease in both quantity and value in 1914 as compared with the preceding year was principally in large sheepswool sponges, of which 94,304 bunches were sold for \$545,841.27 in 1913. The sales of small sheepswool sponges increased about 60 per cent. in quantity and practically not at all in value, a significant illustration of the wastage in taking immature sponges. The data presented include practically the entire yield of the Florida fishery.

But the flag, it should always be remembered, is only what it means to each of us. If the flag made me feel patriotic, I should hate it. I look upon the flag as the outward symbol of a great people's hopes for life, liberty and happiness on this earth and in this place. It is because I love the flag I see that I so often regret the base uses to which it is put.—Allan L. Benson.

WHAT IS TUBERCULOSIS?

Tuberculosis or consumption, known also as "phthisis," is a treacherous disease caused by the growth in the body of millions of little rod-shaped germs called "tubercle bacilli," because as they multiply they produce small lumps or "tubercles." The germs are really tiny plant-like parasites, so small that they must be magnified hundreds of times under a powerful microscope before one can see them at all.

Being a parasite, the germ of tuberculosis, like the mistletoe or fungus growth, must live by taking life from something else, and on this account it lives in the body of human being or animals better than anywhere else, in the eye, the skin, the knee or the spine, and most frequently in the lungs, and the other organs of breathing.

Outside of the body, the germs of tuberculosis may be easily killed, if they are exposed to direct sunlight for a few hours. Moist heat at 145° F., boiling water, or strong alkaline soaps, washing soda and similar household cleansing solutions will also kill them. If undisturbed, the germs of tuberculosis may live outside of the body in warm, moist, dark places, such as corners of rooms and hallways, for months or even years.

Because of the careless habits of people who have consumption and others, the germs of the disease are everywhere. Every time a person who has the bacilli in his sputum spits on the floor, sidewalk or in any other exposed place, the germs by the billions may become dry, and when stirred up by a broom or current of air may be inhaled by the chance passerby. A speck of dust, such as one sees in the sunlight, may be the resting place of hundreds of these tiny germs. On this account nearly everybody at some time or other breathes in the living germs of tuberculosis.

Why then doesn't everyone die of tuberculosis? Because the germs of tuberculosis in the body cannot grow, unless they find certain tissues that are weak, flabby, or, as it is better called, "non-resistant." Everyone has a certain normal resistance to tuberculosis. If this resistance is lowered for any reason, the germs, which are almost always present in the body, will quickly find some tissue on which they can grow, and thus the disease is started. It takes more than the presence of the germ in the body to cause tuberculosis. It needs also a lowered vitality that will give the germ a chance to grow. It is like the seed and the soil. The scaly parasite that ruins a rosebush frequently comes from a poorly nourished soil. The tubercle bacillus is the seed; the body is the soil. If the soil is allowed to lose its normal and natural fertility, the seed will produce disease. If the soil is kept up to its full strength, this parasite seed cannot grow, and no tuberculosis will develop.

Once the germs begin to grow in the body, they produce injury to it in two ways:

(1) They destroy tissues. The destruction in the lung, for example, may amount to a very small spot, or it may be a large cavity, and not infrequently an entire lung. The sooner the disease is discovered, the smaller will be the amount of tissue destroyed, as a general rule.

(2) The growing germ, while it destroys

the body tissues upon which it lives, also produces certain poisons or toxins, which, in turn, cause most of the symptoms of the disease. Thus, while the germs may be active in the lungs, the poison which they throw off goes through the entire system.

The commonest early symptoms of consumption are:

(1) Persistent cough or cold lasting a month or longer; (2) Loss of weight and appetite; (3) Run down feeling; (4) Afternoon temperature; (5) Night sweats; and (6) Spitting of blood or streaks of blood in sputum.

The presence of any of these symptoms should lead one to consult a physician at once. Tuberculosis can be cured if it is discovered in time. It costs little to be examined and cured. It is very expensive to delay and die.

(Editor's Note:—This article has been prepared for the COAST SEAMEN'S JOURNAL by the National Association for the Study and Prevention of Tuberculosis. Others will follow, giving more details as to what you should know about tuberculosis.)

SALE OF WAR PRIZES.

The following prize vessels are reported as having been sold by auction in London: "Viganella," Ge. st. bq. (ex "Anna Schwalbe"), 760 tons reg., stated to carry about 1,050 tons deadweight, built at Stettin in 1893, classed 100 A1, S. S. No. 1 in 1912, previously owned by Messrs. Mentz, Decker and Co., Hamburg, and now lying at Goole; and "Bimbashi Piza Bey," Turk. st. stmr. (ex "Lady Martin"), 1,398 tons gross, 732 net, built at Belfast in 1888, S. S. No. 2 in 1897, carries about 107 first, 46 second and 68 third-class passengers, new boiler in 1908, new donkey boiler in 1898, steams about 12 knots on about 24 tons, previously owned by the Administration de Nav. a Vap. Ottomane, Constantinople, and now lying at Glasgow. Bidding for the steamer started at £11,000, and she was sold to the British and Irish Steam Packet Co., Dublin, for £13,050. The "Viganella" was sold to Norwegians for £3,500.

The Ge. st. 4-m. bq. "Urania," 3,060 tons reg., as a prize of war at Birkenhead, built at Dumbarton in 1902, classed 100 A1 Lloyd's S. S. No. 2 in 1911; stated to carry about 5,250 tons cargo, was sold by auction in London for £16,500 to Mr. S. P. Derbyshire, of Nottingham. He has passed the vessel over to the management of Messrs. R. D. Brailli and Co., at Cardiff. Mr. Derbyshire bought the "Orlanda" at a recent sale, and she too is managed by Messrs. Brailli for him.

The Ge. st. sp. "Melpomene," 1,699 tons reg., now lying at Plymouth as a prize of war, built at Glasgow in 1891, classed 100 A1 Lloyd's, about 2,830 tons cargo, was sold by auction in London to Norwegians for £5,250. Her chronometer went for £7.

The Ge. st. bq. "Carl" (ex "Marguerite Elsie"), 1,085 tons reg., carries about 2,150 tons, built at Nantes in 1891, previously owned by Messrs. Vinnen Gebr., Hamburg, and now a prize of war in Dublin, which was recently offered for sale by auction, and withdrawn at £3,240, has been sold to Scandinavians for about £3,500.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The strike of shingle weavers at Port Angeles, Wash., which has been waged for nearly five months, has been settled, the company agreeing to the day wage scale instead of piece work. The strikers are affiliated to the Timberworkers' International Union.

Organized street-car men of East Liverpool, O., have won their demand for seniority rights on the lines of the local Traction and Light Company, and the strike has been called off. The company also agreed that if a crew was called out and worked only half a day they would be paid for a full day.

In a recent address Dr. Francis Bradley, of the National Child Labor Bureau, said: "Sixty-five per cent. of the deaths among children are unnecessary, and uniform laws throughout the different States are necessary to prevent this waste. In some localities infant mortality is as heavy as one in five, and this is almost unbelievable."

Trade-unionists in Atlanta, Ga., are active. Their "labor forward" committee declares its purpose to be "to arouse interest in the labor movement." Committees have been appointed to visit unions and methods are being considered to increase the membership of the locals. Open meetings will be one of the features of the organizing campaign.

President Attwood of the Lebanon Chain Works appeared before a joint legislative committee at Harrisburg, Pa., in opposition to the child labor bills now before the Legislature. The manufacturer said: "I don't know what harm can come to a boy of 10 working." As proof he offered himself as "exhibit A," and said he "began a life of toil" at that age.

The Detroit street railway company will be forced into bankruptcy if a ten-hour law is passed by the Michigan Legislature. This calamity will surely happen if statements by the company's attorneys are to be believed. Unionists, however, are calling the lawmakers' attention to the history of remedial legislation, which is marked by similar prophecies, made with a vehemence equal to that of the Detroit alarmists.

The Delaware State Senate has defeated the Hickman bill, which would amend the ten-hour law for women so that they may work longer hours daily, provided "they were physically fit." The bill was favored by certain merchants and mill operators who assured the legislators their employes desired to work longer each day, but could not under the present law. By a vote of 11 to 4 the Senate refused to agree with these business men.

After a short strike members of the Dye House Workers' Union of Chicago, secured improved conditions from the Consolidated Dye House Company and have returned to work. The strike followed an announcement by the company that hereafter it would hold back a week and two days' pay. The former rule was a weekly pay day and the new arrangement would leave employes without salary for the week they had worked. A protest resulted in an order by the manager "to leave the pace." The acceptance of the order was so unanimous that the company secured new viewpoints on the matter, and a settlement and an agreement followed.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Oscar	Madsen, Johannes
Anderson, H. T.	McDougall, J.
Abolin, A.	Munson, Sverl
Bartlett, H. N.	Mathiesen, Sigurd
Berglin, Iver	Muler, James
Campbell, Louis	Munroe, W.
Celsen, Martin	Myesderks, H.
Christensen, Trygve	Nilsen, Conrad
Callishow, Russell	Nordenberg, J.
Carey, Arthur L.	Nygaard, Oluf
Dedricksen, Rudolf	Nielsen, H. O.
Detmansen, Dittman	Olsen, J. -1331
Ehler, James	Olsen, Harry
Erlandsen, Louis	Olsen, O. -1062
Erikson, Erik	Olsen, Charles
Evanger, Nils	O'Daly, John
Elsled, John	Olsen, Morten
Feenes, J.	Olsen, Harald
Feichert, Carl	Olsen, Edwin
Gabrielsen, Gust	Olsen, Hans
Gstafson, Toivo	Petersen, Axel -1223
Granquist, O. A.	Peterson, Victor
Gundersen, L. S.	-1447
Hass, W.	Pedersen, P. A.
Herman, Axel	Porter, Albert
Hulberg, Ernst	Ramm, A.
Hughes, Walter	Rasmussen, Arthur
Hellison, Halver	Saxley, C. H.
Halst, L.	Schwarrien, W.
Holmes, Leo.	Shanahan, B.
Jegstrop, H.	Soderberg, A.
Johannesen, Karl	Sorensen, Henry
Johnson, Charles	Samuelson, W. L.
Jansson, Henry	-1246
Johnson, Ed	Servick, Harald
Johansen, Alfred	Shultz, Billy
Johnson, Andrew	Simmmonds, A. E.
Kalning, J.	Tallofsen, Hans
Kuschert, John	Thomsen, R.
Larson, H. -1677	Thompson, Jos.
Larsen, Carl	Webster, W. E.
Lersten, John	Williams, T. C.
Lowberg W. (Reg.)	Williams, Turrell
Lyngnes, Christ	

Tacoma Letter List.

Almkvist, Emil	Loren, Arvid L.
Snderson, John C.	Murphy, Dantal
Carson, James	Olsen, Martin E.
Isakson, Karl	Paterson, John
Johannsen, Christian	Pettersson, C. H.
Linea, W.	-1287
Line, Victor	Wene, K. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St.

East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, both of Cleveland, Ohio, are inquired for by their sister, Laura Bickel. Anyone knowing their present whereabouts please notify Laura Bickel, 8817 Birkdale avenue, Cleveland, Ohio. 10-21-14

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eu eka, Cal., Letter List

Christensen, Ajans, Nilsen, Nils	
-1366	Petrow, Alex, -1504
Ericksen, Anton	Strauss, Walter
Lomas, Richard	Thorssen, Fredrik N.
Lawrence, Harry	

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiassen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdierck, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, A.
Decas, O.	Olsen, John Andreas
Davey, Charles	Olsen, Arthur
Dolany, Willie	Palm, A.
Erickson, O. H.	-857
Erman, A.	Pohland, Max
Egenas, Nils	Peterson, P. G.
Erickson, A.	Perssons, Oscar
Edstrom, John	Palmer, Jas. H.
Felsh, Henry	Pensgaard, Emil
Gunther, John	Rinkel, H.
Hecker, W.	Rod, Halidan
Holm, Peter	Rasmussen, Thor
Hansen, H. F. C. C.	Schmidt, Louis
Hansen, O.	Scott, James
Hedlund, Albert	Salvesen, S.
Hellman, Albin	Saarninen, W.
Ingebrethsen, Alfred	Saar, J.
Johansen, Chas.	Sandstrom, Ivar
Johansen, Christ	Schacht, H.
Johnson, Charles A.	Solberg, P.
Johnson, Nils	Svensson, Martin
Johansen, Anton	Smedsvig, Andrew
Johnson, Gust	Simens, O. L.
King, J. L.	Sorensen, Peter
Kressman, Carl	Saer, E. A.
Kermagoret, Anatch	Stardahl, J.
Karvanen, Waino	Swansen, John
Kelly, Patric	Snyder, Jack
Kjer, Magnus	Tamford, B. A.
Kritiansen, Nils	Tortenson, Folke
Knuksen, Richard E.	Tasnase, E.
Keane, M.	Tuhkanen, J. J.
Luckman, E.	Urvso, Geozep
Lindeman, W.	Vickey, Curtis S.
Lorins, Jack	Wickman, Ernest
La Boyle, M.	White, Harry
Lyle, Alex.	Walter, John
McLellan, John	Westengren, C. W.
Muencheimer, Herbert	Welsen, John
Muller, P.	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simensen, Isak
Eriksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Uddy, Harold
Hvid, Einer	Walder, Olsen N.
Hylander, Gustaf	Packages.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street, Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods

Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

Governor Dunne in a special message to the Illinois legislature on March 10 urged abolition of capital punishment. In the message he presented figures showing that the death penalty had no deterrent effect and that murders occur as frequently in the States where capital punishment prevails as where it does not.

A mothers' pension bill passed the lower house of the Tennessee Legislature on March 11 by unanimous vote. If passed by the Senate, Tennessee will be the first of the Southern States to adopt the mothers' pension system. Twenty-two Northern States have already adopted this plan and bills are pending in New York and Indiana.

The National Association for the advancement of colored people is endeavoring to suppress the photo play entitled "The Birth of a Nation." A summons was issued against the owner and producer out of the magistrate's court. The charge is "maintaining a public nuisance on the ground of endangering the safety of the public and offending public decency."

Beginning April 1st a 20 per cent. increase in wages will be given the 175 employees of the Dupont Powder Works at Dupont, near Tacoma. The lowest wage now is \$2.50 a day. The highest wage of ordinary workers is about \$3.25. After April the lowest wage will be \$3, the highest for ordinary workers \$6 a day. This increase applies to all employees of the plant who have worked fifteen days or longer.

A regiment a month is killed by the railroads of this country, while over fifteen times this number is injured, according to statistics issued by the Interstate Commerce Commission. It is shown that during the three months ending September 30, 1914, there were 2,748 persons killed and 47,215 injured in railroad accidents throughout the country. Collisions and derailments numbered 3,085, with \$2,342,511 damages to locomotives, cars and roadbeds.

The Pennsylvania State Senate by a vote of 37 to 11 adopted the resolution to submit a woman suffrage amendment. Having been already adopted by the House and by the Legislature of 1913, it now goes to a popular vote in November. Proposed suffrage amendments were defeated in both houses of the Delaware Legislature on March 9. A bill for municipal suffrage was defeated in the Nebraska Legislature on March 10. Mayor Mitchel of New York in an address on March 11 endorsed the pending suffrage amendment in that State.

About 15,000 coal miners are affected by an agreement reached on March 18 with the operators of the New River and Winding Gulf districts of West Virginia. The agreement, which is for four years, is to be submitted to a referendum, but there is no question that it will carry by a large majority. It grants a slight advance in wage rates and secures the establishment of a conciliation committee, composed of a miner, an operator and a permanent umpire. On the same day arbitration of the strike in the Eastern Ohio coal district was proposed in a report sent to the President by Daniel J. Keefe and Hywel Davies, the mediators appointed by Secretary Wilson.

Domestic and Naval.

Plans are said to be under way for the establishment of a new steamship line to operate between New York, New Orleans and Galveston, by the Atchison, Topeka & Santa Fe Railroad, in competition with the established lines operated between those ports by the Southern Pacific.

It is reported that the Russian prize court at Alexandria has confiscated the German steamship "Haiffa," captured by a Russian warship in December. At the London prize court the German steamship "Kamerun," 5861 tons gross, built in 1913 and owned by the Hamburg-American line, has been condemned as a prize.

The Alexandria prize court has condemned the German steamers "Pindos" (2933 tons gross, built in 1911, and owned by the Deutsche Levante line), "Rostock" (4957 tons gross, built in 1901, and owned by the Deutsch-Australische D. G.), "Helgoland" (5666 tons gross, built in 1896, and owned by the North German Lloyd), and "Emil" (2991 tons gross, built in 1904, and owned by the Union Dmfs. Rhed. A. G.).

Proposals for furnishing electric propelling machinery for the United States battleship "California" were opened recently by the Secretary of the Navy. Two bids were received from the General Electric Company. The first for machinery, including spare parts, to weigh in all not to exceed 700 tons, at a cost of \$471,000; the second bid, amounting to \$457,000, for machinery not to exceed in total weight 680 tons. The only other bid received was one from the Westinghouse Electric and Manufacturing Company for machinery, including spare parts, not to exceed in weight 492 tons, at a cost of \$365,000.

The battleship "Pennsylvania" was launched at Newport News March 15. She was authorized in 1912 and laid down October 27, 1913. Her load displacement will be 31,400 tons and her main battery will consist of twelve 14-inch 45 caliber guns mounted in four triple-gun turrets. The secondary battery will consist of twenty-two 5-inch guns and there will be four 21-inch torpedo tubes. The main armor belt will be 14 inches thick amidships and the armor will be 18 inches thick on turret fronts, with 13 inches on barbettes and 16 inches on conning tower. The secondary battery will be unarmored. The speed is to be 21 knots and the I.H.P. 31,500.

Attorneys for "Titanic" claimants won an important point in their fight to collect damages from the White Star line when Judge Augustus N. Hand of the United States District Court signed an order allowing one of the claimants, Gilbert M. Tucker, to withdraw from the proceeding here and start suit in England. Practically all the other judges of the United States District Court have refused to sign similar orders. The advantage of allowing claimants to sue in England lies in the fact that should the courts here uphold the right of the line to a limitation of its liability the British courts would allow them a greater pro rata share. The English law, based on £15 per gross ton, would hold the line liable for about \$3,000,000, while the total liability, according to American law, would be about \$97,000, total value of the salvage.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Albions, Arthur
Albers, Georg
Albertson, Chris
Alkison, Carl
Allan, W.
Amundsen, David
Andersen, Alfred
Olaf
Andersen, A. S.
Andersen, Emanuel
Andersen, Gust -1109
Andersen, N. -1549
Andersen, Carl
Andersen, E. -1781
Anderson, Ed

Backman, B. W.
Bakker, Haakon
Bakmyhr, Gustav
Balled, Pete
Ban, Martin
Bang, Maurice
Bard, Herman
Bary, Thomas
Baumann, A. O.
Bendixsen, Nick
Benson, G. -1919
Beling, Oscar
Berghalm, Edward
Bergman, E. Ivar
Bilke, E. -2049
Bird, Christopher
Birknes, Ole
Bjornsen, Conrad

Caen, P.
Calson, Fred
Campbell, George
Carey, Arthur L.
Carlson, C.
Carlson, Carl
Carlson, Charles
Carlson, Martin
Carron, Ed.
Carter, J.
Cellan, John
Chotard, Emile
Christensen, Louis

Daniel, J. C.
Danielsen, Dave
Davis, John
De Bruin, B.

Earling, Gus
Echlin, L. W.
Edman, Oscar
Edvardsen, Anton
Einardt, John
Ekland, Knut
Elfstrom, Axel
Ellisen, Sam
Ellefsen, Otto
Ellingsen, Fred

Fagerli, O.
Ferguson, J.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Georg
Follan, Thomas
Forshu, Alex
Forsman, George

Gabrielsen, Peder
Gardan, Geo.
Gasch, Willy
Gendo, G.
Germer, Hans
Gibbons, Joe
Gillgren, Thom
Grantley, C. W.
Graugaard, L. I.
Gravit, K. J.
Greenbeck, John
Gregory, Joe
Griffith, Hugh E.

Hacklin, C. R.
Hakonsson, Ingvar
Haldin, F.
Hale, Sigvald
Hall, Alf
Hallen, Victor
Hallgren, John
Hallowes, Louis N.
Halvorsen, Henry
Halvorsen, Isak
Halvorsen, H. -2229
Hansen, Charles
Hansen, Charlie
Hansen, C. T. -2247
Hansen, Henry W.
Hansen, H. L.
Hansen, M. -968
Hansen, Martin
Hansen, Niels S.
Hansen, Thomas
-2383

Hansen, Thorwald
Hanson, Oscar
Hanson, Pet
Harrison, Frank
Insunso, Francisco
Jacobs, August
Jakobsen, Anders
Jakobsen, Martin
Janssen, H.
Jarosinski, Filiks
Jenkens, John R.
Jensen, Carl
Jensen, Charles
Jensen, Halford
Jensen, Jens
Jensen, J. K.
Jensen, Just
Jensen, O. M. B.
Jensen, Oscar
Jordae, Soren
Jersch, Willie
Jespersen, M.
Johansen, Alex. H.

Johansen, Carl J.
Johansen, Thos. W.
Johansen, Eloy
Johnsen, C. -1593
Johnsen, J. A. -2369
Johnson, E. G. -227
Johnson, Henrick
Johnson, John A.
Johnson, Oscar
Johnson, R. W.
Johnsson, C. J. -1566
Joklin, Charles
Jones, Berthron
Jones, D. H.
Jonson, E.
Jonsson, K. A.
Jordan, O.

Kaare, P. Juhl
Kalena, Gustaf
Kallas, August
Kallberg, Arvid
Kallio, Frans
Kampel, D.
Kayser, Carl
Karlsen, Hans
Karlsen, Martin
Karsberg, Volmar
Karsten, Hugo
Kathy, Albert
Keating, R.

Lang, Chas. F. -89
Lapp, August
Larsen, A.
Larsen, Axel
Larsen, Gustaf
Larsen, S. G.
Latz, K.
Lerch, Paul

Maatson, Olaf
Maatta, John
Magee, E. H.
Magnusen, Ernst
Maki, Ivar
Manse, Fred
Markley, Paul
Marquels, Frank
Martens, Paul -2265
Martin, A.
Martin, H.
Martin, J.
Mathieson, N. L.
Mathsen, Olaf
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McKeating, R.

Naufack, Fritz
Nelson, Chas. -663
Nelson, Ernest
Nelson, H.
Nelson, Robert
Nelson, W.
Neuling, George
Nicklas, M.
Nicolaissen, Carl
Nielsen, Carl
Nielsen, Harald
Nielsen, H. O. -1229

Oaks, Theo. R.
O'Brien, John S.
O'Brien, R. F.
Oetchehen, F.
Ohle, Hugo
Ohlund, Chas.
Ojstedt, S. A.
O'Keefe, Ed
Olson, E. W.
Olson, Jorgen
Olson, Olaf S.
Olson, Ole -1047
Olson, O. P. -1141

Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Didrik
Pedersen, Elif
Pedersen, Karl -1300
Pedersen, P. -896
Pedersen, W. G.
Petersen, George
Petersen, J. A. -515
Petersen, L. -1389
Petersen, Niels

Rakov, Stephen
Ramberg, Barny
Reed, J. W.
Reiter, F.
Reyberg, Sverre
Roberts, Frederick

Saar, J. A.
Sand, Torger
Sanders, S.
Sanderson, Geo.
Sanne, Rudolph
Saunders, Jas.
Sauza, Custodio
Schellenberg, H.
Schroder, F. A.
Schroder, Fred
Schroder, Willy
Schultz, Albert
Schultz, F. J.
Scott, James S.
Seagren, J.
Seiffert, Johannes
Shrene, Elwood
Skellerup, A.
Skogman, W.
Smith, Donald
Smith, John
Smith, L. G.
Snell, Adolf
Snider, G.
Sonnensberg, J. C.
Sorensen, J. -2037
Southern, John

Tame, E.
Tamman, Krispin
Tarm, E.
Tasnase, E.
Tell, Olaf
Thee, Rudolf
Thomsen, William

Therion, John E.
Thomas, Henry
Thoren, Gus
Thorsen, Rolf
Tierney, Pat
Torvik, Olaf
Traynor, John

Uappa, K.
Valentinsen, G.
Vanderents, George
Vangelder, William
Vartnaw, Wm.
Vesgaard, Jens

Wacner, Wil
Walker, Erick
Wallenius, Chas.
Wallin, John
Warner, Paul
Weatroft, L.
Wells, Frank
Woltz, Hille
Wulure, J.
Wesgaard, John

Yezata, Yrjo
Zazan, F.
Zimmerman, Fritz
Zimmerling, Fritz

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michal
Berling, J. B.
Blair, Francis
Brevick, J.
Carter, Sidney
Ceelan, John
Fanielsen, Sigurd
Ellefsen, Otto
Evensen, Louis
Finnely, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendriksen, Hagbart
Henningway, Geo.
Jacobsen, Emil
Johansen, Emil

Jorgensen, Oluv
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Schroder, August
Schultz, Fred
Swanson, Ben
Sorensen, Ed.
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Wakely, R. E.
Walters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF AUGUST 24, 1912,

of Coast Seamen's Journal, published weekly at San Francisco, Cal., for April 1, 1915.

Name of Postoffice Address
Editor, Paul Scharrenberg, San Francisco.
Managing Editor, Paul Scharrenberg, San Francisco.
Business manager, I. M. Holt.
Publisher, Sailors' Union of the Pacific.

Owners: (If a corporation, give its name and the names and addresses of stockholders holding 1 per cent. or more of total amount of stock. If not a corporation, give names and addresses of individual owners.) Sailors' Union of the Pacific, San Francisco, Cal.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: (If there are none, so state.)

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above. (This information is required from daily newspapers only.)

I. M. HOLT, Business Manager.
Sworn to and subscribed before me this 1st day of April, 1915.

(Seal) MARGUERITE S. BRUNER,
Notary Public in and for the City and County of San Francisco, State of California.
My commission expires January 8, 1918.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)

The following Branches for Receipt and
Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.

RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing,
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelope

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

UNION MADE CIGARS AND TOBACCO
138 EMBARCADERO

JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

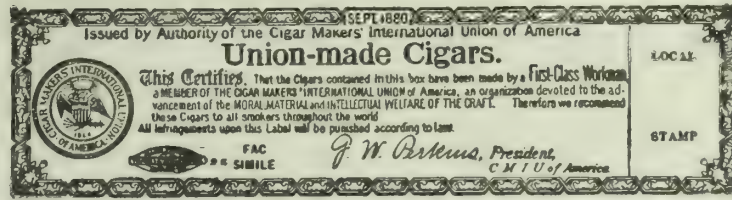
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

INFORMATION WANTED.

A. J. Nielson, who was injured on
the "Minnie E. Kelton" at the time
of her loss, please communicate with
H. W. Hutton, 527 Pacific Building,
San Francisco, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hil	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Ericksen, Earl	Saalmann
Ekeland, Will H.	Teracison, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacona, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd-	Peterson, Andrew K.
sen	Plister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaf, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasm's O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Steln, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
niipeg, Manitoba, Canada.

News from Abroad.

The total number of enemy ships
detained in the United Kingdom is
said to be 83, with a total gross
tonnage of 100,448.

Russian merchants are reported to
have concentrated something like ten
million quarters of rye and wheat in
South Russian harbors, ready for
exportation the day the Dardanelles
are free to foreign shipping.

The number of deaths from the
earthquake in Italy, according to
an official parliamentary report,
amounted to 29,978, not including
persons who afterward died of in-
juries and sickness caused by the
disaster.

For commenting sarcastically upon
Emperor William's statement that he
no longer knew parties, but only
Germans, Herr Geithner, a Socialist
member of the Saxe-Coburg Diet,
and editor of the Gotha Volkblatt,
has been sentenced to three months'
imprisonment.

Five firemen of the American line
steamship "New York," which arrived
at Liverpool March 14, have been
sentenced to six months' imprison-
ment for making false declarations.
They represented themselves as
Americans, but turned out to be
Austrians or Germans.

The Canadian government has
made official announcement that the
National Transcontinental Railway
has been completed for the full dis-
tance of 1500 miles from Moncton,
N. B., to Winnipeg, Man., and the
Grand Trunk Pacific Railway Com-
pany has been called upon to operate
the line. The road cost \$200,000,000.

Transfers of Canadian registered
ships to foreigners are prohibited
by an order-in-council passed re-
cently, unless such transfers are ap-
proved by the Minister of Marine.
The prohibition applies during the
continuance of the war and includes
also the transfer of any share in the
ownership of ships of Canadian or
British register. The penalty for
violation is a fine of \$5,000 or im-
prisonment for five years.

The Minister of Brazil sends word
from Mexico City that conditions
there are much improved. Ismael
Palatox, minister of foreign affairs
under the Convention government,
is in the city trying to set in motion
the wheels of government. It is
expected that reparation will be made
for the killing of Mr. McManus.
Distress is reported from Manzanillo,
on the Pacific coast. The American
cruiser "Cleveland" is there to pro-
tect foreign interests. Quiet and
order are said to prevail in the ter-
ritory under General Villa. No mili-
tary operations of moment have oc-
curred of late.

General Carranza, in reply to Pres-
ident Wilson's protest, while pro-
testing that the complaints against
General Obregon's conduct were
baseless, promised to protect the
lives and property of foreigners in
the territory under his jurisdiction.
His conciliatory reply to Spain re-
garding the expulsion of the Spanish
Minister, Jose Caro, has mollified
that country. He has also raised
the blockade of the port of Progreso,
Yucatan. Ninety per cent. of the
Sisal hemp used in making binding
twine in the United States comes
from that port, and when General
Carranza proclaimed a paper block-
ade, that he had not the ships to
enforce, the Washington government
refused to recognize it. There is a
report that Yucatan has declared its
independence.

With the Wits.

Superior Tactics.—"What did you learn at the school?" the boss asked the fair young applicant for the stenographer's job.

"I learned," she replied, "that spelling is essential to a stenographer."

The boss chuckled.

"Good. Now let me hear you spell 'essential.'"

The fair girl hesitated for the fraction of a second.

"There are three ways," she replied. "Which do you prefer?"

And she got the job.—Cleveland Plain Dealer.

Disillusioned.—A short time ago a servant living in Yorkshire gave notice to leave her situation, informing her mistress that she was about to be married.

As the time drew near for leaving she addressed her mistress thus:

"Please, mum, have you got a girl yet?"

"No, Bridget. Why do you ask?"

"Because, if you haven't, I should like to stay."

"Why, I thought you were going to marry the sweep."

"Oh, yes, mum," replied Bridget, hesitatingly. "But when I saw him after 'is face was washed I felt I could not love 'im."—Tit-Bits.

A Helpful Suggestion.—The costumer came forward to attend to the nervous old beau who was mopping his bald and shining poll with a big silk handkerchief.

"And what can I do for you?" he asked.

"I want a little help in the way of a suggestion," said the old fellow. "I intend going to the French student's masquerade ball to-night, and I want a distinctly original costume—something I may be sure no one else will wear. What would you suggest?"

The costumer looked him over attentively, bestowing special notice on the gleaming nob.

"Well, I'll tell you," he said then, thoughtfully, "why don't your sugar your head and go as a pill?"—Tit-Bits.

Joint Accounts

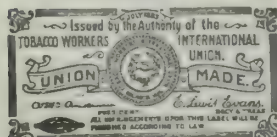
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen
Pres. and Treas.



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold

in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"
FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM
OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 31.

SAN FRANCISCO, WEDNESDAY, APRIL 14, 1915.

Whole No. 2325.

THE NEW SEAMEN'S LAW.

A Verbatim Reprint of the Seamen's "Charter of Freedom."

The Seamen's bill was signed by President Wilson on March 4.

In the issue of the Journal, dated March 10, appeared a synopsis of the new legislation.

A comparison between the existing law and the new legislation was published the following week—i. e., in the issue of March 17.

In compliance with numerous requests this issue contains a reprint of the new Seamen's Act in full, excepting only Section 14, which deals wholly with life-saving appliances, manning, etc.

All of Section 14 will, however, be published in the next issue.

The Seamen's Act of 1915.

An Act to promote the welfare of American Seamen in the Merchant Marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-five hundred and sixteen of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

Filling Shorthanded Crews.

"Sec. 4516. In case of desertion or casualty resulting in the loss of one or more of the seamen, the master must ship, if obtainable, a number equal to the number of those whose services he has been deprived of by desertion or casualty, who must be of the same or higher grade or rating with those whose places they fill, and report the same to the United States consul at the first port at which he shall arrive, without incurring the penalty prescribed by the two preceding sections. This section shall not apply to fishing or whaling vessels or yachts."

Regulating Hours of Labor.

Sec. 2. That in all merchant vessels of the United States of more than one hundred tons gross, excepting those navigating rivers, harbors, bays, or sounds exclusively, the sailors shall, while at sea, be divided into at least two, and the firemen, oilers, and water tenders into at least three watches, which shall be kept on duty successively for the performance of ordinary work incident to the sailing and management of the vessel. The seamen shall not be shipped to work alternately in the fireroom and on deck, nor shall those shipped for deck duty be required to work in the fireroom, or vice versa; but these provisions shall not limit either the authority of the master or other officer or the obedience of the seamen when, in the judgment of the master or other officer, the whole or any part of the crew are needed for the maneuvering of the vessel or the performance of work necessary for the safety of the vessel or her cargo, or for the saving of life aboard other vessels in jeopardy, or when in port or at sea from requiring the whole or any part of the crew to participate in the performance of fire,

lifeboat, and other drills. While such vessel is in a safe harbor no seaman shall be required to do any unnecessary work on Sundays or the following-named days: New Year's Day, the Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage. And at all times while such vessel is in a safe harbor, nine hours, inclusive of the anchor watch, shall constitute a day's work. Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel, and to receive the wages earned. But this section shall not apply to fishing or whaling vessels, or yachts.

Penalty for Non-Payment of Wages.

Sec. 3. That section forty-five hundred and twenty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4529. The master or owner of any vessel making coasting voyages shall pay to every seaman his wages within two days after the termination of the agreement under which he was shipped, or at the time such seaman is discharged, whichever first happens; and in case of vessels making foreign voyages, or from a port on the Atlantic to a port on the Pacific, or vice versa, within twenty-four hours after the cargo has been discharged, or within four days after the seaman has been discharged, whichever first happens; and in all cases the seaman shall be entitled to be paid at the time of his discharge on account of wages a sum equal to one-third part of the balance due him. Every master or owner who refuses or neglects to make payment in the manner hereinbefore mentioned without sufficient cause shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court; but this section shall not apply to masters or owners of any vessel the seamen of which are entitled to share in the profits of the cruise or voyage."

When Wages Earned Are Due.

Section 4. That section forty-five hundred and thirty of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4530. Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs one-half part of the wages which he shall have then earned at every port where such vessel, after the voyage has been commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract to the contrary shall be void: Provided, Such a demand shall not be made before the expiration of, nor oftener than once in five days. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to full payment of wages earned. And when the voyage is ended every such seaman shall be entitled to the remainder of the wages which shall then be due

him, as provided in section forty-five hundred and twenty-nine of the Revised Statutes: Provided further, That notwithstanding any release signed by any seaman under section forty-five hundred and fifty-two of the Revised Statutes any court having jurisdiction may upon good cause shown set aside such release and take such action as justice shall require: And provided further, That this section shall apply to seamen on foreign vessels while in harbors of the United States, and the courts of the United States shall be open to such seamen for its enforcement."

Seaworthiness of Vessel.

Sec. 5. That section forty-five hundred and fifty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4559. Upon a complaint in writing, signed by the first and second officers or a majority of the crew of any vessel, while in a foreign port, that such vessel is in an unsuitable condition to go to sea because she is leaky or insufficiently supplied with sails, rigging, anchors, or any other equipment, or that the crew is insufficient to man her, or that her provisions, stores, and supplies are not or have not been during the voyage sufficient or wholesome, thereupon, in any of these or like cases the consul or a commercial agent who may discharge any of the duties of a consul shall cause to be appointed three persons of like qualifications with those described in section forty-five hundred and fifty-seven, who shall proceed to examine into the cause of complaint and who shall proceed and be governed in all their proceedings as provided by said section."

Improved Quarters for Crew, Etc.

Sec. 6. That section two of the act entitled "An Act to amend the laws relating to navigation," approved March third, eighteen hundred and ninety-seven, be, and is hereby, amended to read as follows:

"Sec. 2. That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than one hundred and twenty cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another; such place or lodging shall be securely constructed, properly lighted, drained, heated, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvia of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."

"That in addition to the space allotment for lodgings hereinbefore provided, on all merchant vessels of the United States which in the ordinary course of their trade make voyages of more than three days' duration between ports,

and which carry a crew of twelve or more seamen, there shall be constructed a compartment, suitably separated from other spaces, for hospital purposes, and such compartment shall have at least one bunk for every twelve seamen, constituting her crew, provided that not more than six bunks shall be required in any case.

"Every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold, wind, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector General of Steam Vessels, and shall be properly heated.

"All merchant vessels of the United States, the construction of which shall be begun after the passage of this act having more than ten men on deck must have at least one light, clean, and properly ventilated washing place. There shall be provided at least one washing outfit for every two men of the watch. The washing place shall be properly heated. A separate washing place shall be provided for the fireroom and engine-room men, if their number exceed ten, which shall be large enough to accommodate at least one-sixth of them at the same time, and have hot and cold water supply and a sufficient number of wash basins, sinks, and shower baths.

"Any failure to comply with this section shall subject the owner or owners of such vessel to a penalty of not less than \$50 nor more than \$500: Provided, That forecasts shall be fumigated at such intervals as may be provided by regulations to be issued by the Surgeon General of the Public Health Service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies."

Abrogating the Imprisonment Penalty.

Sec. 7. That section forty-five hundred and ninety-six of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4596. Whenever any seaman who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

"First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned.

"Second. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than two days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.

"Third. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay.

"Fourth. For wilful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month.

"Fifth. For continued wilful disobedience to lawful command or continued wilful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until such disobedience shall cease, and upon arrival in port by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum of not more than twelve days' pay, or by imprisonment for not more than three months, at the discretion of the court.

"Sixth. For assaulting any master or mate, by imprisonment for not more than two years.

"Seventh. For wilfully damaging the vessel, or embezzling or wilfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

"Eighth. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than twelve months."

Consuls Relieved of Slave-Catching Duties.

Sec. 8. That section forty-six hundred of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4600. It shall be the duty of all consular officers to discountenance insubordination

by every means in their power and, where the local authorities can be usefully employed for that purpose, to lend their aid and use their exertions to that end in the most effectual manner. In all cases where seamen or officers are accused, the consular officer shall inquire into the facts and proceed as provided in section forty-five hundred and eighty-three of the Revised Statutes; and the officer discharging such seaman shall enter upon the crew list and shipping articles and official log the cause of such discharge and the particulars in which the cruel or unusual treatment consisted and subscribe his name thereto officially. He shall read the entry made in the official log to the master, and his reply thereto, if any, shall likewise be entered and subscribed in the same manner."

Vessel and Owner Liable for Damages.

Sec. 9. That section forty-six hundred and eleven of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4611. Flogging and all other forms of corporal punishment are hereby prohibited on board of any vessel, and no form of corporal punishment on board of any vessel shall be deemed justifiable, and any master or other officer thereof who shall violate the aforesaid provisions of this section, or either thereof, shall be deemed guilty of a misdemeanor, punishable by imprisonment for not less than three months nor more than two years. Whenever any officer other than the master of such vessel shall violate any provision of this section, it shall be the duty of such master to surrender such officer to the proper authorities as soon as practicable, provided he has actual knowledge of the misdemeanor, or complaint thereof is made within three days after reaching port. Any failure on the part of such master to use due diligence to comply herewith, which failure shall result in the escape of such officer, shall render the master or vessel or the owner of the vessel liable in damages for such flogging or corporal punishment to the person illegally punished by such officer."

Improved Scale of Provisions.

Sec. 10. That section twenty-three of the Act entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," approved December twenty-first, eighteen hundred and ninety-eight, be, and is hereby, amended as regards the items of water and butter, so that in lieu of a daily requirement of four quarts of water there shall be a requirement of five quarts of water every day, and in lieu of a daily requirement of one ounce of butter there shall be a requirement of two ounces of butter every day.

Advance and Allotment.

Sec. 11. That section twenty-four of the Act entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," approved December twenty-first, eighteen hundred and ninety-eight, be, and is hereby, amended to read as follows:

"Sec. 24. That section ten of chapter one hundred and twenty-one of the laws of eighteen hundred and eighty-four, as amended by section three of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, be, and is hereby, amended to read as follows:

"Sec. 10 (a) That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any person, for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than \$25 nor more than \$100, and may also be imprisoned for a period of not exceeding six months, at the discretion of the court. The payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment, as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned not more than six months or fined not more than \$500.

"(b) That it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages he may earn to his grandparents, parents, wife, sister, or children.

"(c) That no allotment shall be valid unless in writing and signed by and approved by the shipping commissioner. It shall be the duty of the said commissioner to examine such allotments and the parties to them and enforce compliance with the law. All stipulations for the allotment of any part of the wages of a seaman during his absence which are made at the commencement of the voyage shall be inserted in the agreement and shall state the amounts and

times of the payments to be made and the persons to whom the payments are to be made.

"(d) That no allotment except as provided for in this section shall be lawful. Any person who shall falsely claim to be such relation, as above described, of a seaman under this section shall for every such offense be punished by a fine not exceeding \$500 or imprisonment not exceeding six months, at the discretion of the court.

"(e) That this section shall apply as well to foreign vessels while in waters of the United States, as to vessels of the United States, and any master, owner, consignee, or agent of any foreign vessel who has violated its provisions shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for similar violation.

"The master, owner, consignee, or agent of any vessel of the United States, or of any foreign vessel seeking clearance from a port of the United States, shall present his shipping articles at the office of clearance, and no clearance shall be granted any such vessel unless the provisions of this section have been complied with.

"(f) That under the direction of the Secretary of Commerce the Commissioner of Navigation shall make regulations to carry out this section."

Attachment or Garnishment of Wages.

Sec. 12. That no wages due or accruing to any seaman or apprentice shall be subject to attachment or arrestment from any court, and every payment of wages to a seaman or apprentice shall be valid in law, notwithstanding any previous sale or assignment of wages or of any attachment, encumbrance, or arrestment thereon; and no assignment or sale of wages or of salvage made prior to the accruing thereof shall bind the party making the same, except such allotments as are authorized by this title. This section shall apply to fishermen employed on fishing vessels as well as to seamen: Provided, That nothing contained in this or any preceding section shall interfere with the order by any court regarding the payment by any seaman of any part of his wages for the support and maintenance of his wife and minor children. Section forty-five hundred and thirty-six of the Revised Statutes of the United States is hereby repealed.

Efficiency Standard; Language Test; Etc.

Sec. 13. That no vessel of one hundred tons gross and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in section one of this Act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel, nor unless forty per centum in the first year, forty-five per centum in the second year, fifty per centum in the third year, fifty-five per centum in the fourth year after the passage of this Act, and thereafter sixty-five per centum of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seaman. Every person shall be rated an able seaman, and qualified for service as such on the seas, who is nineteen years of age or upward, and has had at least three years' service on deck at sea or on the Great Lakes, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels or coast guard vessels; and every person shall be rated an able seaman, and qualified to serve as such on the Great Lakes and on the smaller lakes, bays or sounds, who is nineteen years of age or upward and has had at least eighteen months' service on deck at sea or on the Great Lakes or on the smaller lakes, bays, or sounds, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels, or coast guard vessels; and graduates of school ships approved by and conducted under rules prescribed by the Secretary of Commerce may be rated able seamen after twelve months' service at sea: Provided, That upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, and physical condition, such persons or graduates are found to be competent: Provided further, That upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, physical condition, and knowledge of the duties of seamanship a person found competent may be rated as able seaman after having served on deck twelve months at sea, or on the Great Lakes; but seamen examined and rated able seamen under this proviso shall not in any case compose more than one-fourth of the number of able seamen required by this section to be shipped or employed upon any vessel.

Any person may make application to any board of local inspectors for a certificate of service as able seaman, and upon proof being made to said board by affidavit and examination, under rules approved by the Secretary of Commerce, showing the nationality and age of the applicant and the vessel or vessels on which he has had service and that he is entitled to such certificate under the provisions of this section, the board of local inspectors shall issue to said applicant a certificate of service, which shall be retained by him and be accepted as prima facie evidence of his rating as an able seaman.

Each board of local inspectors shall keep a complete record of all certificates of service issued.

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Record of Remedial Legislation Passed by Sixty-Third Congress.

Officers of the American Federation of Labor have compiled the following record of remedial legislation by the Sixty-third Congress, which adjourned, sine die, last month:

Measures of Interest to Labor Enacted.

Organizations of labor and farmers taken from the purview of the anti-trust act.

Limitation of the use, and prevention of the abuse of the writ of injunction in labor disputes.

Legislation defining and restricting punishment for alleged contempts of injunction writs.

Department of justice prohibited from using anti-trust appropriation funds to prosecute labor and farmers' organizations under the anti-trust act. First session.

Department of justice prohibited from using anti-trust appropriation funds to prosecute labor and farmers' organizations under the anti-trust act. Second session.

Department of justice prohibited from using anti-trust appropriation funds to prosecute labor and farmers' organizations under the anti-trust act. Third session.

Passage of seamen's law, abolishing involuntary servitude; providing better treatment of seamen and improving life-saving provisions on vessels at sea.

Old conciliation, mediation and arbitration act repealed. New law enacted with permanent officials appointed to administer it in behalf of railroad employees engaged in operating service.

Eight-hour law enacted for women and child workers of the District of Columbia. (Decided constitutional March 13, 1915, by Supreme Court of the District of Columbia.)

Eight-hour law passed for employees under the Alaska coal land act.

Public construction of Alaska railroad. Compensation for injuries act extended to postoffice employees.

Industrial education provided with appropriations, for farmers and rural residents under the agricultural extension act.

Taylor system, stop-watch and speeding-up methods in United States arsenals prohibited.

Taylor system, stop-watch and speeding-up methods in United States navy yards, gun factories and torpedo stations prohibited.

Piecework prohibited in postoffice department, Washington, D. C.

Public construction of battleships, transports and other vessels in United States navy yards, extended. Repairs to vessels of the navy to be made in governmental instead of private yards. Steadier work assured to employees of Government navy yards.

Licensed officers, such as masters, mates and pilots, guaranteed right to quit, and protected when reporting defects of their vessels to Government inspectors.

Bureau of Mines act extended and strengthened. Ten new experiment stations and seven new safety stations provided.

Senatorial investigation of industrial dispute in coal fields of West Virginia, where-

by peace was restored; the eight-hour day secured; check weighmen provided, and 10 per cent. increase in wages gained—right of organization guaranteed and other improved working conditions included.

Postoffice employees—annual promotion maintained, notwithstanding the Postmaster-General's effort to substitute biennial for annual promotions.

Eight-hour law for postoffice clerks and carriers retained, notwithstanding the effort of the Postmaster-General to change radically.

Letter carriers' salaries restored, notwithstanding the effort of the Postmaster-General to reduce the pay of letter carriers, known as collectors, from \$1,200 to \$1,000 per year.

Locomotive boiler inspection act extended to cover locomotive engines and tenders.

Leave of absence with pay to employees of Government printing office extended from 26 to 30 days per year.

Impeachment proceedings of Judge Wright responsible for his resignation.

Measures of Interest to Labor Which Failed of Enactment.

Immigration law with literacy test failed of passage over President's veto by four votes.

Convict labor regulations for domestic and foreign commerce, failed in Senate.

Child labor bill failed in Senate.

Employers' liability and workmen's compensation for Government and railroad employees failed in the House and Senate.

Bureau of Labor safety bill failed in Senate.

Conservation bill with eight-hour proviso failed in Senate.

Hours of service law with minimum penalty provision failed in Senate.

Eight-hour law for telegraphers on railroads failed in House.

Old-age pension, superannuation and retirement bills not advanced.

Employment bureau measure reported too late for action.

Safer building regulations for the District of Columbia failed in Senate.

Safety appliance bills on railroads not advanced.

Impeachment proceedings of Judge Dayton dismissed in House.

The report concludes with this statement:

"During the period of Congress that this report covers, the greatest co-operation among the officers and members of our organizations was given. Without their vigilance, activity and splendid response to all the appeals for aid and assistance, it would have been impossible to have made these remarkable legislative advances in the interest of the people of the United States.

"It is hoped that the material facts contained in this report will encourage and stimulate our fellow workers for still greater achievements in the future. It must not be overlooked that it will require the greatest vigilance to retain what is already gained."

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

According to Mr. Robert Smillie, president of the British Miners' Federation, there are 225,470 British unionists at the front in Europe, and of this number 100,000 are miners.

Some of the iron trades in England have decided to support the proposal for a temporary relaxation of trade union restrictions, in order to meet the requirements of the Admiralty and the War Office.

A Sydney (N. S. W.) Wage Board has reduced the wages of girl waitresses in restaurants to 12s. and 13s. per week. Public sympathy is on the side of the girls, and there are loud and clamorous demands for the removal of the chairman of the board.

The shortage of skilled labor in England has of necessity been keeping certain trades going at high pressure as adjuncts of military operations. An inquiry has been opened that the trades unions be asked to waive some regulations. One proposal is that the percentage of women workers admitted be increased.

In comparison with Germany and Great Britain, the storage battery industry in this country makes a bad showing in protecting employees from lead poisoning. In the largest German factory, according to a report of the United States Department of Labor, the rate of lead poisoning is less than 1 per 100 employees, and in Great Britain it is about 3 per 100. In the five largest factories in this country it is almost 18 per 100. The difference is due to the neglect in the United States of factory sanitation and of personal care of the men employed.

Returns received by the British Board of Trade from certain selected ports in the United Kingdom, show that during February 33,383 seamen were shipped on foreign-going vessels. Compared with February, 1914, there was a net decrease of 4507, or 11.9 per cent. Many ports showed a decrease, the most marked being at Southampton and at Liverpool. A shortage of men for ordinary mercantile ships was again reported at several ports, including London, Southampton, Glasgow, Liverpool, Cardiff, Bristol, Hull and Newcastle. At Dublin, Belfast, Swansea, Middlesbrough and Shields the supply was equal to the demand. During the two months ended February, 1915, the total number of seamen shipped was 73,534, a decrease of 8451, or 10.3 per cent., on the total for the corresponding period of 1914.

According to numerous reports just received from all parts of Canada, large numbers of skilled and unskilled laborers are out of work in the Dominion at the present time, and it is undesirable for any emigrant, except competent farm laborers and female servants, to go there now. At Montreal the conditions were slightly worse in January than in December; at Winnipeg the number of unemployed remained at about 8,000; and in British Columbia the Provincial Government was giving direct relief to many unemployed persons. Manufacturing conditions showed little general improvement, except among metal workers at Sydney, N. S. Wages in many places have been reduced. The busiest establishments were those connected with military wants. Mining was generally slack everywhere. The strikes of molders at Smith's Falls (Ontario) and of sheet metal workers at Toronto continued.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its
customers. Four per cent. per annum is paid on Savings
Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers,
the bank carries on hand at all times an ample supply of
Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midling, M.
Alin, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Breien, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Ericsson, Otto	Olsen, Harald
Fasholz, Dan	Petterson, C. V.
Gustafson, Alf	-1363
Holmstrom, Fritz	Fillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Petterson, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Renvall, Anshelm
Hansen, Charley	Rugg, A. P.
Haro, Aaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johanson, Nils	Skaanes, Elgil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard A.	Thornlund, J. N.
Jonsen, Leonard	Uhlil, Richard
Johansen, Chas.	Verney, A.
Johnson, John -2396	Welsen, Julius
Karnup, Edward	(Photos & Packages)
Kartinen, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, Cj.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johanson, Albin
Birk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafod, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmussen, E. S.
Erikson, Edward	Sander, Oscar
Eugenlo, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlington, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

Orders have been placed for exportation of approximately 40,000,000 feet of lumber from the Columbia River and Eureka to the United Kingdom within the past month. Scarcity of tonnage is becoming more marked and is proving a serious drawback to the filling of orders.

The first vessel of Seattle's Alaska fleet to sail for Cook Inlet this season, the freighter "Bertha" of the Admiral Line, left Seattle on April 4 with nearly 1100 tons of cargo. The vessel, which was stationed as a floating warehouse and receiving ship at Cooks Inlet last summer, will continue in active operation this season between Seattle and the anchorage, via Southeastern and Southwestern Alaska points.

Sixty vessels of varying size were offered to the United States Coast and Geodetic Survey at Seattle in response to advertisements for bids for craft to make a wire drag survey for pinnacle rocks, in the Alaska waters, this summer. Many famous ships were offered, including the steamship "Dora" of the Alaska Steamship Company, at \$37 a day, and the power schooner "King and Winge," which figured in the rescue of part of the crew of Explorer Vilhjalmur Stefansson, at \$38 a day.

Half a century ago The Guide was first published in San Francisco to give news to the shipping and business community of movements of shipping all over the world. Last week the Guide entered into the fifty-first year of its life, and in celebration of the event was issued in a larger form, about two inches each way, a size which it will maintain in future. W. C. Empey, editor, received many congratulations on the anniversary of the paper, and by his staff was tendered a gold desk set.

After having been taken before the Japanese prize court, charged with violating neutrality by having alleged contraband cargo on board, and finally released, the Norwegian freighter "Christian Bors," Captain E. Hillie, has finally arrived at San Francisco via San Pedro. The vessel brought 4000 tons of cargo to the Robert Dollar Company, the greater part of the cargo being Manchurian maize. After completing her discharge here the vessel will proceed to the Columbia River, where she will load a full grain cargo for the United Kingdom.

The gunboat "Concord," one of the vessels of Admiral Dewey's fleet at the battle of Manila Bay, will be towed to Astoria, Or., soon, to pass her remaining days as detention ship at the quarantine station there. Announcement of the "Concord's" assignment was made by Senior Captain F. M. Dunwoody of the Coast Guard Service. For several years the "Concord" was stationed on Puget Sound as a training ship for the naval militia, but for the last year has been laid up at the Puget Sound Navy Yard, and it is said she no longer is fit for sea duty.

Laid up at Eagle Harbor since autumn, 1912, the Norwegian steamship "Admiralen," 1517 tons gross register, cargo capacity 2400 tons, has been sold by the Pacific Sea Products Company of Seattle to a Boston firm for use as a freighter in transatlantic trade. The "Admiralen" is of iron, built in 1869 at Sunderland. She originally flew the British flag under the name of "Gibraltar," then she was renamed "Ariadne," but was later purchased by L. Christenson of Sandefjord, Norway, and put under the Norwegian flag, being also renamed as at present. The vessel was brought out here early in 1912 by the Pacific Sea Products Company of Seattle.

Forced by the United States Government to leave San Diego harbor or be interned, the British collier "Lena," around which an international neutrality dispute has been raging for several days, finally anchored outside the three-mile limit off San Diego. Until orders are flashed from the British Admiralty at London, the "Lena" will remain at anchor. She was refused permission by the United States to carry \$4000 worth of supplies to the Japanese cruiser "Asama" on the rocks on Cedros Island. Collector Elliott of San Diego also refused the "Lena" \$1000 worth of provisions for her own use, on the ground that the vessel was sufficiently supplied to reach the nearest British port, Victoria.

Due to the fact that the Federal authorities held up the Red Stack tug "Sea Rover" and two Peterson barges at Monterey, en route to Turtle Bay, Mexico, where they were to be used in salvaging the Japanese cruiser "Asama," the need for their services has gone and the craft have returned to San Francisco. They put into Monterey with one barge leaking and were held there by Collector J. O. Davis pending investigation. The expedition for salvaging the "Asama" was started by K. Kiso, a Japanese of this city, and the derrick for the work was placed on the barge by Haverside, Withers & Davis. According to officers concerned, the need for the salvaging apparatus had passed when the craft were finally released by the Government.

The Secretary of War has sent a letter to the Secretary of Commerce requesting that some plan be suggested by which trade conditions reported to exist in Manila because of lack of

available shipping, might be relieved. Secretary Garrison's letter was based on a cable despatch from Governor General Harrison, stating that trade with the Philippine Islands is practically paralyzed. Due to scarcity of tonnage, freight rates have doubled and much cargo was awaiting shipment. Fictitious depression of prices of Philippine products had resulted. Mr. Harrison urged that arrangements be made with the Secretary of the Navy to have naval colliers at or bound for Manila take cargo to the United States on return trip, principally hemp, sugar, copra, cigars, in order to relieve the situation. Probably 10,000 tons were ready for shipment.

Completing a record-breaking passage from Philadelphia, the steamer "Northern Pacific" of the Great Northern Steamship Company arrived at San Francisco on April 10. The "Northern Pacific" is a sister-ship of the "Great Northern," which arrived here several weeks ago. The vessel brought more than 400 passengers, including many State and United States officials. Among the prominent passengers on board were Charles S. Osborne, former Governor of Michigan, and Mrs. Osborne, who have come here to visit the Exposition; Colonel J. H. Carroll of St. Louis, general counsel of the Burlington Route; Samuel G. Iverson, Secretary of State of Minnesota; Colonel W. P. Richardson, U. S. A., of Washington, D. C., and Bishop and Mrs. Wells of the State of Washington. The "Northern Pacific" will be placed on the run between San Francisco and Portland on a four-day schedule commencing April 15. As soon as repairs are completed to the "Great Northern" both vessels will operate regularly between Portland and San Francisco.

The recent announcement by the Department of Commerce of the discovery of a practical channel into the Kuskokwim River, Alaska, attracted widespread interest. The interest will be renewed by a notice just issued by the Department to the effect that the Coast and Geodetic Survey has printed two companion charts, one of Kuskokwim Bay and one of the River. Both charts are supplemented by leaflets of sailing directions containing a full description of the courses which should be followed, the landmarks and other details of importance to the navigator. These charts furnish the long sought answer to the question of how to reach in safety the mouth of the river from the sea. For the first time the navigator has the means to avoid the deceptive blind channels which penetrate the shoals of the delta and a guide to follow the river channel as it winds its way through the mud banks of the river bed. These charts give the results of four years of persistent effort in face of adverse weather, many hardships and some danger. With their aid this great river valley becomes accessible. The resources of a territory covering many thousands of square miles await development by those who will grasp the opportunity. The chart makers have blazed the way.

Under the law charging the Department of Commerce with the administration of the Pribilof Islands, Secretary Redfield has just approved certain regulations regarding the delivery and use of intoxicating liquors on those islands. No alcohol or alcoholic liquors of any kind are to be landed on the islands except by the authority of the Secretary of Commerce or the Commissioner of Fisheries and with the knowledge of the agents. The agent on each island is to be the sole custodian of all Government supplies of such articles and will be held personally responsible for their proper use. The making of "quass" or other alcoholic drink by the natives is prohibited. The giving of intoxicating liquors to the natives, except as medicine and in religious ceremonies, is positively prohibited and the prescription of alcohol as a medicine is regarded with disfavor as being rarely if ever indispensable. All requisitions for alcohol or alcoholic liquors intended for public medicinal, or scientific purposes must receive the approval of the Commissioner of Fisheries and all requisitions for liquors for religious use must receive the written sanction of the proper church officials, transmitted through the Department of Commerce, before the goods are shipped. Officers commanding coast guard, naval, fishery, or other Government vessels which may visit the islands are urged to co-operate in the enforcement of these regulations. They are requested to make no delivery of alcohol or alcoholic liquor except official consignments properly authorized, to assure themselves of the contents of all packages for the Seal Islands permitting no packages containing unauthorized articles to be landed, and to forbid the giving of alcoholic liquor to natives who may visit their ships.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:

CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific,
59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 14, 1915.

A WORD TO NON-UNIONISTS!

The new Seamen's law is the result of self-help by the organized seamen of America.

It is the reward of earnest and patient endeavor by those toilers of the sea who have pinned their faith in Unionism.

Yet, the non-unionists who have stood idly by, while their organized Comrades did the work, will derive equal advantages and receive their full share of all the beneficent features in the new law.

Men who follow the sea for a livelihood know much better than the workers ashore that the success of an undertaking, big or small, depends largely upon their ability to "pull together."

The new Seamen's law will go into effect, as far as American shipping is concerned, on November 4, 1915. On foreign vessels coming into American ports, it will take effect on January 4, 1916.

The measure or the degree of success which the new law is likely to bring to the toilers of the sea will depend almost wholly upon their ability to take care of their own interests.

Organized seamen can and do take care of their interests. The unorganized can not possibly do so. To elaborate upon this point would seem altogether unnecessary. Our fellow workers ashore are organized. Our employers are organized. Organization is everywhere, it is the very life of the nation. Without it we stand still and go backward; with it we look forward and advance.

To you, then, Mr. Non-union Seaman, this appeal is most earnestly directed. To you we look for co-operation. From you we expect a helping hand. With a united front the seamen of America can look most confidently into the future. But you must do your share—you must get in line and take part in the long pull, the strong pull, the pull all together.

The International Seamen's Union of America welcomes, in fact is anxious, to have within its ranks every competent and qualified man who follows the sea. So take the tip, Brother Non-unionist. Your fight is our fight, and our troubles are yours. Come and

join with us in this struggle for a just and fair reward of our labor.

Don't wait till to-morrow. Come to-day and bring us one step nearer toward the Brotherhood of the Sea!

LOGIC OF THE "TIMES."

The New York "Times," under date of March 22, devotes its leading editorial to an attack upon the La Follette Act. All the well-worn stock arguments are brought forth by the "Times" to make some sort of a showing that this kind of legislation is not going to work out satisfactorily to the interest of anyone. The "Times" takes several flings at Senator La Follette and in particular takes him to task for his statement that the American sailor has at last become a "freeman."

We quote from the "Times":

Senator La Follette's personally conducted magazine declares that at last the American sailor is a free man. He certainly is free to look for a job, for employment will be scarce on the terms imposed by law on employers who are forbidden to run their ships on conditions satisfactory to the maritime nations of the world except the United States.

Senator La Follette refers to the "bondage" and "slavery" of the American sailor. No law is known which compelled any man to take work under the American flag.

The trouble has been with the scarcity of jobs, not with the conditions. No doubt the lot in life of a common sailor is hard, but no man has to be a sailor if he can do better. No man sails the seas except from his own free choice, and there never has been any scarcity of seamen under conditions harder than the American.

The easy style and fatuous reasoning of the "Times" is delightfully simple and to the point. In effect, it is a twentieth century repetition of that naive remark by a certain French queen who wondered why the workers did not eat cake when bread was so expensive.

It is not quite true, though, that no written law has compelled men to take work under the American flag. In many sections of our country law-abiding men who have committed no other crime than having been found without visible means of support are "lawfully" compelled to work against their will. Further, there is a kind of unwritten law known as "economic pressure" which rather regularly compels men, women and children to take work—any kind of work, even if conditions are akin to bondage and slavery.

If the "Times" could only prove that it is really not necessary to eat in order to live we should gladly pay homage to the superior wisdom so liberally dispensed in its editorial columns. Unfortunately, however, "a man must eat." And it so happens that it is still the normal desire of the great majority to live and eat by the sweat of their brow rather than by begging or stealing.

So the "you don't have to" argument advanced by the "Times" easily falls into the same class as the opposition to child labor laws, for no law compels children to work; the opposition to tenement-house regulation, for no law compels any person to live in vile and filthy surroundings; and finally, the opposition to food inspection, for no person is by law compelled to eat food unfit for human consumption.

The other points (?) in the "Times" editorial have been made and answered a thousand times before. The La Follette Act will impose no terms or conditions upon American shipping that are not likewise and with equal weight and force imposed upon foreign ships whenever the latter come within the jurisdiction of the American authorities. That this is sound international law has been

amply demonstrated by the world's leading maritime nation in the enforcement of laws which prevent overloading of ships. For many, many years overloading of ships seemed to be "satisfactory" to all the maritime nations of the world. But one day Great Britain laid down the novel doctrine that overloading was no longer satisfactory and would not be tolerated in the future either on British or any other nation's vessels whenever they touched at British ports. At the time there was considerable kicking and squirming in shipowning circles of old England, in fact the British soulmates of the "Times" predicted all kinds of awful consequences. But the Plimsol mark had come to stay.

Now the United States has gone a step further and declared that certain other glaring abuses, such as inefficient manning, shortage in life-saving appliances, etc., etc., will not be tolerated on ships visiting American ports. And immediately so-called "American" newspapers fill their columns with protests on behalf of the shipowners of the world. Protests, if you please, based altogether upon the theory that the United States can not or should not impose upon foreign ships the same rules and regulations as will apply to ships under our flag.

In other words, while parading their "Americanism" and pretending to make "the" battle for American shipowners, newspapers in the "Times" category actually plead and argue against a rule of equalization between American and foreign ships. But enough of this. The "Times" is behind the times. It is living in the antediluvian age—and dreaming of Noah's Ark.

A TRIBUTE TO FURUSETH.

The current issue of the "American Federationist" comments enthusiastically upon the Seamen's victory in the legislative field. Editor Gompers seems to take personal pride in this achievement. And well he may, for no man labored more earnestly and intelligently for the Seamen's cause than did the President of the American Federation of Labor.

Andrew Furuseth comes in for some well-deserved words of commendation. The "old man" has received so much abuse and so little credit during his lifetime that it gives real pleasure to record that splendid tribute.

The "Federationist" briefly reviews the condition of seamen prior to the "coming ashore" of Furuseth. An estimate of Furuseth and his work follows as a fitting sequence.

To quote from the "Federationist":

About twenty-five years ago there came ashore a representative of these sailors, a leader who holds freedom sacred. There have been few men who feel more keenly the meaning of freedom or understand more thoroughly what constitutes freedom. He spoke the language of freedom and the intensity of his heart's desire burned those words into the minds of men. His earnestness was his power. With epigrammatic force he coined the terms with which to describe the seamen's bondage and to interpret their ideals. No greater state paper has been written than the Decay of Seamanship. It voices the yearning of a human soul that men might have freedom and life.

He had caught the spirit of the old Norse sea kings who pitted the brain and brawn of their manhood against the forces of the sea, who knew no masters but accepted freedom or death. But law had chained the sailors to the boats. Like the serfs of old, their labor belonged to their masters and they might not at will leave their vessels even when in safe harbor.

This unfreedom resulted in the decline of seamanship. Wages were lowered. Whenever better opportunities opened up, the able, virile men who had followed sea now turned inland. The places were taken by those whose spirits and whose standards of life did not make them revolt at the wages and conditions which were the lot of seamen.

It has been the mission of Andrew Furuseth

to restore to the seamen their ancient heritage of freedom and to restore free men to the high seas.

It is not given to every man to see his life's work crowned by victory, but Andrew Furuseth is among those to whom has been permitted that great gratification.

For every kind word thus written or spoken we are duly grateful. After all, a tribute to Furuseth is a tribute to every man in the ranks of labor. Furuseth furnished the inspiration and leadership. The men who owe allegiance to the International Seamen's Union of America gave loyalty to their leader. And that is the asset which made success possible.

Hence we repeat: Praise for Furuseth is praise for us all.

AGGRESSIVE JAPAN.

Future events may justify the wisdom of the rather submissive attitude assumed by the United States towards Japan and everything Japanese. At present, however, conditions do not warrant confidence in the success of our obsequious cringing to the new Oriental Power aiming to dominate the Pacific.

With the European war compelling the attention of the great nations, the Mikado's Government pursues the even tenor of its way, with little or no consideration for the desires or rights of Americans. Even a casual newspaper reader knows that Japan is taking full advantage of the situation created by the European imbroglio to further her interests in the Far East, and seems more than ever determined to enforce her unjust demands upon China in a most predatory manner.

The overpowering ambition of this aggressive little nation to be the dominant power in the Pacific is to all outward appearances near to realization. Irrespective of which side shall become the victor in Europe, after the war Japan will be a more potent factor in the Pacific than at any period in history. It has been contended by a great number of peace-at-any-price cranks, that the best solution to the problem is the continual pacification of the militant Japs—i. e., by surrender to their demands. Those who are disposed to look upon the Mongolian as a commercial asset, go further and very judiciously (?) advocate assimilation. How far this assimilation and made-to-order patriotism enters beneath the skin of the average Jap is fully and thoroughly exemplified by recent press dispatches from Honolulu.

We quote a sample from the daily press:

The exodus of Japanese has begun to assume noteworthy proportions here. Thousands of veterans of the Russo-Japanese war are preparing to return to the colors. Word has reached them that they may expect to see service with their allies in Egypt, Africa and India.

If the Japanese will leave the land of their adoption, to fight the battles of the Mikado's allies in remote parts of the world, they would indeed be a valuable asset to Japanese military forces in any aggressive move against the United States.

From the standpoint of citizenship and patriotism to American ideals, the Japanese are impossible. Notwithstanding the many songs of praise written of late upon their very latest form of civilization, we still contend that the ethics of the Japanese national character are vicious and piratical.

Here are some facts, culled from recent correspondence, with a direct bearing upon the "character" issue:

Unfortunately there is no labor press in our country. No trade-unions exist here, in the European sense of the word, since the Government has stood in the way of their establishment, or has brutally crushed such organizations as have sprung up here and there. Strikes are regarded as conspiracies and all those inviting the workers to strike are punished by heavy

penalties or by deprivation of civil rights. The same course is pursued in the treatment of the workers as was common in England during the reign of George III. In spite of this, strikes are continually breaking out, which are, however, quickly crushed. Wages are exceptionally low. The young girls in the silk factories have to work thirteen to fourteen hours daily, while in the weaving sheds the working day is fourteen to sixteen hours.

This is the form of civilization that money-grabbers and labor-exploiting patriots (?) would have us weld with the enlightened standards of our country. With those individuals the crushing of labor comes before all other matters, and they would be as satisfied under the Japanese flag as any other, provided it protected them in their exploitation of the workers.

To the real American and true patriot it is beginning to look as if it were time that the menace of Japanese aggression were given some consideration and thought. In dealing with matters national, there is a line beyond which an attitude of conciliation becomes one of humiliation if not actual cowardice. And it does seem as if we have about reached that mark.

THE PLAIN TRUTH.

(By Andrew Furuseth.)

A large number of daily and weekly papers are continuing their attacks upon the recently enacted law having for its purpose the liberation of seamen and the equalization of the cost of operation in vessels taking cargoes or passengers from ports of the United States.

For more than forty years the shipowners have pleaded with Congress to grant them a subsidy. In support of their plea they have claimed that they could not run American vessels in competition with vessels of other nations. The first reason advanced by them was the excessive cost of construction. The American shipbuilder had an absolute monopoly, as no vessels could obtain American register unless built in an American shipyard, and no foreign vessels could carry cargo or passengers from one American port to another. This was, of course, an invitation to the American shipbuilder to combine and charge such rates for building that competition became very difficult if not impossible.

Then the shipowners were offered "free ships." The meaning of this offer being that the registration laws would be so amended as to enable the shipowner to buy his vessel where he could buy it cheapest and that thereby the cost of construction would be equalized.

To this the shipowners answered that such action would do them no good. The cost of operating vessels under the American flag was so much greater than the cost of operating under any other flag that even if they were given a vessel as a free gift they would not be able to compete.

When asked what they considered the real cause of this deplorable state of affairs, they said: "Our navigation laws are so antiquated and do so much to protect the seamen that we cannot get men at the same wages that our competitors pay." When asked to specify they talked about fore-castle and food and the excessive number of men they had to carry. Upon close and critical inquiry it was found that the fore-castle space in our ships was smaller than in the vessels of any other nation, that the food was no better and that vessels taken under the American flag actually reduced the number of men instead of increasing them. Such, at any rate, was the result when the "Paris" and other foreign

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 5, 1915.

Regular weekly meeting came to order at 7 p. m., W. Fischer presiding. Secretary reported shipping dull. The question of reopening a Branch at Victoria, B. C., was submitted to a referendum vote of the Union.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., April 5, 1915.

No meeting. Shipping improving; prospects fair.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 5, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 5, 1915.

Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 5, 1915.

Shipping and prospects poor.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, April 5, 1915.

Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 5, 1915.

Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 5, 1915.

Shipping dull; prospects fair.
HARRY OHLSEN, Agent.
128 1/2 Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 29, 1915.

Shipping dull; prospects uncertain; a number of men around.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 8, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, April 1, 1915.

Shipping for waiters good.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, March 31, 1915.

No meeting. Shipping good; few men ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, April 5, 1915.

No meeting. Shipping slow.
THOMAS BAKER, Agent.
27 1/2 Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Victor Anders Andersen, No. 1630, a native of Finland, age 40, died at San Pedro, Cal., April 1, 1915.

A contract for shipping 2,000,000 feet of lumber from Portland to Balboa has been let by the Government to W. R. Grace & Co.

The Pacific Export Lumber Company has chartered the Japanese steamer "Kuroshime" to load lumber on the Columbia River for Calcutta. She is scheduled to arrive next month from Otaru, Japan, bringing hardwood and sulphur.

Successful in her relief expedition to the starving natives of the Pribylov Islands, in the Bering Sea, the schooner "Bender Brothers" of Seattle, commanded by Captain Louis Knaflich, reached St. Paul Island during the past week and, after discharging food supplies for inhabitants, proceeded to St. George Island to land provisions there, according to advices just received.

EUROPE'S ONLY SALVATION.

[Editor's Note:—The following letter was sent from Paris to the "Philadelphia Evening Telegraph" by its Staff Correspondent in Europe, Dr. Herbert Adams Gibbons, under date of March 3, 1915:]

Notwithstanding the fact that every man in these days of passion, who tries to use his sober judgment and to speak of realities rather than chimeras, is looked upon as a poor patriot, I see growing in Great Britain and France a group of thinkers, who are honest and sincere and who really want the war to bring about the results which Asquith and Lloyd-George and Viviani and Deschanel are proclaiming from the housetops.

These men say that if this is a war for humanity, for civilization, for getting rid of militarism, for establishing a durable peace in Europe, and for freeing the lesser nationalities from the oppression of larger racial groups, we must begin now to discuss and to lay down the principles upon which the peace is to be made.

The prophet of the twentieth century, as events have proved, is Norman Angell, who wrote that wonderful book, "The Great Illusion." If his sound logic had been followed, there would be no war now. It was by ignoring the principles laid down by Mr. Angell that Europe was brought into this conflagration. Mr. Angell has recently written a pamphlet, "Will the European War Destroy German Militarism?" in which he lays down with a force and logic that cannot be gainsaid a series of conclusions. These conclusions must appeal to the common sense of all his readers. If they do not, it is indicative of the hopeless prejudice and lack of balance in the reader.

Mr. Angell reminds his readers that the Allies have gone into this war for the purpose of destroying Prussian militarism, and freeing the world from the menace of German world domination. He shows the folly of believing that bad faith, cruelty in war, greed for world markets, aspiration for world domination and all the various things of which Germany has been accused, are the peculiar product of German civilization, and have never made their appearance in any other nation in the world. He considers it folly for any man in his sober sense to think that the breaking up of the German empire is going to free the world from all these things, which are supposed to be exclusively German in practice and usage. He declares that it is impossible to suppress German nationalism; that Germany, even crushed temporarily, will quickly rise again; that past history has shown only too strikingly how unstable are alliances and how they change with changing necessities, and that the annihilation of Germany by the Allies is a phrase absolutely void of sense. Any such idea is only going to result in the increase of militarism in Europe. Mr. Angell ends his pamphlet, which is being widely circulated in the French translation, by the statement: "The Allies must show after this war that they do not desire to be the masters of the German people or of the German States, but that they are collaborators and associates in a Europe, in which none will dominate, but in which all will share."

For the purpose of furthering the cause of the world's peace and of obtaining the

results for which the statesmen of France and Great Britain declare their respective nations are fighting, an organization has been formed in London called "The Union of Democratic Control." Its aim is to influence public opinion to follow a new and bold policy, once victory is obtained over Germany. This union has a branch in France, and it is to be hoped that the propaganda will be rapid among the intelligent people of both nations.

For, only by the adoption of the principles of the Union of Democratic Control—principles which all wise men must realize, even if they do not admit them—will the world receive any benefit from this war.

Here are the principles:

1. No province shall be transferred from one government to another, without the consent, by plebiscite, of the population of the interested province.

2. No treaty, arrangement or undertaking shall be concluded in the name of Great Britain, without the sanction of Parliament. Adequate means shall be created in view of assuring the democratic control of foreign policy.

3. The foreign policy of Great Britain shall not tend to create alliances with the end of maintaining "The European Equilibrium"; it shall have for end the establishment of a League of Powers and the creation of an International Council, whose deliberations and decisions will be public. A part of the work of this Council shall consist in creating definite arbitration treaties, and in establishing an Arbitration Court for their interpretation and their application.

4. Great Britain shall propose, as an essential part of the treaty of peace, a plan for the rigorous reduction of the armaments of all the belligerent powers, by agreement of each one of them. In the end of facilitating this policy, Great Britain will endeavor to accomplish the general nationalization of the manufacture of armaments and to prevent the exportation of arms from one country to another.

To the thoughtful reader, the importance of these principles is patent. I believe none will deny or be able to controvert the statement that the adoption of these principles is the only chance of securing peace and harmony in Europe after the present war. Every thinking man, no matter how strong may be his passions and prejudices, should join this Union of Democratic Control, and give it his wholehearted support. He should preach its doctrines in whatever circle he finds himself, no matter how misjudged he may be by shallow people.

After a long and intimate experience with contemporary European wars and with the working out of the policies that made the struggles inevitable in the Balkans and that made the present war inevitable, I have come to the conclusion that the political leaders of France and Great Britain, who are preaching to-day the war for freedom and civilization and are, at the same time, closely allied with Russia and with Servia, are hypocrites—unconscious hypocrites, but hypocrites all the same. Unless they are one or all ousted from power by some popular movement of the people, the sum total of all efforts will be to exchange the militarism and the tyranny they claim to be fighting against for an-

other militarism and tyranny, not a whit better, and in the East certainly worse.

Here are some sober statements of fact.

The French are afraid to advocate the policy of plebiscite because they know that Alsace and Lorraine would vote to remain with Germany.

The British are afraid to advocate the policy of plebiscite, because it would make untenable their position in Egypt and would result in the Poles deciding for either Austria or Germany instead of for Russia.

The Russians are already intimating to France and Great Britain that there must be no interference with Russian internal policies after the war. If France and Great Britain agree to this, it means that they are putting upon the Poles, the Finns, the Jews, the Armenians, the Turks and other unhappy races of the Balkan States a slavery far worse than that which they would have under German rule.

The Poles prefer the Germans and Austrians to the Russians, and the Christians of Turkey prefer the Turks to the Russians.

The support, then, of the principles of the Union of Democratic Control is the only salvation of Europe. There is no other.

According to the New York Herald, the British cruisers patrolling the Atlantic seaboard have adopted a new color scheme. Instead of the familiar blue gray, the British patrol cruisers are painted in black and gray, so distributed as to break the color line, or, in other words, disturb the continuity which otherwise would prevail. It is said that the effect is to make a vessel almost invisible at night. The British idea in the present war is to paint gray from the bow in a curve aft to a distance of about 25 feet, then paint the side of the hull black within 25 feet of the stern, when gray is again used. The turrets have the gray body broken by black vertical bands, and the funnels are swept by waves of black bands upon the gray under surface. The rails fore and aft are painted gray. This gray band extends from bow to stern and borders the black amidships section. Even the tops have vertical black bands. Viewed from forward the cruisers are wholly gray; that is to say, the forward presentation from the stern to aft, embracing the outward sweep of the sides, the bridge, conning tower, forward side of turret on forecastle deck, pilot house and top, are all done in gray. The stern presentation is the same as that of the bow—all gray. A British cruiser coming up astern would appear all gray. Running away from one she would also appear all gray, but when passing or being pursued broadside on, the color scheme vanishes, fades away as it were, so that at night the vision is unable to discern the outlines of the cruiser.

Ecuador is the second largest exporter of cacao, the Gold Coast, West Africa, being first. The shipments of this product to the United States from Ecuador during last year, according to invoices certified at the American consulate-general at Guayaquil and the agency at Bahia de Caraquez, were valued at \$2,841,851, compared with \$2,520,274 for 1913.

MR. FORD'S BENEVOLENCE.

Perhaps the thing that strikes the visitor most at the Ford Motor Company plant is the immensity of it all. Not to mention the other huge departments, the machine shop alone covers ten acres, all in one open room. In this vast room there are thousands of machines of infinite character. They are manned by a veritable army of workers, who, to save space, are often huddled so close that they can hardly move from their work places. At present, as business is somewhat slack, there are but 13,000 workers employed. They turn out 700 autos daily. The capacity of the plant is 1,500 per day. As the Ford company does not manufacture the bodies, lamps, drop forgings and various other parts of the autos, there are probably another 15,000 workers in outside factories directly engaged in producing Ford cars.

Another striking feature of the Ford plant is the speed of the workers. This is perhaps most noticeable in the assembling of the autos, though a similar haste is everywhere evident. A skeleton frame is laid upon a sort of skid; a conveyor chain grips it, and, as it slides along, the various parts are added by the workers. Each worker has some little thing to add or do, which he does walking beside the ever-growing, ever-moving car. There is no let-up whatever to the process. When the worker has put on his wheel, set on the gasoline tank, tightened a nut, or finished whatever his simple task may be, he hastens to do the same thing to the next on-coming car. From the starting point it takes a car but fifteen minutes until it runs out of the building under its own power. The record time for assembling an auto is eleven minutes. At the Ford plant they will build you an auto while you wait.

The system at the Ford plant is also a thing to marvel at. It is a native Ford product and is hardly excelled by the Taylor system. Though this system is everywhere evident, it seems most striking in the handling of material. All through the plant the raw and finished material seems to be moved about almost by magic. Everywhere everyone was working swiftly, yet but little material was to be seen lying around or in transit, as is the case in ordinary machine shops. The secret is an elaborate system of conveyors to take it to and from the various machines. As soon as a part goes through one process it is whisked away to another.

At the famous assembling skids the autos seemed to grow almost out of the air. Nowhere was material to be seen upon the floor. In answer to my wondering query, the guide pointed out the various chutes whereby the wheels, dashboards, tanks, etc., were delivered from the upper floors to the hands of the assemblers using them. All the material so delivered was rigidly inspected and counted, even to the last bolt or nut. The smallest waste is detected at once and elaborate explanations exacted. Small chance indeed for sabotage.

The profit-sharing plan gives all married workers (whom Ford's investigators pronounce worthy), ordinarily rated at 38 cents per hour or less a flat rate of \$5 per day. Those rated at 38 cents to 48 cents get \$6 per day, etc. The profit-sharing plan makes Ford's workers doubly slaves. On the job it compels them to work at a

terrific pace. According to Ford's own figures, it took 280 hours labor to produce an auto before the profit-sharing plan was introduced. Now it takes but 136 hours, or less than one-half as long. So profitable is the scheme that several other Detroit firms are considering its installation in their plants. Not all workers can stand the pace at Ford's. There is a constant weeding-out process. Lately, physical examinations have been instituted to more quickly sort out the able-bodied slaves.

In their life outside the shop the Ford workers are likewise enslaved. There is a whole corps of investigators to pry into and take charge of their private affairs. They are compelled to attend church, deposit their money at Ford's bank, etc., as these spies direct.

Naturally, membership in a labor union is utterly prohibited.

Ford's attitude towards unionism is well shown by the fact that his agents are going among the various union officials and militants of Detroit and offering them good jobs if they will give up their cards and quit the unions. Any amount of proof of this is to be easily had. Some of the weaklings have accepted the offer. Ford is supposed to have some hundred cards as a result of these tactics.

The whole Ford plant, both inside and out, is a maze of spies, whose function is to crush out the last spark of individuality and revolt on the part of the workers.

The vast majority of Ford's workers are foreigners. There are fifty-two nationalities among them, with those from Southern Europe predominating. In spite of their "big" wages, these foreigners wear the same oppressed, poverty-stricken air, characteristic of their kind. With the exception of those holding the few skilled jobs, American mechanics show a strong tendency to avoid the Ford plant. Many quit and accept lower wages in other auto plants. They won't stand Ford's eternal driving and spying and punishing.

Ford discipline may be judged from the following: The workers falling into disfavor are sentenced to serve so much time at some disagreeable hard work, in the foundry usually, as the latter place is used as a sort of workhouse. For example: A worker (even though he be a highly skilled mechanic) who is three minutes late is sentenced to serve three days in the foundry at hard labor. Some system, that, eh?

To organize the automobile slaves will entail radical changes in the labor movement. To organize them into craft unions is impossible. In these shops the trades have been disintegrated and specialized into such simple operations that the most ignorant peasants can learn them in a few hours. If industrial unions will not yet be given jurisdiction, the very least that can possibly suffice will be an automobile federation. And it is doubtful whether even such a federation could make much headway before the bulk of the metal trades unions are amalgamated.—Wm. J. Foster in The Timber Worker.

A cubic mile of river water weighs approximately 4,205,650,000 tons and carries in solution, on the average, about 420,000 tons of foreign matter. In all, about 2,735,000,000 tons of solid substances are thus carried annually to the ocean.—United States Geological Survey.

NOTICE TO SEAMEN.**IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.**HEADQUARTERS:****LAKE SEAMEN'S UNION**

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.**HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.**HEADQUARTERS:**

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.**MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

THE PLAIN TRUTH.

(Continued from Page 7.)

vessels were taken under our flag. Comparing the forecastle space it was found that the space allowed the men on our ships was only seventy-two cubic feet of space, twelve square feet on the floor. Comparing the scales of food, ours was no better and surely not more expensive.

It was found, however, that the wages paid at American ports were higher than the wages in most ports on the Mediterranean, the Baltic and even in such ports as Liverpool. To overcome this the American shipowner was permitted to discharge the men shipped in American ports, to hire a crew in the home ports of his foreign competitors, take the men to an American port and back to a foreign port without reshipping them in the United States. Thus the difference in wages was to be overcome. It is under this law that the Pacific Mail Steamship Company ships its men in Hongkong at about eight dollars per month, while the Japanese lines pay about twelve dollars per month from ports in Japan.

This has worked well because the Chinese could not quit work in our ports, being excluded by the Chinese Exclusion law. They were (by fiction) treated as seamen when on the vessel, but became Chinese the moment they came on shore. In all other instances the idea worked out very well in foreign ports, but failed to give the expected results in ports of this country. The time-honored idea that the seaman was free to leave his vessel when in the vessel's home port was all against keeping the crew tied to the vessel in her home port. The people and the judges alike had no sympathy with the extension of slavery, and the people gladly helped the "deserters" to hide. The judges looked very closely into the articles of shipment, and finding flaws in the articles let the men go.

In 1898 Congress passed an act removing all prison penalties for desertion in ports of the United States and in nearby foreign countries, and from that time on there could be no arrests for desertion from American vessels in ports of the United States. Of course this accentuated the differences. Foreign vessels could get away from American ports with men shipped at any low wage port, while American vessels could not. Foreign vessels were protected by treaties and custom, and we used our police power to reduce the expenses of our competitors.

In the enactment of the new Seamen's law Congress liberated the seamen in ports of the United States, by giving to them the power to release themselves. Congress further placed the American shipowner on an equality with his foreign competitor by insisting that foreign vessels coming to our ports should be under the same law as to skill and the mode of shipment.

Still, a great many American shipowners keep up an unseemly noise, and the shipowners' mouthpieces follow as if they were engaged in a fox hunt.

There does seem to be little sense in raising this commotion at this time. Congress knew very well what it was doing. The action was taken after very careful deliberation covering a period of many years. Among other things it was found upon inquiry into the past that the advice of the shipowner had been followed practically without a break from the birth of the nation. And the net result has been that we have neither ships or seamen.

The shipowners ought to instruct their at-

torneys to examine carefully into this act and submit a truthful and unbiased report. Certainly nothing can now be gained by keeping up this foolish misrepresentation.

How any self-respecting journal can go on misinforming its readers about a law when passed is rather difficult to understand. While legislation is pending and the discussion is in progress, such action can be understood and is, in fact, expected; but when the act is passed there is surely nothing to be gained by keeping up the cry of "wolf." But perhaps we ought to console ourselves with the thought that sensible men and journals do not misrepresent things just for fun.

Mr. Shipowner, you are not going to get any subsidy, you could not get it when there was some little apparent reason for your demand; and now this apparent reason has passed away. Like all slaveowners, you find it hard to have your slaves taken from you; but really you could not expect it to last forever.

U. S. PROTEST HEHEDED.

An important point has been scored by the American Government in the negotiations that have been in progress with belligerent nations during the European war, with the purpose of securing the protection of naturalized American citizens.

It was learned on April 8 that the French and British governments have joined in consenting to release August Piepenbrink, a steward on the American steamship "Windber," who was taken off by the French cruiser "Conde" on November 13, when the ship was two days from Colon, en route from Beltingham, Wash., to New York.

Piepenbrink, who was born in Germany, filed a declaration of his intention to become an American citizen in Seattle in 1910.

In defending the action of the commander of the "Conde," the French Government set up a claim that the steward had not completed his naturalization and therefore was a German subject, a naval reservist, and properly subject to arrest. Piepenbrink was turned over to the British military authorities at Kingston, Jamaica, who also refused to deliver him up on the same ground.

The State Department asked for the prisoner's release, insisting that a sailor on an American vessel who has declared his intention of being a citizen and remains on the vessel, under the laws of the United States, is considered as having acquired full citizenship.

Moreover, the department held that the sailor's removal, even though he was not a citizen, was without justification under the general rules of international law, and pointed to the Trent case during the American Civil War, in which the Confederate commissioners, Mason and Slidell, having been taken from a British merchantman by a Federal cruiser, the United States released the prisoners and made amends to Great Britain.

WAR—WHAT FOR?

"There is only one important warfare on this earth, and that is the intellectual warfare against that ignorance which is the source of all wars."—Theodore Schroeder.

Every new labor paper established is a new outpost of the workers' army, a guidon planted nearer the goal.

WAR INCREASES WAGES.

European advices are to the effect that the Norwegian Sailors' and Firemen's Union has been successful in negotiating a demand to the shipowners for an increase of 50 per cent. for crews employed on vessels sailing on routes made dangerous by mines.

The Shipowners' Union of Norway has formally declared itself in favor of wage increases to crews on board such ships as sail from Norway to other countries, and which traverse waters regarded as dangerous by the War Insurance, on account of mines, and for which therefore an increased premium is calculated. The spheres of danger are determined by a line from the northern point of the Orkney Islands along the coast of Scotland and England through the Channel to Land's End and from there over to Quessant. In the North the sphere of danger lies between the north point of the Orkneys and Bergen. A further sphere is from the Pentland Firth to the Adriatic Sea, as well as a line from the North Orkneys to the Fjords of Trondhjem. The increase will be reckoned for all days in which the vessels are in these danger zones or harbors, including the Fjord of Trondhjem. There is no increase for ships when in the waters North of Trondhjem.

The increase is valid from January 1, 1915, and is as follows:

Kr. 1.10 per day for seamen receiving 70 kr. or more per month;
Kr. 0.80 per day for those receiving 50-69 kr.;
Kr. 0.60 per day for those receiving under 50 kr.

Reckoned monthly, the increase for sailors and firemen whose hire is over 70 kr., is 33 kr. per month. The next wage class, which stands at over 50 kr., receives 24 kr. increase, or up to 50 per cent. In the third class the highest hire is generally 40 kr. The increase is here 18 kr., so that for those of lower hire it works out at over 50 per cent. Thus in the highest wage classes the increase is under 50 per cent., and in the lower wage classes it is over 50 per cent.

In England, Holland and other maritime countries affected, wages of seamen are still climbing upward. Yet, when considering the risk involved, it is not surprising to note the results. Under the circumstances, the wonder is, the seamen of Europe have been so moderate in their demands!

ABOUT "AVAILABLE" LABOR.

Labor is not satisfied with the new alien labor law passed by the New York Legislature, which provides that aliens may be employed on public works when American citizens "are not available." The word "available" makes the new law virtually permissive instead of mandatory, as it is capable of many interpretations.

The old law made it illegal for contractors to employ aliens on public works. This was upheld by the State Court of Appeals and the decision created consternation among contractors who pay from \$1.25 to \$1.50 and then announce that "Americans refuse to do this class of labor." At a conference with Governor Whitman, a delegation of unionists who opposed the bill, took this position:

"We say we are as much entitled to the protection of the Government as men holding State positions and having political aspirations. We say it is a crime to deny a man willing to work that privilege because foreigners can be secured at a lower wage."

THE NEW SEAMEN'S LAW.
(Continued from Page 2.)

sued by them and to whom issued and shall keep on file the affidavits upon which said certificates are issued.

The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section: Provided, That the collector of customs shall not be required to cause such muster of the crew to be made unless said sworn information has been filed with him for at least six hours before the vessel departs, or is scheduled to depart: Provided further, That any person that shall knowingly make a false affidavit for such purpose shall be deemed guilty of perjury and upon conviction thereof shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding one year, or by both such fine and imprisonment, within the discretion of the court. Any violation of any provision of this section by the owner, master, or officer in charge of the vessel shall subject the owner of such vessel to a penalty of not less than \$100 and not more than \$500: And provided further, That the Secretary of Commerce shall make such rules and regulations as may be necessary to carry out the provisions of this section, and nothing herein shall be held or construed to prevent the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, from making rules and regulations authorized by law as to vessels excluded from the operation of this section.

(Section 14 will be published in next week's issue of the Journal.)

Ascertaining Loss of Life on Barges.

Sec. 15. That the owner, agent, or master of every barge which, while in tow through the open sea, has sustained or caused any accident, shall be subject in all respects to the provisions of sections ten, eleven, twelve, and thirteen of chapter three hundred and forty-four of the Statutes at Large, approved June twentieth, eighteen hundred and seventy-four, and the reports therein prescribed shall be transmitted by collectors of customs to the Secretary of Commerce, who shall transmit annually to Congress a summary of such reports during the previous fiscal year, together with a brief statement of the action of the department in respect to such accidents.

Abrogating Treaty Sections.

Sec. 16. That in the judgment of Congress articles in treaties and conventions of the United States, in so far as they provide for the arrest and imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of the United States in foreign countries, and for the arrest and imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of foreign nations in the United States and the Territories and possessions thereof, and for the cooperation, aid, and protection of competent legal authorities in effecting such arrest or imprisonment and any other treaty provision in conflict with the provisions of this Act, ought to be terminated, and to this end the President be, and he is hereby, requested and directed, within ninety days after the passage of this Act, to give notice to the several Governments, respectively, that so much as hereinbefore described of all such treaties and conventions between the United States and foreign Governments will terminate on the expiration of such periods after notices have been given as may be required in such treaties and conventions.

No More Slave-Catching in U. S. Ports.

Sec. 17. That upon the expiration after notice of the periods required, respectively, by said treaties and conventions and of one year in the case of the independent State of the Kongo, so much as hereinbefore described in each and every one of said articles shall be deemed and held to have expired and to be of no force and effect, and thereupon section fifty-two hundred and eighty and so much of section four thousand and eighty-one of the Revised Statutes as relates to the arrest or imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of foreign nations in the United States and Territories and possessions thereof, and for the cooperation, aid, and protection of competent legal authorities in effecting such arrest or imprisonment, shall be, and is hereby, repealed.

Time When Law Takes Effect.

Sec. 18. That this Act shall take effect, as to all vessels of the United States, eight months after its passage, and as to foreign vessels twelve months after its passage, except that such parts hereof as are in conflict with articles of any treaty or convention with any foreign nation shall take effect as regards the vessels of such foreign nation on the expiration of the period fixed in the notice of abrogation of the said articles as provided in section sixteen of this Act.

Care of Sick Seamen, Etc.

Sec. 19. That section sixteen of the Act approved December twenty-first, eighteen hundred

and ninety-eight, entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," be amended by adding at the end of the section the following:

"Provided, That at the discretion of the Secretary of Commerce, and under such regulations as he may prescribe, if any seaman incapacitated from service by injury or illness is on board a vessel so situated that a prompt discharge requiring the personal appearance of the master of the vessel before an American consul or consular agent is impracticable, such seaman may be sent to a consul or consular agent, who shall care for him and defray the cost of his maintenance and transportation, as provided in this paragraph."

"Fellow-Servant" Rule Abrogated.

Sec. 20. That in any suit to recover damages for any injury sustained on board vessel or in its service seamen having command shall not be held to be fellow-servants with those under their authority.

FIGHTING WITHOUT HATE.

Comparing the harsh and violent statements of the armchair diplomatists and fighters at home with the simple, human letters that come back from the men at the front, one is tempted to wonder why it is that so many of these really blood-thirsty patriots have apparently been deprived of the chance to wear out their wrath upon the field? For there is yet to appear an authentic letter from a private or officer on either side that contains a tithe of the virulence and bitterness shown in the statements and writing of many non-combatants. Referring to the letter of a young officer, in the London Times, the New York Tribune remarks that in his mildness and honest appreciation of the enemy he "makes an odd contrast with the haters, German and English, who are doing their hating at home, safely beyond the reach of shell or bayonet," and quotes from the letter as follows:

One wonders, when one sees a German face to face, is this really one of those devils who wrought such devastation—for devastation they have surely wrought. You can hardly believe it, for he seems much the same as other soldiers. I can assure you that out here there is none of that insensate hatred that one hears about.

Just to give you some idea of what I mean, the other night four German snipers were shot on our wire. The next night our men went out and brought one in who was near and get-at-able and buried him. They did it with just the same reverence and sadness as they do to our own dear fellows. I went to look at the grave the next morning, and one of the most uncouth-looking men in my company had placed a cross at the head of the grave, and had written on it:

"Here lies a German.
We don't know his name.
He died bravely fighting
For his Fatherland."

And under that, "got mitt uns" (sic), that being the highest effort of all the men at German. Not bad for a blood-thirsty Briton, eh? Really that shows the spirit.

The ruling class is compelled to glorify the killing business and make it seem something it is not, in order to induce people to engage in it. The best thing any man can do for his country is to keep alive, mind his business, keep at work and be decent to those about him.—Allan L. Benson.

Demand the union label and thus in a practical way show your sympathy for the underpaid classes of labor.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

After numerous conferences striking Cincinnati painters and their employers have adjusted differences. About 1,800 workers were involved.

At the Massachusetts State convention of carpenters, held in North Adams, it was voted to recommend to affiliated locals a uniform minimum dues rate of \$1 per month.

Day labor is best on public works is the conclusion of Chief Engineer West, of Seattle, Wash., who has investigated the subject and who now supports the contention of organized labor.

By a two to one vote a free text books proposal for the independent school district of Sioux City, Iowa, carried. The plan was initiated and brought to a successful conclusion by organized labor.

Trade unionists of Birmingham, Ala., are calling upon the State Legislature, which meets next July, to abolish convict labor in the mines and on the turpentine farms. The convict lease system is in vogue in Alabama.

Organized labor in St. Louis, Mo., is a unit on a "labor forward" movement, which will be inaugurated early this summer. Committees are making enthusiastic reports, and the campaign promises to be the most comprehensive ever attempted in that section of the country.

Laundry workers in Clinton, Iowa, have organized and affiliated to the Laundry Workers' International Union. The central body's organizing committee reported that many of these girls, who run machines, "receive the paltry sum of \$5 a week for a ten-hour day."

The labor committees of the Ohio Senate have worked out a measure which, if made law, will empower the State Industrial Commission to make such hours regulations for men, women and children as it sees fit. Organized labor is opposing this placing of unlimited power in the hands of a few officials.

Stationary Firemen's Union No. 3, of Boston, announces that the scale for the coming year calls for an eight-hour day with a wage of \$3.33 1/3, and 50 cents an hour for overtime, six days to constitute a week. Where three or more firemen are employed in a plant they shall change watches once a month or at such periods as the majority of them may agree upon, with the approval of the employer.

Frederick W. Taylor, known in the industrial world as the originator of the "Taylor" system, died in a Philadelphia hospital after a week's illness. The so-called "efficiency" system, which was advocated by deceased, is being opposed by organized labor on the ground that it fails to consider the human elements of a worker, would make him part of a machine, and would standardize him on the basis of the exceptionally skilled and not by the average.

At a hearing on the women's eight-hour bill, before the Committee on Industrial Affairs in the Illinois Legislature, Attorney Dudley Taylor spoke against the measure. He claimed to represent "The Associated Employers of Illinois." The gentleman was very secretive and refused to give the names of employers or firms composing his association. He was finally induced, however, to give the names of the association's officers, but further than this he refused to go.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, Oscar	Madsen, Johannes
Anderson, H. T.	McDougall, J.
Abolin, A.	Munson, Sver
Bartlett, H. N.	Mathiesen, Sigurd
Bogelin, Iver	Muler, James
Campbell, Louis	Munroe, W.
Celsen, Martin	Myesderks, H.
Christensen, Trygve	Nilsen, Conrad
Callishow, Russell	Nordenberg, J.
Carey, Arthur L.	Nygaard, Oluf
Dedricksen, Rudolf	Nielsen, H. O.
Detmansen, Ditman	Olsen, J. -1331
Ehler, James	Olsen, Harry
Erlandsen, Louis	Olsen, O. -1062
Erkson, Erik	Olsen, Charles
Evanger, Nils	O'Daly, John
Elsled, John	Olsen, Morten
Feenes, J.	Olsen, Harald
Fedbert, Carl	Olsen, Edwin
Gabrilson, Gust	Olsen, Hans
Gustafson, Tolvo	Petersen, Axel -1223
Granquist, O. A.	Peterson, Victor
Gundersen, L. S.	-1447
Hass, W.	Pedersen, P. A.
Herman, Axel	Porter, Albert
Hulberg, Ernst	Ramm, A.
Hughes, Walter	Rasmussen, Arthur
Hollison, Halver	Saxley, C. H.
Hust, L.	Schwarrien, W.
Holmes, Leo.	Shanahan, B.
Jegstrop, H.	Soderberg, A.
Johannesen, Karl	Sorensen, Henry
Johnson, Charles	Samuelson, W. L.
Jansson, Henry	-1346
Johnson, Ed	Servick, Harald
Johnson, Alfred	Shultz, Billy
Johnson, Andrew	Simmonds, A. E.
Kalning, J.	Tallrosten, Hans
Kuschert, John	Thomsen, R.
Larsen, H. -1677	Thompson, Jos.
Larsen, Carl	Webster, W. E.
Lersten, John	Williams, T. C.
Lowberg, W. (Reg.)	Williams, Turrell
Lyngnes, Christ	

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Corbett, H. T.	Peterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Winton	Went, K. J.
Murphy, Daniel	

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis.

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eu eka, Cal., Letter List

EUREKA	Lawrence, Harry
Christenson, Hans	Luberg, W.
-1366	Nilsen, Nils
Eriksen, Anton	Thorsen, Fredrik N.
Lomas, Richard	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORESEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Mortenson, I. C.
Anderson, C. A.	-2191
Anderson, Otto	Meyer, Chas.
Anderson, Gust	Metts, John
Anderson, W.	McManus, J.
Benter, H.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Buckland, John	Marx, Hhorwald
Beck, Johannes	Meckermann, Ernst
Backman, Paul	Masters, C.
Backman, B. W.	Meyerdierk, Heinrich
Christensen, Otto	Moller, Anders
Carlson, E. E.	Moller, L.
Cherniasky, Mike	Nilsen, Axel
Christensen, H. P.	Olsen, Oscar
Carlsen, Herald	Olsen, A.
Decas, O.	Olsen, John Andreas
Davey, Charles	Olsen, Arthur
Dolany, Willie	-857 Palm, A.
Ericksen, O. H.	Pohland, Max
Erman, A.	Peterson, P. G.
Egenas, Nils	Perssons, Oscar
Erickson, A.	Palmer, Jas. H.
Edstrom, John	Penggaard, Emil
Felsh, Henry	Rinkel, H.
Gunther, John	Rod, Halfdan
Hecker, W.	Rasmussen, Thor
Holm, Peter	Schmidt, Louis
Hansen, H. F. C. C.	Scott, James
Hansen, O.	Salvesen, S.
Hedlund, Albert	Saarnen, W.
Hellman, Albin	Saari, J.
Ingebretsen, Alfred	Sandstrom, Ivar
Johansen, Chas.	Schacht, H.
Johansen, Christ	Solberg, P.
Johnson, Charles A.	Svensson, Martin
Johnson, Nils	Smetsvig, Andrew
Johnson, Anton	Simons, O. L.
Johnson, Gust	Sorensen, Peter
King, J. L.	Saer, E. A.
Kressman, Carl	Stardahl, J.
Kermagoret, Anatch	Swansen, John
Karvanen, Waino	Snyder, Jack
Kelly, Patric	Tamford, B. A.
Kjer, Magnus	Tortenson, Folke
Kritiansen, Nils	Tasnase, E.
Knudsen, Richard E.	Tuhkanen, J. J.
Keane, M.	Urvso, Geozepp
Luckman, E.	Vickey, Curtis S.
Lindeman, W.	Wickman, Ernest
Lorins, Jack	White, Harry
La Boyle, M.	Walter, John
Lyle, Alex.	Westgren, C. W.
McLellan, John	Welsen, John
Muenchemeler, Herbert	Wilson, R.
Muller, P.	

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simonsen, Isak
Eriksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Udby, Harold
Hvid, Einer	Walder, Olden N.
Hylander, Gustaf	Y. Packages.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

**UNION LABEL OF THE UNITED HATTERS OF N. A.**

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

ABERDEEN, WASH.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabite, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

A bill to eliminate party lines in State elections has passed the California Assembly and is now pending in the Senate.

The Government loses its suit against the United Shoe Machinery Corporation, brought under the Sherman law in the United States District Court in Boston.

Charles Francis Adams, famous historian and publicist, and great-grandson of the second President of the United States, died in Washington, D. C., at eighty years of age.

A State-wide prohibition amendment passed the Vermont Senate on March 11. It had already passed the House. If approved by the Governor it will go to a popular vote in March, 1916.

Final steps in the internment of the German commerce raider, "Prinz Eitel Friedrich" were prepared on April 8 by instructions from Secretary of the Navy Daniels. A permit for a funeral, with full naval honors, at Newport News for one of the cruiser's sailors, who died aboard the vessel, was also given. At the request of Captain Thierichens, the "Eitel" was permitted to remain at Newport News until after the funeral. Thereafter she proceeded to the Norfolk Navy Yard.

Statistics gathered by the California State Recreational Committee show there are more saloons in California than all other amusement places combined, including dances, billiard and pool halls, mountain resorts and skating rinks. There are some 4500 licensed saloons. San Francisco has 1899 saloons, more by two to one than theatres, parks, cafes, cabarets, bowling alleys and thirty-four other forms of amusement. Los Angeles is credited with 218 saloons and 298 poolrooms and 143 motion-picture houses. Alameda County supports 535 saloons, 103 dance halls, 101 soft drink dance halls, 114 billiard and pool halls.

All fear of further trouble by strikers in the Butte (Mont.) district seems to be over, and the Third Battalion of the Fourteenth Infantry, which has for months been at Fort Missoula, Mont., "watchfully waiting" the outcome of the labor troubles, has been ordered by Major-General Arthur Murray to return to its home station at Fort George Wright, Washington. This is the first movement of any troops by rail that has occurred within the borders of the Western Department for many months, there having been no appropriation for travel for troops, saving such travel as becomes necessary now for men to return to home stations.

Frank Tannenbaum has just been released from Blackwell's Island. He had served a year's sentence, having been arrested in March, 1914, for asking shelter along with 189 other unemployed on a cold night of the priest of St. Alphonsus church. Besides the jail sentence he was fined \$500. A collection to pay this for him was taken up and quickly raised, the contributions ranging from one cent to one dollar. Judge Wadhams, who had sentenced him, then agreed to remit the fine. The money for this will be devoted to other purposes. Tannenbaum was met on his release by a large number, composed of persons from all walks of life, who regard his treatment as unjust, and was given an ovation.

Domestic and Naval.

The American three-masted schooner "L. A. Plummer," which was built 30 years ago, is on the New Jersey shore, full of water, and in danger of breaking up. The crew has been rescued by the life savers. The vessel was bound to New York with a cargo of phosphate rock.

Large dealers in cotton at Hamburg have suggested that no further shipments of cotton be sent via Gothenburg, as that port is unable to handle them. They state that upwards of 50,000 bales of American cotton are practically lying in the street at the Swedish port, and covered with snow and dirt, which has reduced its value by 50 per cent.

The number of foreign-built vessels admitted to American registry under the act of Congress of August 18, 1914, up to February 19, 1915, was 129, with a gross tonnage of 468,509 and a net tonnage of 303,284. Of the 129 vessels 89 had flown the British flag; 5 the Belgian, 23 the German, 1 the Roumanian, 1 the Norwegian, 1 the Uruguayan, 5 the Cuban and 4 the Mexican.

So far as can be ascertained to date, the "Missanabie" and the "Metagama," the new sister steamships built last year for the Canadian Pacific Railway, will be the only vessels of the company to carry passengers between Montreal and Great Britain during the coming seasons. The "Grampian," which the company has had under charter from the Allan line during the winter, will make her last trip for the C. P. R. on April 16, so that her first visit to Montreal will probably be for the Allan line.

According to a statement published in the New York "Sun" the Italian government is in part to blame for the scarcity of coal in Italy. The State railway had thirty steamers on a time charter to carry coal to Italy at nine shillings a ton. Six months ago before freights rose the railways thought that they were paying too much, so they canceled the charter for twenty-five of their thirty steamers, and now that freights have risen to 40 shillings a ton and that the railways need all the coal they can get only five steamers are carrying it to Italy.

New York harbor improvement work, in accordance with the plans outlined by the Army engineers, will be continued during the coming season under the terms of the act making a lump appropriation of \$25,000,000 for river and harbor work. This money will be expended upon improvements which have been favorably passed upon by the War Department. In addition, the Secretary of War is authorized to make preliminary examinations of several improvements in order to determine whether future appropriations shall be made for carrying them out.

When the "Roosevelt," the ship which carried Robert E. Peary on his successful North Pole expedition, is turned over to the Bureau of Fisheries, she probably will be commanded by Captain Robert A. Bartlett, her master on the Peary voyage. Secretary Redfield is said to have offered the post to Captain Bartlett. The "Roosevelt" was purchased by the Commerce Department some time ago and is now being converted into an oil burner. She is staunchly built, able to cope with Arctic ice and hidden reefs, and Mr. Redfield intends to use her in Alaskan waters.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Alkson, Carl
Allan, W.
Amundsen, David
Andersen, Alfred
(val)
Andersen, A. S.
Andersen, Emanuel
Andersen, Gust -1109
Andersen, N. -1549
Anderson, A. H.
Anderson, Ed

Anderson, Jon
Anderson, S. M.
Andersson, E. -1754
Andresen, A. -1635
Annus, Alexander
Antonsen, H. -1783
Antonsen, Marius
Anus, Jon
Aronson, Albert
Auer, Billy
Axelsen, Herman
Azevedo, Manuel T.

Bachman, B. W.
Bakker, Haakon
Bakmyhr, Gustav
Balled, Pete
Ban, Martin
Bang, Maurice
Baro, Sam
Baro, Severin S.
Bary, Thomas
Barz, Herman
Baumann, A. O.
Benson, G. -1919
Berghalm, Edward
Bergman, E. Ivar
Bergstrom, A.
Bilke, E. -2049
Bird, Christopher
Bjornsen, Conrad

Blasich, M.
Blauert, W. -1959
Blumel, W.
Bodagh, A.
Bohm, Franz
Bowden, Chas.
Brander, W.
Bredemeyer, Elmer
H.
Brennan, Patrick
Brennel, Waldemar
Brown, William
Bruun, Axel
Brynjulfsen, H. B.
Buckly, J. J.
Bucow, C. W.
Bunnett, E.
Byloff, Charles

Christiansen, L. P.
Claus, Charles
Clausen, Chr.
Clever, Hugo
Cokinoros, John
Conally, Obert
Conlon, Ralph
Constantinos, Lay
Corregan, Robert
Crosiglia, G.
Curran, N.

De Bruin, B.
Desweat, William
Dracar, Ed.
Enokson, Marcus
Erickson, Andrew
Erickson, August
Erickson, E. R.
Erickson, Konrad
Erlant, Oskar
Ernandes, Francisco
Eskhoff, Otto
Eskildsen, L. B.
Evans, Dave
Evansen, Martin

Forsgren, Carl
Foss, Lauritz
Franklin, John
Fraser, Thomas
Fredriksen, I. H. G.
Fricke, Willie
Furth, Richard
Gulbrandsen, Bjorn
Gulbrandsen, An-
Gundersen, Andrew
Gronlund, Oskar
-414
dreas
Gulbrandsen, Jens
Gulliken, Amandus
Gunther, Hans
Gunvalsen, Ingval
Gustafsen, Olof

Hakonsson, Ingvar
Haldin, F.
Hale, Sigvald
Hall, Alf
Hallen, Victor
Hallowes, Louis N.
Halvorsen, Henry
Halvorsen, Isak
Halvorsen, H. -2229
Hampel, Will
Hanan, Karl
Hansen, August -1134
Hansen, Charles
Hansen, Charlie
Hansen, Chas. G.
Hansen, Henry W.
Hansen, H. C.
Hansen, M. -968
Hansen, Martin
Hansen, Niels S.
Hansen, Thomas
-2383
Hansen, Thorvald
Hanson, Oscar
Hanson, Pet

Insunso, Francisco
Jackisch, Magnus
Jacobs, August
Jakobsen, Anders
Jakobsen, Martin
Jarosinski, Filiks
Jenkins, John R.
Jensen, Carl
Jensen, Charles
Jensen, Halford
Jensen, John Frank
Jensen, J. K.
Jensen, Just
Jensen, O. M. B.
Jensen, Oskar
Jerdoe, Soren
Jersch, Willie
Jespersen, M.
Johansen, Alex. H.
Johansen, Arvid

Johansen, Carl J.
Johansen, Thos. W.
Johansen, Eloy
Johnsen, C. -1593
Johnsen, Walter
Johnson, Chas. A.
Johnson, E. G. -227
Johnson, Henrick
Johnson, John A.
Johnson, Oscar
Johnson, R. W.
Johnsson, C. J. -1566
Jones, Berthon
Jones, D. H.
Jonson, E.
Jonsson, K. A.
Jordan, O.
Jorgensen, Aaga

Kaare, P. Juhl
Kallas, Alex
Kallas, August
Kampel, D.
Kayser, Carl
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo
Keating, R.
Kipste, Chas.
Kinlock, Wm.

Klebingat, Fred
Knudsen, Daniel
Koch, Harry
Kokkala, Herman
Kramer, Sigurd
Kristensen, K. D.
Kuhn, John
Lang, Chas. F. -89
Larsen, A.
Larsen, George
Larsen, Gustaf
Larsen, John -1647
Larsen, L. K.
Larsen, Pete
"Latimer"
Laursen, Chris.
Leraen, Harry

Lerch, Paul
Lewald, Harry A.
Lewis, R. W.
Lindroth, Carl
Lindroth, Erik
Liscum, Chas. -1778
Loren, A. L.
Lorentsen, Karl
Lubke, John V.
Lukschas, H.

Maatson, Olaf
Maatta, John
Magee, E. H.
Magnusen, Ernst
Manse, Fred
Marguaret, Robert
Markley, Paul
Marquels, Frank
Martens, Paul -2262
Martin, A.
Martin, H.
Martin, J.
Mathiasen, Sigurd
Mathiesen, N. L.
Mathsen, Olaf
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McKeating, R.
McPherson, D.

Melder, Albert
Mersman, A. A.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Miller, James
Milos, P.
Minner, Albert
Monsen, L.
Monsen, C.
Moore, Albert
Moore, W.
Moris, Francis
Mortensen, George
Moxnes, Christ
Muller, Herman
Muller, A. R.
Murphy, J.
Myrhol, J. P.

Naujack, Fritz
Nelson, H.
Nelson, Robert
Nelson, Hjalmar
Neuling, George
Nicklas, M.
Nicolaisen, Carl
Nielsen, Carl
Nielsen, C. F.
Nielsen, Harald
Nielsen, H. O. -1229
Nielsen, Nils

Nielsen, Nils
Nielsen, John
Nielsen, Oscar
Nielsen, Hjalmar
Nordstrom, B.
Norman, Olaf
Norton, Edgar
Nunner, Albert
Nurken, Herman
Nyman, Axel
Nyman, Oskar
Oaks, Theo. R.
O'Brien, R. F.
Oettchen, F.
Ohle, Hugo
Ohlund, Chas.
Ojstedt, S. A.
O'Keefe, Ed
Olsen, Jorgen
Olsen, Olaf S.
Olsen, Ole -1047

Parson, Herman
Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Didrik
Pedersen, Eilif
Pedersen, H. -1262
Pedersen, P. -896
Pedersen, W. G.
Pergher, C.
Peterson, Aaga
Peterson, A. L. -1589
Peterson, J. A. -515
Peterson, Niels

Quigley, Robert E.
Rakov, Stephen
Ramberg, Barny
Rammerdah, K.
1134
Reed, J. W.
Reiter, F.
Reyberg, Sverre
Saar, J. A.
Sand, Torger
Sander, Robert
Sanders, S.
Sanderson, Geo.
Satre, Ingvald
Saunders, Jas.
Saulza, Custodio
Schellenberg, H.
Schmidt, John -2827
Schmidt, L. -2492
Schroder, Fred
Schroder, Willy
Schultz, Albert
Schwencke, Karl
Scott, James S.
Seagren, J.
Seiffert, Johannes
Shrene, Elwood
Skogman, W.
Smetsvik, Oluf
Smith, Donald
Smith, John
Smith, L. G.
Smith, Wm.
Snell, Adolf
Snider, G.

Rimmer, C. M.
Roberts, Frederick
Roery, Frans.
Ross, H.
Rotter, R.
Rudst, Walter
Rundquist, O.
Sorensen, J. -2037
Southern, John
Spaner, Emil
Spanos, James
Speller, Harry
Stanton, Jimmy
Steinfart, J. H. F.
Stevens, J. J.
Stintman, Fred
Stoll, T. E.
Stoltzerman, E.
Strand, Charley
Strand, Konrad
Strom, Ed
Suarinen, Frank
Sundhouse, Joe
Sutherland, Peter
Svenson, C. J.
Svensson, Patrick
Sutherland, Wm.
Svane, Albert
Swanson, C. H.
Swanson, O.
Swarthy, Norman
Swensson, T. H.
-2055

Tame, E.
Tamman, Krispin
Tarm, E.
Tasnase, E.
Thee, Rudolf
Themsen, William
Ulappa, K.

Valentinsen, G.
Vangelder, William
Vartnaw, Wm.
Velure, Harry
Vesgaard, Jens

Waener, Wil
Walker, Erick
Wallenius, Chas.
Warner, Paul
Weatcroft, L.
Weber, Fred
Wells, Frank
Welure, J.
Wesgaard, John

Yejata, Yrjo
Zallan, F.
Zimmerman, Fritz
Zimmerling, Fritz

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasale, Michal
Berling, J. B.
Carter, Sidney
Ceelan, John
Danielson, Sigurd
Ellefson, Otto
Evensen, Louis
Finnely, Wm.
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendriksen, Hag-
bart
Henningway, Geo.
Jacobsen, Emil
Johansen, Emil
Jorgensen, Oluv
Kipste, Chas.
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Eilif
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Schroder, August
Swanson, Ben
Sorensen, Ed.
Straslin, A. W.
Tanum, H. -793
Wakely, R. E.
Walters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO STREET, near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.
10-3-1915

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash.
1-27-1915

William had not been in the other world long when George wooed and won the promise of his widow.

"Do you love me, sweetheart?" asked George.

"Yes, dear," cooed the widow.

"Better than anybody on earth?"

persisted he, after the foolish manner of lovers.

"Yes," she answered, "better than any one on earth; but, George, don't ask me about heaven."—Judge.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelope

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

UNION MADE CIGARS AND TOBACCO
138 EMBARCADERO

JORTALL BROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
60 STEUART STREET
San Francisco

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Erickson, Earl	Saalmann
Ekeland, Will H.	Teracolson, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacana, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Pohorne, Mr.
Finnigan, I. H.	Ridderstaft, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmis O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

News from Abroad.

Advices from Shanghai state that the Japanese have commenced operations with a view to raising the German vessels which were scuttled in Tsingtau harbor before the surrender of that port.

All the Scandinavian shipowners have agreed to decline to transport goods of German origin to United States or to Mediterranean ports, in order to avoid the seizure of their ships by French or British warships. The United Steamship Co. and the Scandinavian-American Line publish the following announcement: "Goods to American and Mediterranean ports must in future be accompanied by a declaration of origin."

The British Board of Trade has issued a notice calling the attention of seamen to the fact that in view of the present emergency, it is their duty to do their utmost to carry out the terms of their agreements, and that failure to do so renders them liable to heavy penalties. Quite recently seven seamen belonging to a transport were sentenced to twelve weeks' imprisonment with hard labor for neglect of duty, and impeding the progress of the ship.

The French commission appointed to inquire into the capture of the ship "Dacia" has declared the seizure to be valid. The "Dacia" was a German ship bought by an American citizen after the beginning of hostilities, and admitted to American registry. She was bound from Galveston to Rotterdam with a cargo of cotton when seized by a French cruiser. The case now goes before the French prize court, which has two months in which to make its decision.

On April 1, the control of the lighthouses on the Australian coast passed from the States to the Commonwealth, and an extra rate of eightpence per ton, per quarter, in addition to such of the State light dues as may be continued, will be imposed on all shipping using the Australian ports. The Commonwealth has taken over from the States 118 lights, 26 beacons, and three or four marine buoys; and it is understood that 74 additional lights will be erected, and considerable improvements undertaken in connection with the existing lights. The States have thus been relieved of the expenditure involved in the maintenance of lighthouses amounting to over £90,000 per annum.

Germany's intention to compensate the owners of the American ship "William P. Frye," sunk on the high seas with her cargo of wheat by the commerce raider "Prinz Eitel Friedrich," has been formally communicated to the United States Government. Ambassador Girard cabled a note handed him by the Berlin Foreign Office in reply to the recent American communication submitting a claim for an indemnity of \$228,059.54 on behalf of the "Frye's" owners. The German foreign office upholds, without qualification, the legality under international law of the raider's action in sinking the "Frye," and bases the liability of the German Government to pay indemnity solely upon the old Prussian-American treaties of 1799 and 1828, which provide that contraband belonging to the subjects or citizens of either party cannot be confiscated by the other and may be detained or used only in consideration of payment of the full value.

With the Wits.

S. O. S.—“Why are you flying your flag upside down, Suburbs?”

“To let the neighbors know that the cook's gone and all invitations are off.”—Philadelphia Public Ledger.

Break, Break, Break.—“He's suing the company that constructed his artificial limbs.”

“On what grounds?”

“Non-support.”—Buffalo Express.

Art in Everything.—“Every time I read Shakespeare I discover some idea that hadn't struck me before.”

“Yes,” replied the man who yawns. “But isn't it pretty much the same way with an insurance policy?”—Washington Star.

She Was a Thinker, Too.—“I have been thinking it over, and I have concluded that two can live as cheaply as one, and so—”

“So have I; and that being the case, you and I will continue to be two instead of becoming one.”—Houston Post.

Sherlock at Fault.—(From “Western Wanderings,” by Conan Doyle, in the February Cornhill.) The catching seemed to me extraordinary good, especially the judging of the long catchers by the bleachers, as the outfields, who are far from any shade, are called.—Chicago Tribune.

A Marvel of Training.—Rose had called on her afternoon out to see her friend, Arabella. Arabella's mistress had just purchased a parrot, and Rose was much interested in the bird.

“Birds is shore sensible,” she observed.

“You kin learn them anything. I uster work for a lady that had a bird in a clock, an' when it was time to tell de time ob day it uster come out an' say ‘cuckoo’ jest as many times as de time was.”

“Go along. Yo' doan' say so,” said Arabella, incredulously.

“Shore thing,” replied Rose, “and de mos' wonderful part was dat it was only a wooden bird, too.”—Harper's.

An Invitation

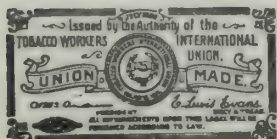
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

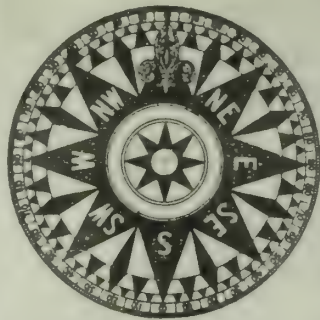
THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

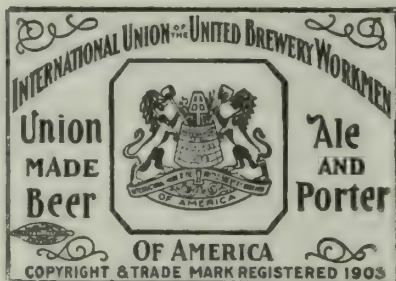
THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

When Drinking Beer
See that this Label is
on the Keg or Bottle



\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

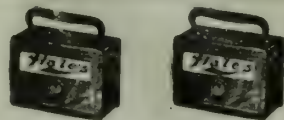
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

SOUVENIRS



James H. Sorensen.
Jeweler and Treasurer.



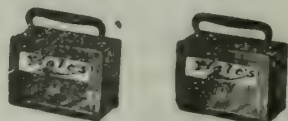
HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
Good Goods

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold

in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 32.

SAN FRANCISCO, WEDNESDAY, APRIL 21, 1915.

Whole No. 2326.

SAFETY FEATURES IN SEAMEN'S ACT.

The New Law's Requirements for Saving of Life at Sea.

Last week's issue of the Journal contained a verbatim reprint of the new Seamen's law, excepting only Section 14.

Section 14 of the Act deals exclusively with life-saving appliances, manning of boats and rafts, muster roll and drills, etc.

Particular attention is directed to the subsection under the caption "Certificated Lifeboat Men," which are officially created by the terms of this section. Attention is also called to the editorial comment in this issue upon the Government's definition of "Able Seamen" and the real meaning of "Certificated Lifeboat Men."

Other features of the new Seamen's law will be dealt with and analyzed in future issues of the Journal.

Section 14 of the La Follette Act follows, in full:

Sec. 14. That section forty-four hundred and eighty-eight of the Revised Statutes is hereby amended by adding thereto the following: "The powers bestowed by this section upon the Board of Supervising Inspectors in respect of lifeboats, floats, rafts, life preservers, and other life-saving appliances and equipment, and the further requirements herein as to davits, embarkation of passengers in lifeboats and rafts, and the manning of lifeboats and rafts, and the musters and drills of the crews, on steamers navigating the ocean, or any lake, bay, or sound of the United States, on and after July 1st, nineteen hundred and fifteen, shall be subject to the provisions, limitations, and minimum requirements of the regulations herein set forth, and all such vessels shall thereafter be required to comply in all respects therewith: provided, that foreign vessels leaving ports of the United States shall comply with the rules herein prescribed as to life-saving appliances, their equipment, and the manning of same.

REGULATIONS.

Life-Saving Appliances.—Types of Boats.

The standard types of boats classified as follows:

Class.	Section.	Type.
I. Entirely rigid sides	A. Open	Internal buoyancy only.
	B. Open	Internal and external buoyancy.
	C. Pontoon	Well deck; fixed water-tight bulwarks.
II. Partially collapsible sides	A. Open	Upper part of sides collapsible.
	B. Pontoon	Well deck, collapsible water-tight bulwarks.
	C. Pontoon	Flush deck; collapsible water-tight bulwarks.

Strength of Boats.

Each boat must be of sufficient strength to enable it to be safely lowered into the water when loaded with its full complement of persons and equipment.

Alternative Types of Boats and Rafts.

Any type of boat may be accepted as equivalent to a boat of one of the prescribed classes

and any type of raft as equivalent to an approved pontoon raft, if the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, is satisfied by suitable trials that it is as effective as the standard types of the class in question, or as the approved type of pontoon raft, as the case may be.

Motor boats may be accepted if they comply with the requirements laid down for boats of the first class, only to a limited number, which number shall be determined by the Board of Supervising Inspectors, with the approval of the Secretary of Commerce.

No boat may be approved the buoyancy of which depends upon the previous adjustment of one of the principal parts of the hull or which has not a cubic capacity of at least one hundred and twenty-five cubic feet.

Boats of the First Class.

The standard types of boats of the first class must satisfy the following conditions:

1A.—Open Boats with Internal Buoyancy Only.

The buoyancy of a wooden boat of this type shall be provided by water-tight air cases, the total volume of which shall be at least equal to one-tenth of the cubic capacity of the boat.

The buoyancy of a metal boat of this type shall not be less than that required above for a wooden boat of the same cubic capacity, the volume of water-tight air cases being increased accordingly.

1B.—Open Boats with Internal and External Buoyancy.

The internal buoyancy of a wooden boat of this type shall be provided by water-tight air cases, the total volume of which is at least equal to seven and one-half per centum of the cubic capacity of the boat.

The external buoyancy may be of cork or of any other equally efficient material, but such buoyancy shall not be secured by the use of rushes, cork shavings, loose granulated cork, or any other loose granulated substance, or by any means dependent upon inflation by air.

If the buoyancy is of cork, its volume, for a wooden boat, shall not be less than thirty-three thousandths of the cubic capacity of the boat; if of any material other than cork, its volume and distribution shall be such that the buoyancy and stability of the boat are not less than that of a similar boat provided with buoyancy of cork.

The buoyancy of a metal boat shall be not less than that required above for a wooden boat of the same cubic capacity, the volume of the air cases and external buoyancy being increased accordingly.

1C.—Pontoon Boats, in Which Persons Cannot be Accommodated Below the Deck, Having a Well Deck and Fixed Water-Tight Bulwarks.

The area of the well deck of a boat of this type shall be at least thirty per centum of the total deck area. The height of the well deck above the water line at all points shall be at least equal to one-half per centum of the length of the boat, this height being increased to one

and one-half per centum of the length of the boat at the ends of the well.

The freeboard of a boat of this type shall be such as to provide for a reserve buoyancy of at least thirty-five per centum.

Boats of the Second Class.

The standard types of boats of the second class must satisfy the following conditions:

2A.—Open Boats Having the Upper Part of the Sides Collapsible.

A boat of this type shall be fitted both with water-tight air cases and with external buoyancy, the volume of which, for each person which the boat is able to accommodate, shall be at least equal to the following amounts: Air cases, one and five-tenths cubic feet; external buoyancy (if of cork), two-tenths cubic foot.

The minimum freeboard of boats of this type is fixed in relation to their length; it is measured vertically to the top of the solid hull at the side amidships, from the water level when the boat is loaded.

The freeboard in fresh water shall not be less than the following amounts:

Length of the boat.	Minimum freeboard, Inches.
Feet.	
26	8
28	9
30	10

The freeboard of boats of intermediate lengths is to be found by interpolation.

2B.—Pontoon Boats Having a Well Deck and Collapsible Bulwarks.

All the conditions laid down for boats of type 1C are to be applied to boats of this type, which differ from those of type 1C only in regard to the bulwarks.

2C.—Pontoon Boats, in Which the Persons Can not be Accommodated Below Deck, Having a Flush Deck and Collapsible Bulwarks.

The minimum freeboard of boats of this type is independent of their lengths and depends only upon their depth. The depth of the boat is to be measured vertically from the underside of the garboard strake to the top of the deck on the side amidships, and the freeboard is to be measured from the top of the deck at the side amidships to the water level when the boat is loaded.

The freeboard in fresh water shall not be less than the following amounts, which are applicable without correction to boats having a mean sheer equal to three per centum of their length:

Depth of boat.	Minimum freeboard, Inches.
Inches.	
12	2¾
18	3¾
20	5½
30	6½

For intermediate depths the freeboard is obtained by interpolation.

If the sheer is less than the standard sheer defined above, the minimum freeboard is obtained by adding to the figures in the table one-seventh of the difference between the

standard sheer and the actual mean sheer measured at the stem and sternpost. No deduction is to be made from the freeboard on account of the sheer being greater than the standard sheer or on account of the camber of the deck.

Motor Boats.

When motor boats are accepted, the volume of internal buoyancy and, when fitted, the external buoyancy, must be fixed, having regard to the difference between the weight of the motor and its accessories and the weight of the additional persons which the boat could accommodate if the motor and its accessories were removed.

Clearing Pontoon Lifeboats of Water.

All pontoon lifeboats shall be fitted with efficient means for quickly clearing the deck of water. The orifices for this purpose shall be such that the water can not enter the boat through them when they are intermittently submerged. The number and size of the orifices shall be determined for each type of boat by a special test.

For the purpose of this test the pontoon boat shall be loaded with a weight of iron or bags of sand, equal to that of its complement of persons and equipment.

In the case of a boat twenty-eight feet in length two tons of water shall be cleared from the boat in a time not exceeding the following: type 1C, sixty seconds; type 2B, sixty seconds; type 2C, twenty seconds.

In the case of a boat having a length greater or less than twenty-eight feet the weight of water to be cleared in the same time shall be, for each type, directly proportional to the length of the boat.

Construction of Boats.

Open lifeboats of the first class (types 1A and 1B) must have a mean sheer at least equal to four per centum of their length.

The air cases of open boats of the first class shall be placed along the sides of the boat; they may also be placed at the ends of the boat, but not in the bottom of the boat.

Pontoon lifeboats may be built of wood or metal. If constructed of wood, they shall have the bottom and deck made of two thicknesses with textile material between; if of metal, they shall be divided into water-tight compartments with means of access to each compartment.

All boats shall be fitted for the use of a steering oar.

Pontoon Rafts.

No type of pontoon raft may be approved unless it satisfies the following conditions:

First. It should be reversible and fitted with bulwarks of wood, canvas, or other suitable material on both sides. These bulwarks may be collapsible.

Second. It should be of such size, strength, and weight that it can be handled without mechanical appliances, and, if necessary, be thrown from the vessel's deck.

Third. It should have not less than three cubic feet of air cases or equivalent buoyancy for each person whom it can accommodate.

Fourth. It should have a deck area of not less than four square feet for each person whom it can accommodate and the platform should not be less than six inches above the water level when the raft is loaded.

Fifth. The air cases or equivalent buoyancy should be placed as near as possible to the sides of the raft.

Capacity of Boats and Pontoon Rafts.

First. The number of persons which a boat of one of the standard types or a pontoon raft can accommodate is equal to the greatest whole number obtained by dividing the capacity in cubic feet, or the surface in square feet, of the boat or of the raft by the standard unit of capacity, or unit of surface (according to circumstances), defined below for each type.

Second. The cubic capacity in feet of a boat in which the number of persons is determined by the surface shall be assumed to be ten times the number of persons which it is authorized to carry.

Third. The standard units of capacity and surface are as follows:

Units of capacity, open boats, type 1A, ten cubic feet; open boats, type 1B, nine cubic feet.

Unit of surface, open boats, type 2A, three and one-half square feet; pontoon boats, type 2C, three and one-half square feet; pontoon boats, type 1C, three and one-fourth square feet; pontoon boats, type 2B, three and one-fourth square feet.

Fourth. The board of supervising inspectors, with the approval of the Secretary of Commerce, may accept, in place of three and one-fourth, a smaller divisor, if it is satisfied after trial that the number of persons for whom there is seating accommodation in the pontoon boat in question is greater than the number obtained by applying the above divisor, provided always that the divisor adopted in place of three and one-fourth may never be less than three.

Capacity Limits.

Pontoon boats and pontoon rafts shall never be marked with a number of persons greater than that obtained in the manner specified in this section.

This number shall be reduced—

First. When it is greater than the number

of persons for which there is proper seating accommodation, the latter number being determined in such a way that the persons when seated do not interfere in any way with the use of the oars.

Second. When in the case of boats other than those of the first two sections of the first class, the freeboard, when the boat is fully loaded, is less than the freeboard laid down for each type respectively. In such circumstances the number shall be reduced until the freeboard, when the boat is fully loaded, is at least equal to the standard freeboard laid down above.

In boats of types 1C and 2B the raised part of the deck at the sides may be regarded as affording seating accommodation.

Equivalents for and Weight of the Persons.

In test for determining the number of persons which a boat or pontoon raft can accommodate each person shall be assumed to be an adult person wearing a life jacket.

In verifications of freeboard the pontoon boats shall be loaded with a weight of at least one hundred and sixty-five pounds for each adult person that the pontoon boat is authorized to carry.

In all cases two children under twelve years of age shall be reckoned as one person.

Cubic Capacity of Open Boats of the First Class.

First. The cubic capacity of an open boat of type 1A or 1B shall be determined by Stirling's (Simpson's) rule or by any other method, approved by the Board of Supervising Inspectors, giving the same degree of accuracy. The capacity of a square-sterned boat shall be calculated as if the boat had a pointed stern.

Second. For example, the capacity in cubic feet of a boat, calculated by the aid of Stirling's rule, may be considered as given by the following formula:

$$\text{Capacity} = \frac{1}{12} (4A + 2B + 4C)$$

1 being the length of the boat in meters (or feet) from the inside of the planking or plating at the stem to the corresponding point at the stern post; in the case of a boat with a square stern, the length is measured to the inside of the transom.

A, B, C denote, respectively, the areas of the cross sections at the quarter length forward, amidships, and the quarter length aft, which correspond to the three points obtained by dividing 1 into four equal parts. (The areas corresponding to the two ends of the boat are considered negligible.)

The areas A, B, C shall be deemed to be given in square feet by the successive application of the following formula to each of the three cross sections:

$$\text{Area} = \frac{h}{12} (a + 4b + 2c + 4d + e).$$

h being the depth measured in meters (or in feet) inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level, as determined hereafter.

a, b, c, d, e denote the horizontal breadths of the boat measured in feet at the upper and lower points of the depth and at the three points obtained by dividing h into four equal parts (a and e being the breadths at the extreme points, and c at the middle point, of h).

Third. If the sheer of the gunwale, measured at the two points situated at a quarter of the length of the boat from the ends, exceeds one per centum of the length of the boat, the depth employed in calculating the area of the cross sections A or C shall be deemed to be the depth amidships plus one per centum of the length of the boat.

Fourth. If the depth of the boat amidships exceeds forty-five per centum of the breadth, the depth employed in calculating the area of the amidship cross section B shall be deemed to be equal to forty-five per centum of the breadth; and the depth employed in calculating the areas of the quarter-length sections A and C is obtained by increasing this last figure by an amount equal to one per centum of the length of the boat, provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

Fifth. If the depth of the boat is greater than four feet, the number of persons given by the application of this rule shall be reduced in proportion to the ratio of four feet to the actual depth until the boat has been satisfactorily tested afloat with that number of persons on board all wearing life jackets.

Sixth. The Board of Supervising Inspectors shall impose, by suitable formula, a limit for the number of persons allowed in boats with very fine ends and in boats very full in form.

Seventh. The Board of Supervising Inspectors may by regulation assign to a boat a capacity equal to the product of the length, the breadth, and the depth multiplied by six-tenths if it is evident that this formula does not give a greater capacity than that obtained by the above method. The dimensions shall then be measured in the following manner:

Length. From the intersection of the outside of the planking with the stem to the corresponding point at the sternpost or, in the case of a square-sterned boat, to the afterside of the transom.

Breadth. From the outside of the planking at

the point where the breadth of the boat is greatest.

Depth. Amidships inside the planking from the keel to the level of the gunwale, but the depth used in calculating the cubic capacity may not in any case exceed forty-five per centum of the breadth.

In all cases the vessel owner has the right to require that the cubic capacity of the boat shall be determined by exact measurement.

Eighth. The cubic capacity of a motor boat is obtained from the gross capacity by deducting a volume equal to that occupied by the motor and its accessories.

Deck Area of Pontoon Boats and Open Boats.

First. The area of the deck of a pontoon boat of type 1C, 2B, or 2C shall be determined by the method indicated below or by any other method giving the same degree of accuracy. The same rule is to be applied in determining the area within the fixed bulwarks of a boat of type 2A.

Second. For example, the surface in square feet of a boat may be deemed to be given by the following formula:

$$\text{Area} = \frac{1}{12} (2a + 1.5b + 4c + 1.5d + 2e),$$

1 being the length in feet from the intersection of the outside of the planking with the stem to the corresponding point at the sternpost.

a, b, c, d, e denote the horizontal breadths in feet outside the planking at the points obtained by dividing 1 into four equal parts and subdividing the foremost and aftermost parts into two equal parts (a and e being the breadths at the extreme subdivisions, c at the middle point of the length, and b and d at the intermediate points).

Marking of Boats and Pontoon Rafts.

The dimensions of the boat and the number of persons which it is authorized to carry shall be marked on it in clear, permanent characters, according to regulations by the Board of Supervising Inspectors approved by the Secretary of Commerce. These marks shall be specifically approved by the officers appointed to inspect the ship.

Pontoon rafts shall be marked with the number of persons in the same manner.

Equipment of Boats and Pontoon Rafts.

First. The normal equipment of every boat shall consist of—

- A single banked complement of oars and two spare oars; one set and a half of thole pins or crutches; a boat hook.
- Two plugs for each plug hole (plugs are not required when proper automatic valves are fitted); a bailer and a galvanized-iron bucket.
- A tiller or yoke and yoke lines.
- Two hatchets.
- A lamp filled with oil and trimmed.
- A mast or masts with one good sail at least, and proper gear for each. (This does not apply to motor lifeboats or lifeboats on the Great Lakes or other inland waters.)
- A suitable compass.

Pontoon lifeboats will have no plug hole, but shall be provided with at least two bilge pumps.

In the case of a steamer which carries passengers in the North Atlantic, all the boats need not be equipped with masts, sails, and compasses, if the ship is provided with a radiotelegraph installation.

Second. The normal equipment of every approved pontoon raft shall consist of—

- Four oars.
- Five rowlocks.
- A self-igniting life-buoy light.

Third. In addition, every boat and every pontoon raft shall be equipped with—

- A life line becketed around the outside.
- A sea anchor.
- A painter.
- A vessel containing one gallon of vegetable or animal oil. The vessel shall be so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

(e) A water-tight receptacle containing two pounds avoirdupois of provisions for each person, except on vessels navigating fresh water.

(f) A water-tight receptacle containing one quart for each person, except on vessels navigating fresh water.

(g) A number of self-igniting "red lights" and a water-tight box of matches.

Fourth. All loose equipment must be securely attached to the boat or pontoon raft to which it belongs.

Stowage of Boats—Number of Davits.

The minimum number of sets of davits is fixed in relation to the length of the vessel; provided that a number of sets of davits greater than the number of boats necessary for the accommodation of all the persons on board may not be required.

Handling of the Boats and Rafts.

All the boats and rafts must be stowed in such a way that they can be launched in the shortest possible time and that, even under unfavorable conditions of list and trim from the point of view of the handling of the boats and rafts, it may be possible to embark in them as large a number of persons as possible.

The arrangements must be such that it may

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The A. F. of L. Exhibit.

All members of labor organizations and all interested in the labor movement who attend the Panama-Pacific International Exposition at San Francisco, will find the exhibit of the American Federation of Labor in the Palace of Education and Social Economy. The exhibit represents the agencies by which the labor movement accomplishes its work, the progress that has been made, and the dominating, directing ideals of human freedom and opportunity for self-development that have directed the movement. All the individual features represent human progress toward freedom and opportunity for self-development. The primary step for that purpose is represented in reducing the hours of toil and increasing the hours of opportunity for all the other interests of life. The exhibit emphasizes the heart and actuating spirit of the labor movement which are embodied in the great declarations of the Sixty-third Congress of the United States in the Clayton Antitrust and Seamen's acts—epoch-making declarations in the history of human liberty.

For the information of those who visit the A. F. of L. booth, there will be copies of leaflets, pamphlets, and labor literature for reference and distribution. The official catalogue of the A. F. of L. exhibit in addition to information immediately relating to the exhibit, contains valuable historical data of the trade union movement. A representative of the A. F. of L. will be in charge of the exhibit. The members of organized labor and all visitors will not only be welcomed, but are particularly urged to register in the book that is there for that purpose.

Pays Its First Policy.

After being in operation sixteen months, since October 27, 1913, the Wisconsin State life insurance fund has had its first loss in the death of Dr. George A. Keenan, of Madison, who held a \$1,000 policy.

The fund has outstanding 328 policies, representing \$227,000, and on December 31 had assets of \$13,074.49, held to meet a net level premium reserve on the basis of the American experience 3 per cent. table of \$9,684.40. After deducting funds held for dividends apportioned to policy holders and for other purposes, there was left a net surplus of \$1,976.78. The funds are invested in Wisconsin farm mortgages earning 6 per cent. net to the State. The dividends being paid by the fund range from \$3.84 to \$13.63 per \$1,000 of insurance.

Would Undermine Schools.

"Follow the lead of Europe" in educational matters is advice the Chicago Commercial Club is endeavoring to have newspapers of Illinois give to the people, says the weekly bulletin of the Illinois State Federation of Labor, which declares the club continues to scatter throughout the State free plates of special articles in which the school systems of various European countries are highly eulogized.

"Thus the effort to undermine the pres-

ent public school system goes on," continues the bulletin. "The purpose is to split the schools into two separately managed and controlled systems. One of these is to continue along the lines of the present elementary schools, followed by high schools, at which the children of the well-to-do will attend. The other is to consist of a new system of schools at which working children will be compelled to attend. These are to be called 'vocational schools,' in which the course of study is to be based upon the particular job which the unfortunate child has been forced by circumstances to accept.

"It matters not what ambitions the boys or girls may have. If they are unfortunate enough to have had to leave school at the age of 14 years, they are to be 'molded to fit the job,' regardless of what the job may be or what the child or its parents may desire.

"The Commercial Club of Chicago claims that it is to that kind of a school system and to such class divisions among its children that Europe owes much of its progress. But—think of what is happening in Europe to-day! The people of Illinois will hardly care to 'follow the lead of Europe' just now."

Favors State Guaranties.

"Let the compensation law alone" demands the New York Tribune in an editorial protesting against the plan to permit employers to settle damage claims with their workers.

In defending the present law, the Tribune says:

"By the passage of this law the State guaranteed that it would be the adjuster of damages arising out of the injuries to workingmen in the course of their employment. The system naturally has been subjected to a great strain, but it has not broken down, as has been alleged. Slight inquiry by the legislature would disclose that, while at first the commission had a great mass of damage cases piling up, conditions in that respect have been steadily growing better, until at present there is no undue accumulation of cases awaiting disposal.

"For New York State, under these circumstances, to go over to a system which would permit dickering over the amount of damages for an injury between the employee and the employer would be to betray the interests of the workman.

"The employers have all the advantages on their side. If the workmen have not the backing of the State they are not much better off than they were in the old days of prolonged court damage cases and ambulance chasing lawyers who hogged most of the belated awards."

The Shorter Workday.

Discussing the anniversary of the eight-hour work day, secured by union miners April 1, 1898, the United Mine Workers' Journal in its last week's issue said:

"We believe that reduction of hours of labor to conform with the greater productive power of the workers when aided

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engeluf 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

After much deliberation the New South Wales Necessary Commodities Control Commission has decided that newspapers are not necessary commodities, and the Sydney newsboys' strike is off.

In a return recently prepared by the secretary of the Melbourne Trades Hall Council, it is shown that 7800 members of unions which have permanent secretaries in offices at the Trades Hall are unemployed.

The third plank in the fighting platform of the New Zealand Social Democratic party reads as follows: "A right to work bill, with minimum wage and maximum hours of six per day; a weekly day of rest, and a Saturday half-holiday."

In England there is an all-round movement for higher wages. The secretary of the Federation of Trade Unions defends the patriotism of the workers, and justifies their action in the present crisis, because of the high profits made by contractors, and the serious increases in the prices of food, coal, and other necessities.

The following particulars relating to State-aided unemployment funds in Denmark, approved under the law of April 9, 1907, during the year ended March 31, 1914, are taken from a report to the Danish Ministry of the Interior by the Inspector of Unemployment appointed to supervise these funds. At the beginning of the financial year the number of funds in existence was 55, with an aggregate membership of 120,289. On March 31, 1914, the number of funds remained the same; but the membership had increased to 131,113. Some 45 per cent. of the members were resident in Copenhagen, while 38 per cent. belonged to provincial towns and 16 per cent. to rural districts; for the remaining 1 per cent. of the members these particulars were not ascertained. The total income of the funds during the year amounted to £165,183.

The Independent Labor party, in convention at Norwich, England, on April 6, adopted a resolution expressing strong disapproval of the participation of the party in recruiting campaigns. The resolution also disapproved the action of Labor members of Parliament in taking the platform in such campaigns. The party also approved a resolution calling for worldwide protest against secret diplomacy and "a reconstruction of the machinery by which the democracy of Europe will forever abolish war." Resolutions, approved by the delegates, declared that an obvious attempt is being made to break down the labor movement in England and throughout the world. This is being done by a campaign of misrepresentation on the part of capitalistic employers, the resolutions recited. As an instance, the recent cry that intemperance among workingmen is hindering the progress of the British campaign, is cited. The convention recommended that a vigorous campaign of education to combat these misrepresentations be launched at once. It was suggested that the party by referendum approve the appointment of a committee to direct such a campaign. Particularly, the resolution asserted, the big employers are resuming their attempts to exploit woman labor. Speakers who supported this clause in the resolution said the same situation existed both in Great Britain and the United States.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store and Outfitter
Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.
Sailors' Accounts are Especially Welcomed
Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midling, M.
Alin, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Breien, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Eriesson, Otto	Olsen, Harald
Fasholz, Dan	Petterson, C. V.
Gustafson, Alf	-1363
Holmstrom, Fritz	Fillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Petterson, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Renvall, Anshelm
Hansen, Charley	Rugg, A. P.
Har, Aaaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johanson, Nils	Skaanes, Eigil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard A.	Thornlund, J. N.
Jonsen, Leonard	Uhlrig, Richard
Johansen, Chas.	Verney, A.
Johansen, John -2396	Welsen, Julius
Karnup, Edward	(Photos & Packages)
Kartinen, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, C.J.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johanson, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafoed, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmundsen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

Omar J. Humphrey, of Seattle, is building a 140-foot three-masted power schooner to be completed in May.

Puget Sound ports are booming despite the depression in business in other parts of the country, and the import and export business is increasing by leaps and bounds.

When finally completed the United States dry dock at the Pearl Harbor naval station, Hawaii, will probably have cost a round \$5,000,000. It will be 1,029 feet long, 148 feet wide at the top and 35 feet over the sills at mean high water.

The Pacific Coast Steamship Company has applied to the Federal Court for a limitation of liability in connection with the wreck of the steamer "Santa Rosa" at Point Arguello, July 8, 1912. There are 24 claimants for damages, the amount totaling \$150,000.

It is announced that California river and harbor projects have been allotted \$557,000 by the United States government. Humboldt Bay gets \$300,000; Petaluma Creek and Napa River, \$15,000; Sacramento and Feather Rivers, \$60,000; San Pedro Bay, \$15,000; Oakland Harbor, \$80,000.

In announcing the reopening of their logging camp at Beaver Hill, on April 16, the Swayne & Hoyt Company stated the steam schooner "Yellowstone" will be retained on the Coos Bay-San Francisco run and there will probably be a lumber and passenger boat added on the same run soon.

The barquentine "Irmgard" is to be changed into a four-masted schooner. She is now lying in Oakland creek undergoing a general overhauling. Her owners are Atkins, Kroll & Co., who operate her between San Francisco and Tahiti. The "Irmgard" was built at Port Blakeley, Wash., in 1889, and is of 614 tons register.

Late returns of the Vancouver Island fisheries show that during 1914 the following quantities (in hundredweight) of fish were caught in the waters of this island: Salmon, 346,081; herring, 292,155; halibut, 17,270; cod, 13,780; oolaksans, 2,300; flounders, 615; soles, 335; and smelts, 205. There were also 5,000 barrels of clams taken.

After negotiations extending over six months, and which it was believed had reached a point where the deal would go through, the port of Portland Commission has decided to retain its towing service and has broken off negotiations with the Puget Sound Tugboat Company. It is now planned to build a larger tug and repair the tug "Wallula."

For operation as a lumber carrier either in the Pacific or Atlantic or intercoastal route via the Panama Canal, the Crossett Western Lumber Company of Wauna, Ore., chartered the freighter "Eureka" from the Pacific Coast Steamship Company. Under the charter the lumber company will have the vessel for one year. The charter calls for delivery early in June. The "Eureka" is now in West Coast waters, under charter to W. R. Grace & Co., and is scheduled to return to Seattle June 1.

The oil tanker "Maumee" was launched at the Mare Island Navy Yard on April 17. Miss Janet Crose, daughter of Captain William M. Crose, commander of the battleship "Rhode Island," christened the vessel. Work was suspended at the navy yard during the ceremonies in order that employees could attend. The "Maumee," a sister ship of the "Kanawha," launched last July, was built at a saving of \$85,000 under the estimated cost of \$1,140,000, according to an announcement made by navy yard officials.

Five schooners, comprising the fleet of the Globe Navigation Company, the "William Nottingham," "J. W. Clise," "Willis A. Holden," "Alex T. Brown" and "Wilbert L. Smith," were sold to Horace S. Wilkeson, W. L. Smith and William Nottingham of Syracuse, N. Y., all represented by J. W. Clise of Seattle and all stockholders representing the original owners' vessels at public auction by S. P. Weston, trustee in bankruptcy at Seattle for \$90,000. The total appraised value was \$142,000. The five vessels named have a lumber-carrying capacity of 5,200,000 feet.

Sacramento (Cal.) newspapers announce that a monster project for the construction of a huge storage dam across the Sacramento River above Red Bluff and the use of Upper Sacramento River waters for irrigation at the expense of navigation, has the main features of a gigantic irrigation project for the Sacramento Valley, which will distribute water to approximately 880,000 acres, will cost when fully developed in the neighborhood of \$23,000,000, according to State Engineer W. F. McClure, a member of the Special Board of Engineers appointed by Secretary of the Interior Lane to investigate irrigation in the Sacramento Valley.

Her knell sounded at Lloyd's the day before

she struggled into the South American port of Guayaquil, the schooner "Ethel Zane," is safe, together with her skipper, Captain Dorris, and his entire crew. Hardly ever does a vessel show up again when once officially posted as missing, and in this case all hope had been abandoned. The claims were to have been paid on April 20. Although no particulars were conveyed in the dispatch explaining the schooner's long voyage of 192 days, it is believed that she was dismasted in heavy weather and that she was compelled to make the coast under slow jury rig. The "Ethel Zane" sailed from Bellingham on October 4, 1914, lumber laden, and was never heard of until the cable announced her safe arrival on the west coast on April 16.

In order to do away with transshipment of its product of 300,000 cases of canned pineapples at Honolulu, Fred W. Macfarlane, Honolulu capitalist and pineapple producer, allied with the Libby, McNeil & Libby interests, is at San Francisco to purchase or build two steamers to put in service to this port. It is estimated that two vessels of 1500 to 1800 tons carrying capacity will fill the need of the company. The company has two canneries on the Island of Oahu, each with an annual output of 300,000 cases. Each case weighs sixty pounds. From the cannery on the island opposite Honolulu it is necessary to bring the cases to Honolulu and there ship in another steamer to this Coast. It is to cut out this extra cost that the two steamers are to be bought. They will not be fitted to carry passengers, but will transport canned pines to this Coast and carry back cannery supplies. Mr. Macfarlane said that the output of the two canneries would be increased within the next year or two from the present 600,000 annually to 1,000,000 cases each twelve months.

Continued ownership of The Dalles, Portland and Astoria Navigation Company by the Spokane, Portland and Seattle Railway was denied by the Interstate Commerce Commission under the section of the Panama Canal act forbidding ownership of boat lines by railroads. The commission found the navigation company to be a competitor of the railway. According to James B. Kerr, counsel for the Spokane, Portland and Seattle Railway, this ruling is the result of the railway's application to be permitted to continue operation of the steamers "Bailey Gatzert" and "Dalles City" on the Portland-Dalles run during the summer tourist season until such time as the boats could be sold without sacrifice. The law gives the Interstate Commerce Commission authority to suspend the enforcement of the law when it can be shown that the public interest would be served in so doing, and a hearing was given by the commission last September, on the company's showing that its river boats did not do any considerable business other than tourist traffic in the summer seasons.

The light station for Cape St. Elias, Alaska, is to be located on the south end of Kayak Island, on a shelf about 50 feet above sea level. According to the plans the tower is square and supports a cast-iron watchroom and second-order lantern whose focal plane is 40 feet above the base of the structure and 90 feet above sea level. The tower rises above the roof of the fog-signal building from one of its ends. On a terrace east and north of this building are located the cooling tanks for the engines, the fuel-oil and illuminating-oil tanks, cisterns, the dwelling with quarters for three keepers (men only), and the boat and hoisting engine house, with inclined railway to the sea level. There is a system of roads, tracks, sewers, drains, etc., about the buildings, which are to be of reinforced concrete and hollow terra-cotta tile where the latter is practicable. The illuminating apparatus has been ordered. It consists of a three-mantle lamp in a third-order double-flashing lens of 180,000 candlepower, and the range due to its elevation is 15 1/4 nautical miles. The metal work for the watchroom and lantern is nearing completion at Kenton, Ohio, and will be exhibited at San Francisco, with the illuminating apparatus if practicable, about June 1. The fog signal will consist of a six-inch automatic compressed-air siren, in duplicate, each with a trumpet with a two-way mouth. All this machinery has been ordered and will be exhibited at San Francisco. The detail drawings for the buildings are well under way and nearing completion. A construction party will start to work about May 1. The characteristic of the light is a double white flash every twenty seconds. That of the fog signal is a double blast of four seconds each every minute.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1 1/2 A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1 1/2 A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

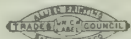
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 21, 1915.

"BY HOOKE OR CROOKE."

The new Seamen's Act, although not yet in effect, is already working for the good of humanity to no small extent.

Besides, the new safety at sea legislation is bearing excellent testimony toward the truth of the old adage that "figures can lie and liars can figure."

Under the caption "New Seamen's Law Adds Heavy Burden on Liners," Mr. R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company, has just issued a statement through the press, purported to be the computations made by Klink, Bean & Company. The statement itself is a very imposing array of figures, jumbled in such manner as to be altogether incomprehensible to the average newspaper reader, greatly resembling the hieroglyphics on a Chinese lottery ticket. However, the hysterical Schwerin is thoroughly smoked out of his hole, and is merely emphasizing to the public what the seamen have understood and contended for years; i. e., that in the operation of vessels by shipowners of the Schwerin and Dollar type, dividends are considered of far more importance than the lives of passengers and crews.

Those mysterious computations of probable cost, etc., make the figures of the Schwerin financial expert a full-fledged ledger of the Ananias Club; but further delving into details seems altogether unnecessary. It is a self-evident fact, admitted by every act of the opponents of safety of life at sea, that the unpatriotic and special privileged American shipowner does not like the idea of being compelled to compete on an equal footing with all who care to enter the race.

Shipowners of the Schwerin caliber know only too well that there can be no evasion of this extremely necessary, humane and equalizing law by placing their vessels under foreign flags; otherwise the vessels of the Pacific Mail would be a part of the Japanese or Chinese mercantile marine to-morrow. For such is the patriotism (?) of these predatory financiers.

After years of uncontrolled greed and graft

it is only natural that the disciplinary regulation of the United States government will cause the forces of special privilege to gnash their teeth with impotent rage.

Mr. R. P. Schwerin, in particular, appears to have worked himself into a condition, where the concentrated essence of extreme mental anguish may lead to an obsession which might compel the authorities to resort to the services of expert alienists. Even if such deplorable action were necessary in the case of the Vice-President of the Pacific Mail Steamship Company, it is better that a few shipowning interests were sent to the homes for feeble-minded than that passengers and crews be continually sent to Davy Jones' locker.

THE "ABLE SEAMEN" RATING.

Prior to the enactment of the new Seamen's law there was no official American definition of the term "able seamen."

Of course, there always has been a sort of vague understanding that a man should not ship as a sailor on an American ship unless he had sufficient experience, physical strength and skill to perform a sailor's work in port as well as at sea in all kinds of weather. Other conditions being equal these were the kind of men who would naturally be given the preference, if available. But other conditions were not usually equal. That is, the controlling thought in matters of this kind was and is cheapness. And in the absence of a legal standard of efficiency, or a compulsory requirement to carry competent and qualified sailors the shipowner would in the end inevitably sacrifice the competent man for the cheap man.

It is true that the United States Local Inspectors are required, even under the old law, to stipulate plainly that a certain ship must carry a given number of seamen. In practical application, however, the vessel need not carry a single real sailor outside of her complement of licensed deck officers. In a pinch anyone would do to fill a sailor's berth. For, under the old law it was immaterial to the United States authorities whether the sailors (?) who took an American ship to sea had ever seen or tasted salt water, whether they were able to understand the language of those in command, or whether they knew the difference between the forecabin and the poop. It was all the same. They had signed on the articles as "seamen." And as such they were known and recognized by the law of the United States.

Great Britain, Germany, Australia and New Zealand have each recognized that it was desirable and in fact necessary for reasons for safety to have some standard for the rating "able seamen." So they formally established their legal definition of an able seaman as a person who has had three years' experience on deck, at sea.

The La Follette Act has now for the first time established such a standard for American ships and for all other nations' ships calling at American ports.

By the language of Section 13 of the Act every person will be entitled to be rated as an able seaman, and will be qualified for service as such on the seas, if he is nineteen years of age or upward, and has had at least three years' service on deck at sea or on the Great Lakes. Time allowance will be made also for service on

decked fishing vessels, naval vessels or coast guard vessels.

On the Great Lakes only 18 months service on deck will be required and time will also be allowed for service on vessels navigating the smaller lakes, bays or sounds.

Accordingly, able seamen certificates will be issued shortly upon application to the Local United States Inspectors. Rules governing the issuance of these certificates are now being prepared and while no official announcement has been made, advance information is to the effect that no examination in seamanship will be required if applicants can prove the required length of service as outlined above.

However, there will be an examination in seamanship, eyesight, hearing, and physical condition for those who desire to qualify after only one year's proved service on deck at sea or on the Great Lakes.

This modification of the three-year service requirement was inserted in the law at the urgent and strenuous plea of the shipowners' representatives who claimed that there was not now available a sufficient number of seamen with three years' service to man all American ships.

Then, in order to prevent the manning of a ship with certified able seamen who did not have the three years' service, a clause was inserted providing that in no case more than one-fourth of the required number of able seamen in a vessel's crew shall be composed of certified men with less than three years' experience.

In order to avoid fraud a complete record of all certificates issued and copies of the affidavits upon which certificates were issued will be kept on file in the respective offices of the Local Inspectors.

The total number of certified able seamen which vessels will be required to carry under the new law, is as follows: Forty per cent. of her deck crew in the first year, forty-five per cent. in the second year, fifty per cent. in the third year, fifty-five per cent. in the fourth year after the passage of the Act, and thereafter sixty-five per cent. of her deck crew, always exclusive of licensed officers and apprentices.

So it will be seen that the maximum effectiveness of the able seamen clause will not be in force until four years after the passage of the Act.

In the meantime, it is hoped, the records will demonstrate that a sufficient number of able seamen, with three years' service, is actually available. When that fact has been definitely established there ought to be no difficulty to eliminate the modifying clause which permits men to qualify with only one year's service.

In the foregoing outline an effort has been made to briefly describe that section of the new Seamen's law which deals with the rating, qualification, etc., of an "able seaman."

The La Follette Act, however, not only creates a standard of efficiency for able seamen but also establishes a new classification for certain other seamen, to be known as "certificated lifeboat men."

A certificated lifeboat man is defined in Section 14 as a person who has proved to the satisfaction of an officer designated by the Secretary of Commerce "that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves;

and, further, that he is capable of understanding and answering the orders relative to lifeboat service."

Advance information upon this subject is to the effect that the examination of applicants for lifeboat-men's certificates will be conducted by officers in the Coast Guard Service and the Navy. The Coast Guard Service is a new branch of the Government consisting of an amalgamation of the Revenue Cutter Service and the Life Saving Service. These examinations will probably be held aboard the vessels on which the men are employed. It is stated that the examining officials will carry a supply of blank certificates and issue them immediately after the examination. Rules governing this examination and blank forms of certificates are now being prepared and are expected to be placed into effect at an early date.

The number of certificated lifeboat men which a vessel is required to carry depends upon the number of boats and rafts in her equipment. The number of boats and rafts, in turn, depends upon the number of lives aboard and the trade in which the vessel may be engaged, as specified in Section 14 of the Act.

Apart from the before-mentioned stipulations pertaining to able seamen and certificated lifeboat men the new Seamen's law provides that not less than 75 per cent. of the crew in each department (meaning the deck department, the fire room and the steward's department) in any vessel leaving an American port must be able to understand any order given by the officers. To elaborate upon the necessity of the so-called "language test" would seem needless. That test alone will suffice to establish some very much needed reforms in passenger vessels now operated in defiance of the most elementary rules of safety.

Thus, after Nov. 4, 1915, all American shipowners will be compelled by law, for the first time in history, to man their vessels with the kind of crews which a few of them have carried all along voluntarily and without compulsion. And after March 4, 1916, or as soon thereafter as certain parts of treaties with foreign nations can be abrogated, foreign ships calling at American ports will likewise be required to meet the American test of manning and thereby subordinate cheapness to efficiency.

In the very nature of things foreign nations will not want their vessels tied up in American ports because of inefficient manning, for that kind of advertising does not pay. They will take care, therefore, to adopt measures compelling a change of tactics among those vessel owners who have been in the habit of carrying inefficient and incompetent crews.

Altogether, this new policy of the American nation to require the proper manning of all ships doing business in its ports will prove a much needed step in the right direction.

It will protect the American traveling public from the dangers of inefficient manning.

It will protect the American shipowner from the cutthroat competition of those foreign competitors who have in the past been able to come to our ports with crews noted for cheapness and inefficiency.

It will do for the American sailor what should have been done long, long ago. It will restore the old respect for his calling and, with legal restrictions and hindrances

removed, encourage intelligent, organized self-help.

And finally, it will create for the American nation a very substantial and reliable class of real seamen—seamen who are proud of their calling and qualified and competent to hold up their own with all comers.

MR. UHLER AT WORK.

The expected has happened. A few weeks ago the JOURNAL voiced the fear that Mr. Uhler, the Supervising Inspector General of the Steamboat-Inspection Service, would attempt to nullify the letter and the spirit of the Seamen's Act if given the least opportunity so to do. Well, Mr. Uhler has had his opportunity.

At a recent Washington conference between representatives of the Department of Commerce and delegates from American shipowners Mr. Uhler held that the clause relating to the watches of firemen, oilers and water tenders did not cover coal passers and trimmers, so that it would not be necessary to divide these men into three watches, as the word "firemen" did not include them. It is hinted in press dispatches that these views of Mr. Uhler "should not be considered as binding upon the Department," but it may be taken for granted that they would be made binding if it were up to Mr. Uhler.

It is to be hoped that Secretary Redfield will not much longer permit the chief of the Steamboat-Inspection Service to follow his natural inclination of serving the country's shipping interests. Mr. Uhler's position was not created for the exclusive purpose of protecting the interests of shipowners. Surely the American public and the men who earn their livelihood on American ships are entitled to some consideration. But Mr. Uhler's entire career as a public official is proof positive that the latter may expect little or no consideration if the seamen's interests run counter to the shipowners. It is certainly a most unfortunate situation to find the official entrusted with working out many of the important details in the Seamen's Act thus early beginning to pick flaws in this legislation. There will be plenty of corporation lawyers taking flings at it without the aid or inspiration of Mr. Uhler.

LUDLOW—FIRST ANNIVERSARY.

A Tribute to a Small, But Heroic and Mighty Band.

(By SAMUEL J. LEWIS.)

They did not wear the scarlet coat,
For blood and fire are red,
And Arson's blood was on their hands
When they found them with their dead—
And poor dead people that they burned
And murdered in their bed.
—Paraphrased from "The Ballad of Reading Gaol."

The Twenty of the Mighty Soul arose in the morning and looked toward the coal-ribbed hills.

The April sun—the rising sun, the warming sun—shone full in their wan, tired and harassed faces.

It was a sun that smoothed the care-lines from the foreheads of the old and weary. It softened the work-worn, sweat-creased cheeks of the middle-aged. It caressed the happy, laughing faces of little children.

It was the glorious sun of a new day—April 20, 1914—peeping its promise over the hills of Ludlow town.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 19, 1915.

Regular weekly meeting came to order at 7 p. m., C. M. Albrecht presiding. Secretary reported shipping dull. Nominations were made for officers for the ensuing term.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., April 12, 1915.

No meeting. Shipping improving; prospects fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 12, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, April 12, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 12, 1915.

Shipping dull; prospects fair.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, April 12, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 12, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 12, 1915.

Shipping dull; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 5, 1915.

Shipping dull; prospects poor; a number of men around.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 15, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, April 8, 1915.

Shipping quiet; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, April 7, 1915.

No meeting. Shipping fair; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, April 21, 1915.

No meeting. Shipping slow.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

Reports of an actual or prospective increase in the use of fuel oil in the Navy and other marine branches of the Government service are always of interest to California petroleum producers and they are particularly interesting in such times as these when news with an optimistic tinge as to the immediate future of the industry is none too plentiful. In this respect a statement issued by the Navy Department under date of March 15 of this year is of particular interest, for it shows that the consumption of fuel oil on fighting and subsidiary craft was greater last year than in 1913 by nearly 70 per cent. During 1914 the fuel oil consumed by the Navy amounted to 600,000 barrels, as compared with 360,000 barrels in 1913. Considering the enormous production of oil in California alone, the burning up of 600,000 barrels in one year does not amount to much, but the fact that the consumption has shown a remarkable increase within a few years is a straw that shows the direction of the wind. As many of the fighting craft and the smaller ships now in course of construction for the use of the Navy and other branches of the Government service are being equipped as oil burners, the consumption is certain to show another marked increase during the present year.

SAFETY FEATURES IN SEAMEN'S ACT. (Continued from Page 2.)

be possible to launch on either side of the vessel as large a number of boats and rafts as possible.

Strength and Operation of the Davits.

The davits shall be of such strength that the boats can be lowered with their full complement of persons and equipment, the vessel being assumed to have a list of fifteen degrees.

The davits must be fitted with a gear of sufficient power to insure that the boat can be turned out against the maximum list under which the lowering of the boats is possible on the vessel in question.

Other Appliances Equivalent to Davits.

Any appliance may be accepted in lieu of davits or sets of davits if the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, is satisfied after proper trials that the appliance in question is as effective as davits for placing the boats in the water.

Davits.

Each set of davits shall have a boat of the first class attached to it, provided that the number of open boats of the first class attached to davits shall not be less than the minimum number fixed by the table which follows.

If it is neither practicable nor reasonable to place on a vessel the minimum number of sets of davits required by the rules, the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, may authorize a smaller number of sets of davits to be fitted, provided always that this number shall never be less than the minimum number of open boats of the first class required by the rules.

If a large proportion of the persons on board are accommodated in boats whose length is greater than fifty feet, a further reduction in the number of sets of davits may be allowed exceptionally, if the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, is satisfied that the arrangements are in all respects satisfactory.

In all cases in which a reduction in the minimum number of sets of davits or other equivalent appliances required by the rules is allowed, the owner of the vessel in question shall be required to prove, by a test made in the presence of an officer designated by the Supervising Inspector General, that all the boats can be efficiently launched in a minimum time.

The conditions of this test shall be as follows:

First. The vessel is to be upright and in smooth water.

Second. The time is the time required from the beginning of the removal of the boat covers, or any other operation necessary to prepare the boats for lowering, until the last boat or pontoon raft is afloat.

Third. The number of men employed in the whole operation must not exceed the total number of boat hands that will be carried on the vessel under normal service conditions.

Fourth. Each boat when being lowered must have on board at least two men and its full equipment as required by the rules.

The time allowed for putting all the boats into the water shall be fixed by the Board of Supervising Inspectors, with the approval of the Secretary of Commerce.

Minimum Number of Davits and Open Boats.

The following table fixes, according to the length of the vessel—

(A) The minimum number of sets of davits to be provided, to each of which must be attached a boat of the first class in accordance with this section.

(B) The minimum total number of open boats of the first class, which must be attached to davits, in accordance with this section.

Minimum Boat Capacity.

(C) The minimum boat capacity required, including the boats attached to davits and the additional boats, in accordance with this section.

Registered length of the ship (feet).	(A) Minimum number of sets of davits.	(B) Minimum number of open boats of the first class.	(C) Minimum capacity of lifeboats.
100 and less than 120..	2	2	980
120 and less than 140..	2	2	1,220
140 and less than 160..	2	2	1,550
160 and less than 175..	3	3	1,880
175 and less than 190..	3	3	2,390
190 and less than 205..	4	4	2,740
205 and less than 220..	4	4	3,330
220 and less than 235..	5	5	3,900
235 and less than 245..	5	5	4,560
245 and less than 255..	6	6	5,100
255 and less than 270..	6	6	5,640
270 and less than 285..	7	7	6,190
285 and less than 300..	7	7	6,930
300 and less than 315..	8	8	7,550
315 and less than 330..	8	8	8,290
330 and less than 350..	9	9	9,000
350 and less than 370..	9	9	9,630
370 and less than 390..	10	10	10,650
390 and less than 410..	10	10	11,700
410 and less than 435..	12	12	13,060
435 and less than 460..	12	12	14,430
460 and less than 490..	14	14	15,920
490 and less than 520..	14	14	17,310
520 and less than 550..	16	16	18,720
550 and less than 580..	16	16	20,350
580 and less than 610..	18	18	21,900
610 and less than 640..	18	18	23,700
640 and less than 670..	20	20	25,350
670 and less than 700..	20	20	27,050
700 and less than 730..	22	22	28,560
730 and less than 760..	22	22	30,180
760 and less than 790..	24	24	32,100

Registered length of the ship (feet).	(A) Minimum number of sets of open boats davits.	(B) Minimum number of open boats of the first class.	(C) Minimum capacity of lifeboats.
790 and less than 820..	24	17	34,350
820 and less than 855..	26	18	36,450
855 and less than 890..	26	18	38,750
890 and less than 925..	28	19	41,000
925 and less than 960..	28	19	43,880
960 and less than 995..	30	20	46,350
995 and less than 1030..	30	20	48,750

When the length of the vessel exceeds one thousand and thirty feet, the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, shall determine the minimum number of sets of davits and of open boats of the first class for that vessel.

Embarkation of Passengers.

Suitable arrangements shall be made for embarking the passengers in the boats, in accord with regulations by the Board of Supervising Inspectors, with the approval of the Secretary of Commerce.

In vessels which carry rafts there shall be a number of rope or wooden ladders always available for use in embarking the persons on to the rafts.

The number and arrangement of the boats, and (where they are allowed) of the pontoon rafts, on a vessel depends upon the total number of persons which the vessel is intended to carry: Provided, that there shall not be required on any voyage a total capacity in boats, and (where they are allowed) pontoon rafts, greater than that necessary to accommodate all the persons on board.

At no moment of its voyage shall any passenger steam vessel of the United States on ocean routes more than twenty nautical miles offshore have on board a total number of persons greater than that for whom accommodation is provided in the lifeboats and pontoon life rafts on board.

If the lifeboats attached to davits do not provide sufficient accommodations for all persons on board, additional lifeboats of one of the standard types shall be provided. This addition shall bring the total capacity of the boats on the vessel at least up to the greater of the two following amounts:

(a) The minimum capacity required by these regulations;

(b) A capacity sufficient to accommodate seventy-five per centum of the persons on board.

The remainder of the accommodation required shall be provided, under regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce, either in boats of class one or class two, or in pontoon rafts of an approved type.

At no moment of its voyage shall any passenger steam vessel of the United States on ocean routes less than twenty nautical miles offshore have on board a total number of persons greater than that for whom accommodation is provided in the lifeboats and pontoon rafts on board. The accommodation provided in lifeboats shall in every case be sufficient to accommodate at least seventy-five per centum of the persons on board. The number and type of such lifeboats and life rafts shall be determined by regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce: Provided, That during the interval from May fifteenth to September fifteenth, inclusive, any passenger steam vessel of the United States, on ocean routes less than twenty nautical miles offshore, shall be required to carry accommodations for not less than seventy per centum of the total number of persons on board in lifeboats and pontoon life rafts, of which accommodation not less than fifty per centum shall be in lifeboats and fifty per centum may be in collapsible boats or rafts, under regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce.

At no moment of its voyage may any ocean-cargo steam vessel of the United States have on board a total number of persons greater than that for whom accommodation is provided in the lifeboats on board. The number and types of such boats shall be determined by regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce.

At no moment of its voyage may any passenger steam vessel of the United States on the Great Lakes, on routes more than three miles offshore, except over waters whose depth is not sufficient to submerge all the decks of the vessel, have on board a total number of persons, including passengers and crew, greater than that for whom accommodation is provided in the lifeboats and pontoon life rafts on board. The accommodation provided in lifeboats shall in every case be sufficient to accommodate at least seventy-five per centum of the persons on board. The number and types of such lifeboats and life rafts shall be determined by regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce: Provided, That during the interval from May fifteenth to September fifteenth, inclusive, any such steamer shall be required to carry accommodation for not less than fifty per centum of persons on board in lifeboats and pontoon life rafts, of which accommodation not less than two-fifths shall be in lifeboats and three-fifths may be in collapsible boats or rafts, under regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce: Provided further, That all

passenger steam vessels of the United States, the keels of which are laid after the first of July, nineteen hundred and fifteen, for service on ocean routes, or for service from September fifteenth to May fifteenth on the Great Lakes, on routes more than three miles offshore, shall be built to carry, and shall carry, enough lifeboats and life rafts to accommodate all persons on board, including passengers and crew: And provided further, That not more than twenty-five per centum of such equipment may be in pontoon life rafts or collapsible lifeboats.

At no moment of its voyage may any cargo steam vessel of the United States on the Great Lakes have on board a total number of persons greater than that for whom accommodation is provided in the lifeboats on board. The number and types of such boats shall be determined by regulations of the Board of Supervising Inspectors approved by the Secretary of Commerce.

The number, types, and capacity of lifeboats and life rafts, together with the proportion of such accommodation to the number of persons on board which shall be carried on steam vessels on the Great Lakes, on routes three miles or less offshore or over waters whose depth is not sufficient to submerge all the decks of the vessel, and on all other lakes, and on rivers, bays, and sounds, shall be determined by regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce.

All regulations by the Board of Supervising Inspectors, approved by the Secretary of Commerce, authorized by this Act, shall be transmitted to Congress as soon as practicable after they are made.

The Secretary of Commerce is authorized in specific cases to exempt existing vessels from the requirements of this section that the davits shall be of such strength and shall be fitted with a gear of sufficient power to insure that the boats can be lowered with their full complement of persons and equipment, the vessel being assumed to have a list of fifteen degrees, where their strict application would not be practicable or reasonable.

Certificated Lifeboat Men.

There shall be for each boat or raft a number of lifeboat men at least equal to that specified as follows: If the boat or raft carries twenty-five persons or less, the minimum number of certificated lifeboat men shall be one; if the boat or raft carries twenty-six persons and less than forty-one persons the minimum number of certificated lifeboat men shall be two; if the boat or raft carries forty-one persons and less than sixty-one persons the minimum number of certificated lifeboat men shall be three; if the boat or raft carries sixty-one to eighty-five persons, the minimum number of certificated lifeboat men shall be four; if the boat or raft carries from eighty-six to one hundred and ten persons, the minimum number of certificated lifeboat men shall be five; if the boat or raft carries from one hundred and eleven to one hundred and sixty persons, the minimum number of certificated lifeboat men shall be six; if the boat or raft carries from one hundred and sixty-one to two hundred and ten persons, the minimum number of certificated lifeboat men shall be seven; and, thereafter, one additional certificated lifeboat man for each additional fifty persons: Provided, That if the raft carries fifteen persons or less a licensed officer or able seaman need not be placed in charge of such raft: Provided further, That one-half the number of rafts carried shall have a capacity of exceeding fifteen persons.

The allocation of the certificated lifeboat men to each boat and raft remains within the discretion of the master, according to the circumstances.

By "certificated lifeboat man" is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Secretary of Commerce, who is hereby directed to provide for the issue of such certificates.

In order to obtain the special lifeboat man's certificate the applicant must prove to the satisfaction of an officer designated by the Secretary of Commerce that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service.

Section forty-four hundred and sixty-three of the Revised Statutes as amended is hereby amended by adding the words "including certificated lifeboat men, separately stated," to the word "crew" wherever it occurs.

Manning of Boats.

A licensed officer or able seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men, and other members of its crew which shall be sufficient for her safe management, and shall see that the men placed under his orders are acquainted with their several duties and stations.

A man capable of working the motor shall be assigned to each motor boat.

The duty of seeing that the boats, pontoon rafts, and other life-saving appliances are at all times ready for use shall be assigned to one or more officers.

Muster Roll and Drills.

Special duties for the event of an emergency shall be allotted to each member of the crew.

The muster list shows all these special duties, and indicates, in particular, the station to which each man must go, and the duties that he has to perform.

Before the vessel sails the muster list shall be drawn up and exhibited, and the proper authority, to be designated by the Secretary of Commerce, shall be satisfied that the muster list has been prepared for the vessel. It shall be posted in several parts of the vessel, and in particular in the crew's quarters.

Muster List.

The muster list shall assign duties to the different members of the crew in connection with—

- (a) The closing of the water-tight doors, valves, and so forth.
- (b) The equipment of the boats and rafts generally.
- (c) The launching of the boats attached to davits.
- (d) The general preparation of the other boats and the pontoon rafts.
- (e) The muster of the passengers.
- (f) The extinction of fire.

The muster list shall assign to the members of the steward's department their several duties in relation to the passengers at a time of emergency. These duties shall include—

- (a) Warning the passengers.
- (b) Seeing that they are dressed and have put on their life jackets in a proper manner.
- (c) Assembling the passengers.
- (d) Keeping order in the passages and on the stairways, and, generally, controlling the movements of the passengers.

The muster list shall specify definite alarm signals for calling all the crew to the boat and fire stations, and shall give full particulars of these signals.

Musters and Drills.

Musters of the crews at their boat and fire stations, followed by boat and fire drills, respectively, shall be held at least once a week, either in port or at sea. An entry shall be made in the official log book of these drills, or of the reasons why they could not be held.

Different groups of boats shall be used in turn at successive boat drills. The drills and inspections shall be so arranged that the crew thoroughly understand and are practiced in the duties they have to perform, and that all the boats and pontoon rafts on the ship with the gear appertaining to them are always ready for immediate use.

Life Jackets and Life Buoys.

A life jacket of an approved type, or other appliance of equal buoyancy and capable of being fitted on the body, shall be carried for every person on board, and, in addition, a sufficient number of life jackets, or other equivalent appliances, suitable for children.

First. A life jacket shall satisfy the following conditions:

- (a) It shall be of approved material and construction.
- (b) It shall be capable of supporting in fresh water for twenty-four hours fifteen pounds avoirdupois of iron.

Life jackets the buoyancy of which depends on air compartments are prohibited.

Second. A life buoy shall satisfy the following conditions:

- (a) It shall be of solid cork or any other equivalent material.
- (b) It shall be capable of supporting in fresh water for twenty-four hours at least thirty-one pounds avoirdupois of iron.

Life buoys filled with rushes, cork shavings, or granulated cork, or any other loose granulated material, or whose buoyancy depends upon air compartments which require to be inflated, are prohibited.

Third. The minimum number of life buoys with which vessels are to be provided is fixed as follows:

Length of the vessel under four hundred feet, minimum number of buoys, twelve; length of the vessel, four hundred and under six hundred feet, minimum number of buoys, eighteen; length of the vessel six hundred and under eight hundred feet, minimum number of buoys, twenty-four; length of the vessel, eight hundred feet and over, minimum number of buoys, thirty.

Fourth. All the buoys shall be fitted with beackets securely seized. At least one buoy on each side shall be fitted with a life line of at least fifteen fathoms in length. The number of luminous buoys shall not be less than one-half of the total number of life buoys, and in no case less than six. The lights shall be efficient self-igniting lights which can not be extinguished in water, and they shall be kept near the buoys to which they belong, with the necessary means of attachment.

Fifth. All the life buoys and life jackets shall be so placed as to be readily accessible to the persons on board; their position shall be plainly indicated so as to be known to the persons concerned.

The life buoys shall always be capable of being rapidly cast loose, and shall not be permanently secured in any way. The owner of any vessel who neglects or refuses to provide and equip his vessel with such lifeboats, floats, rafts, life preservers, line-carrying projectiles, and the means of propelling them, drags, pumps, or other appliances, as are required under the provisions

of this section, or under the regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce, authorized by and made pursuant hereto, shall be fined not less than \$500, nor more than \$5,000, and every master of a vessel who shall fail to comply with the requirements of this section, and the regulations of the Board of Supervising Inspectors, approved by the Secretary of Commerce, authorized by and made pursuant hereto, shall upon conviction be fined not less than \$50, nor more than \$500. Section forty-four hundred and eighty-nine of the Revised Statutes is hereby repealed.

MEANING OF THE HOWL.

"The howl against the new Seamen's law is a howl against union labor at sea. But, broadly speaking, union labor is the best labor, on land or at sea, and the best labor is the cheapest in the long run, because most productive.

The above is one of the viewpoints of William Marion Reedy, editor of Reedy's Mirror, who discusses the Seamen's bill as follows:

"Now we are being told that we shall never get an American merchant marine because of the recently passed Seamen's bill. That bill provides better pay, better quarters, better food, better medical attention for sailors on our ships. It provides that sailors shall have liberty to leave a ship at other than the pleasure of the ship's master, and shall get their pay when they leave. It provides more safety appliances for crew and passengers in case of wreck. It provides that a certain heavy percentage of the crew shall be able to understand the language spoken by the ship's officers.

"All this means, we are told, that the cost of operation of ships under American registry will be so much greater than the operation of ships under foreign flags, that ships will abandon American registry to escape the burden. But the logic is imperfect. The new law should mean that American ships will have the pick of the best seamen, that the best seamen will mean more safety for cargoes and passengers, that this should lower the rates of insurance and effect a certain saving of money in general efficiency of operation.

"The measure is likely to better the condition of seamen on the ships of other nations by making it necessary for those ships to meet the American standard. Shipowners, we may assume, will not be precipitate in getting other than American registry upon the ground that they don't want the best seamen, don't want to provide the best accommodation for their crews. There will not be many who will carry out the threat to take registry under the Chinese flag and then look for American business.

"The howl against the new Seamen's law is a howl against union labor at sea. But, broadly speaking, union labor is the best labor, on land or at sea, and the best labor is the cheapest in the long run, because most productive."

There were thirty-three mines and prospects producing quicksilver in 1914, of which twenty-three were in California. In 1913 there were twenty-four producers, of which eighteen were in California. The output in California in 1914 was the smallest since 1860.

The power of the workers is not in their votes but in their productive capacity. And in the last resort that power can be demonstrated only by ceasing to produce. Those who argue against the strike, per se, may find profit in this reflection.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
Conneaut, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O. 1401 W. Ninth Street
MILWAUKEE, WIS. 151 Reed Street
CHICAGO, ILL. 314 N. Clark Street
ASHTABULA, O. 74 Bridge Street
TOLEDO, O. 54 Main Street
DETROIT, MICH. 7 East Woodbridge Street
PORT HURON, MICH. 517 Water Street
CONNEAUT, O. 922 Day Street
OGDENSBURG, N. Y. 70 Isabella Street
NORTH TONAWANDA, N. Y. 152 Main Street
SUPERIOR, WIS. 1721 N. Third Street
BAY CITY, MICH. 108 Fifth Avenue
ERIE, PA. 107 E. Third Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Prie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

by modern machinery, modified only by the reasonable demands for more of the good things made possible by the inventions, the ingenuity of the producing class, should be the chief demand of labor.

"We believe that the inauguration of the eight-hour day is the most far-reaching victory the miners have achieved. In celebrating this day let us determine to extend the benefits of the shorter workday to every part of the country, and then, with our fellow workers, go forward to still further reductions of the hours of work, thus tending to make possible a more equitable distribution of the opportunity for employment and the consequent lessening of the numbers of the unemployed; the ever-standing menace against better remuneration and working conditions for those employed.

"Abolition of child labor, limitation of the exploitation of the labor of women, and reductions of hours of employment for all; these are the most important reforms to which organized labor must bend every effort. For with these reforms are coupled the possibility for employment of the adult man, the natural breadwinner and producer."

LUDLOW—FIRST ANNIVERSARY.

(Continued from Page 7.)

It played among the weather beaten, winter scarred tents that these people for seven long months had called home. It warmed the bodies of old and young. It sent ambition and the thrill of new life into aged and youthful hearts. It breathed of coming flowers; of summer's green vigor; of the spring's beauties and pleasures.

God was good! He had sent His best to His children. It was for man, and man only, to mar the heavenly splendor.

Before the day was done, all ordinary things would be changed. Bright day would be turned to darkest night. Sunshine would become gloom. Beauty would be sadness. Laughter would drown in tears. The bugle-blown "reveille" would be changed to "taps" for this courageous score. The funeral dirge of eventide would replace the joyful music of the morning. The sun, rising in promise for the living, would go down in benediction for the dead!

A dull, reverberating sound is heard from a nearby hillside. The report catapults against mountain and is thrown off in echoes, to hurl itself against other hills and become other echoes, which only die as they race up canons and against sheer rock-sides.

There comes another startling explosion, to be disrupted and scattered into the echoes that din on eardrum and appall the spirit.

Two bombs! The signal for attack!

Down, then, came the troopers—two score of them left to guard where guards were not needed—left to goad, harass, badger and browbeat where all should have been peace—left to scheme and plan for a deluge of smoke and death where all should have been happiness! Left to turn the joys of life-giving spring into the drum beats of untimely destruction!

It came as suddenly as the flashing sword of death!

Rifles rattled hideously. Sabers swished frightfully in the yellow of the morning. Machine guns sputtered, choked, vomited their leaden hail. Disaster! Cataclysm! Fire and Sword!

The story has been told. It gains nothing but sorrow and horror in the repetition. Forty fully armed, war caparisoned, strong, strutting men against a thousand huddling, running, weeping, pleading, crazed and terrorized human beings. And twenty men, women and children—strikers and their loved ones—fell in that horrid storm of lead and flame. Fell by gunshot, bludgeoning from rifle butt, by blow from saber, by burning in the fired tents, by smothering in the black holes beneath those tents to which they had fled to escape Arson's awful clutch.

All day the one-sided battle continued. All that day through men dropped in their tracks; mothers sobbed over the dying babe on their bosoms, only to be stricken themselves; children were stifled, bullet-riddled, asphyxiated!

And when kindly night descended—when the golden sun of the morning set blood-red in the west, changing his promise to the living to the benediction for the dead—those rifles, machine guns and torches had sounded "taps" for a score of workers of God's world.

Here, then, is the grim picture of Ludlow—the smoky, blurred and blackened painting that must mar the galleries of the twentieth century!

And what of it?

Just this. That score died in their own cause. They perished for what they thought was right. They laid down their all—their lives!—that others might live and work in peace. Their greatest sin was that they held out against capital's greed. Hungry themselves, they asked only the bread that was refused. Sick, they pleaded only for the necessary medicines of life. Downcast, they begged only for the barest crumbs of happiness.

All honor to the Twenty of the Mighty Soul!

Like Another long before, who had given His life to bring solace and comfort to the hearts of men, so did that twenty die to insure industrial peace, betterment and greater reward to the sweating, striving, toiling hosts of the earth.

For Ludlow is the beginning and the end!

Some sporadic assaults on other striking bands followed; a few scattered acts of reprisal were noted on its dark wings. But Ludlow stands out from all these as the climax, the culmination, the final stand of Courage, Heroism and Self-Sacrifice.

Ludlow carried home to the Nation the horror, wantonness and futility of the very things which had created Ludlow!

Ludlow aroused the people to the realization that capitalistic rapacity had overreached itself in producing Ludlow.

Ludlow sounded the emphatic notice that there must never again be another Ludlow!

The Twenty of the Mighty Soul brought these things to pass. As they stood upon those brown hilltops and watched their canvas homes go up in smoke and flame waiting for the next bullet to single them out as victims, had they been given with prophetic eye they might have seen a kindlier, more indulgent spirit of the future

rising from the gray and somber ashes of the present!

Dying, if given with the same prophetic eye, they might have seen a friendlier, easier, better employer taking the place of the old greed-obsessed taskmaster—a future employer who would listen to the decently framed and fairly presented complaints of his workers.

Going to their reward, they might have realized that there would never be a repetition of the scenes of April 20, 1914, but that the coming years would bring an industrial peace to make for happier homes, greater education, more advancement among the workers, and, by doing that very thing, bring more profit, more humane feeling and wider vision to the employer.

Perishing from the earth they might have foretold that the day had closed on privately-hired guards, gunmen, wandering soldiers of fortune and those men who live by coercing, threatening and killing their fellows—a closing of the day on intimidation, browbeating, harassment and starving by those who do such things for unholy wage!

Departing into the shadows, they might have seen all the publicity, the investigations, the condemnation of the monstrous system responsible for Ludlow; the wrath of an aroused people, the action of an indignant Congress and the moves of a President—all these things and more growing out of their valorous death at Ludlow, but all bringing the emphatic word that there must be no other Ludlow.

They might have seen a stancher unionism—grown mightier because of their own courage and hardships—moving forward and onward and upward, until it had proved to all the world that in it, and in it alone, lay the common man's hope of the future.

They might have seen that unionism winning its peaceful battles of the future, because the Mighty Score of Ludlow had shown to capital that it is better to treat and confer and reason than it is to slay and maim and burn!

These men and women and children of the hard life, the grinding toil, the sweating days, the many tears and few joys—this People of the Great Sorrow and Great Spirit—might have seen all this. They might have understood that their tremendous sufferings would help the strugglers of all time to come—that their names on each succeeding April 20th would be honored and their memories revered as the Saviors and the rebukers of Greed, the Heralds of Peace.

And standing on the summit of life, with the depths of eternity at their feet and the setting sun shining golden in their faces; they might have cried out to all the world:

"Behold! The Great Martyrs.

"It is a far, far better thing that we do than we have ever done! It is a far, far better rest that we go to than we have ever known!"

Armament firms lend their governments money in order to assist them in conducting wars which will bring more profit to armament firms, and this will enable them to lend their governments more money to assist them in conducting more wars which will bring more profit to armament firms.—Kansas City Star.

THOSE LAKES CONFERENCES.

Conferences which were recently held by Lake passenger line owners voicing protests against the new Seamen's act are part of a campaign by Lake steamer line owners to prepare the public for an increase in passenger fares, according to Victor A. Olander, Secretary of the Lake Seamen's Union.

"The supposed protest against the new law made at a recent meeting in Chicago to which a great deal of publicity was given," said Secretary Olander, "was only a pretense for concealing the main purpose, which is to raise rates. There is nothing in the new Seamen's act, which might better be called the La Follette act, that will involve the shipowners in any considerable expense.

"The claim of Harry Meyering of the Graham and Morton line, Chicago, that it provides for more lifeboats than any ship on the Lakes can possibly carry, is rank nonsense.

"Passenger shipowners got into the bill, in so far as lifeboat provisions and their meaning was concerned, exactly what they asked for.

"On the Great Lakes from May 15 to September 15, during the heavy passenger season, these vessels are required to carry lifeboats for only 20 per cent. of the passengers, liferafts for 30 per cent. and neither boats nor rafts for the remaining 50 per cent.

"There are some requirements regarding the number and kind of davits which will probably necessitate a change in some vessels so that lifeboats may be launched against a list of the vessel. Many of the steamers should have them.

"The shipowners, including representatives of the lines which recently met in conference in Chicago, were all opposed to the original requirements of the La Follette bill which provided that each lifeboat should have in its crew at least two men of the rating of able seamen or higher.

"They insisted that waiters, porters, cooks and coal passers were every bit as good for lifeboat purposes as were able seamen.

"The congressional committee took them at their word, cut down the number of able seamen and substituted what the new act calls certificated lifeboat men who may be waiters, or cooks or anything else.

"The Department of Commerce also accepts the word of the shipowners in this respect and is preparing to issue certificates to such men.

"The public should not be led to believe that the new law provides adequate safeguards on Lakes passenger vessels, because it does nothing of the kind. It does not provide for the proper manning of even the 20 per cent. of lifeboats.

"The International Seamen's Union, however, and the Senators and Congressmen who stood for the original bill in the last Congress, do not intend to let the matter drop. It is the intention of the friends of the original bill to continue the fight until reasonable safety provisions for the public are provided.

"These are the things that are worrying the shipowners: First, how to prevent any further legislation in the interest of public safety; and second means by which they can gouge the public by charging higher rates."

OUR FIRST SUBMARINE LOSS.

While Great Britain has a record of 78 deaths in six submarine disasters, and France 77 in four, the "F-4" is the first American submarine to suffer a serious mishap, and this is "the first time that the life of a man in the American Navy has been sacrificed in underwater maneuvering." Thus pride in the efficiency and good fortune of American submarine designers and navigators accompanies editorial tributes to the young men who went to their mysterious death in Hawaiian waters. For the cause of the accident, it is generally thought, must remain unknown until the official inquiry takes place after the success of the toilsome efforts to bring the sunken submarine to the surface. "F-4," as one press-writer puts it, "simply made a plunge while in practice and did not come up again." Or, to quote an official dispatch from Honolulu, "F-4" left tender at 9 a. m. for submerged run, March 25. Failed to return to surface."

For a day or two the Navy Department clung to the hope of recovering her and saving the lives of Lieutenant Alfred L. Ede and his twenty men. But no signal from the submarine was seen or heard, and days passed before she was located in some 300 feet of water, a mile and a half outside Honolulu harbor. The "F-4" was a Holland submarine, 160 feet long, with a displacement of 325 tons, built in 1912. Favorite suggestions as to the nature of the accident are explosion, striking a rock or coral reef, or asphyxiation of the crew by chlorin-gas formed by salt water leaking through upon the lead and sulphuric acid of the electric storage batteries.

Before the loss of the "F-4" sixteen fatal submarine disasters were recorded in the world's naval history, according to a list compiled in the Navy Department in Washington. It is printed as follows in the newspapers:

March 18, 1904—"A-1," British, eleven lost.
June 20, 1904—"Delfin," Russian, twenty-six lost.
June 8, 1905—"A-8," British, fourteen lost.
July 6, 1905—"Farfadet," French, fourteen lost.
October 16, 1906—"Lutin," French, thirteen lost.
April 26, 1909—"Foca," Italian, thirteen lost.
June 12, 1909—"Kambala," Russian, twenty lost.
July 14, 1909—"C-11," British, thirteen lost.
April 16, 1910—"No. 6," Japanese, all hands lost.
May 26, 1910—"Plaviose," French, twenty-six lost.
January 17, 1911—"U-3," German, three lost.
February 2, 1912—"A-3," British, fourteen lost.
June 8, 1912—"Vendemiaire," French, twenty-four lost.
October 4, 1912—"B-2," British, fifteen lost.
June 8, 1913—"E-5," British, three lost.
January 16, 1914—"A-7," British, eleven lost.

Several of these, the San Francisco Chronicle recalls, "disappeared after a dive, as in the case of the 'F-4,'" though, according to the Brooklyn Eagle, collisions have been the most fruitful cause of submarine disaster from the beginning. It continues:

"Some submarines have been lost either through the carelessness of their crews in not closing hatchways of ventilators when they dived; others have suffered from gasoline explosion; others again from faulty construction permitting leakage of water after submergence."

Man is mimetic; we repeat without thought the opinions of some third person, who has adopted them without inquiry.—Disraeli.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Despite the efforts of trade unions and civic organizations to amend the State constitution, the Illinois Assembly has defeated a joint resolution providing for a constitutional convention.

Over three-fourths of the painting contractors in Rochester, New York, have agreed to the new rate of the Painters' Union—an increase of 25 cents a day, or a flat rate of \$4. The rate for paperhangers is increased from \$4 to \$4.36.

Sixteen thousand Chicago union carpenters anticipated a lockout which would become effective the following day and went out on strike at the close of work on April 15. The strike followed a demand for an increase of wages from 65 to 70 cents an hour.

Officers of the International Brotherhood of Maintenance-of-way Employees announce that during the month of February 700 new members were enrolled, and that "1,500 new members a month ought to be a general thing hereafter." The Advocate, the union's official magazine, says: "Our efforts at organizing unorganized territory are meeting with splendid results. The men realize more and more the necessity of binding themselves closer and closer together for their mutual welfare and protection."

The Governor of Indiana has signed the Sare workmen's compensation bill, passed by both houses of the Legislature. The law is optional, it being held that the State Constitution debar a mandatory provision. A State industrial board is created to administer the law, which provides schedules for the payment to beneficiaries for injuries to workers. Methods of insuring against losses those employers who desire to come under the law are also provided. The Legislature refused to arrange for a constitutional convention that the State's organic law might be changed. Unionists favored this proposal.

Eleven new laws is the result of labor's activity before the Texas State legislature, just adjourned. Included in the list is compulsory education, abolishing the business of loan sharks, providing for the printing of text books in Texas, improved fire escape law, preventing private employment agencies becoming recruiting stations for strike-breakers, 54-hour law for women and a law giving communities the right to give school children free text books if they so desire. The mechanics' lien law was changed, and now makes it more satisfactory to the workers and the material men.

When an arbitration board adjusts the grievances that caused the recent strike on the car lines of Springfield, Mass., negotiations will be started to secure a new contract between the Springfield and Worcester trolley men and the company. Worcester workers are paid by the hour, while those in Springfield are on the day-pay basis. The scale demanded, it is said, will increase the minimum pay above \$2.30 a day and the maximum above \$2.85 a day. Trolley men in Worcester now receive a minimum of 23 cents an hour, and a maximum of 28½ cents an hour, while in Springfield, on the basis of a nine-hour day, 31 2-3 cents an hour is the maximum pay. In both cities, however, a man must serve three years before he is entitled to receive the maximum wage.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO. 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, -1821	Lindeman, C. H. O.
Andersen, Peder F.	Larson, H. -1677
Andersen, H. T.	Marmion, J.
Berg, Vilhelm	Madsen, Johannes
Bucknam, Jack	Meyerdeirks, H.
Bartlett, H. N.	McWhlster, James
Carlson, J. -861	McPherson, James
Carey, Arthur L.	Miller, Ben
Detmausen, D.	Moer, Robert
Edvords, John	Muellerbech, E.
Engbreetsen, Einar	Moen, Tryger
Eriksen, Otto	Muier, J.
Eriksen, Kristoffer	Monroe, Wallace
Evanger, Nils	Macdonald, W.
Elsted, John	Mikkelsen, K. -1620
Framnes, Iver	Nas, John
Gundersen, L. G.	Naro, H.
Grant, Dave	Nielsen, H. O.
Gustafson, Taevo	Nielsen, Alfons
Hansen, W.	Nordenberg, J.
Hansen, H. T.	Norvig, C.
Hardcastle, W.	O'Daly, John
Herman, Axel	Olsen, Chas.
Hellisen, H.	Olsen, Harald
Hughes, W.	Olsen, Pelter
Haltberg, E.	Pedersen, F. A.
Halt, L.	Pettersen, Conrad
Holmnes, S.	Reinink, H.
Jansewitz, John	Reckman, H.
Jacobsen, Torgils	Rieck, F.
Johansen, Ole	Rosen, E. H.
Johnson, C. W. -64	Samuelson, W. L.
Johnson, C. J. -1566	-1346
Johnson, Ed.	Saxley, C. H.
Jorgensen, Fredrik	Schwarrien, W.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Johnson, A. W. -2186	Shultz, Billy
Jegstrop, H.	Simms, Gunner
Kalning, Jacob	Simmonds, A. E.
Karell, J. H.	Smith, T.
Kruger, Johan	Thomsen, R.
Kuschert, John	Thorsen, Torger
Kruse, R.	Torget, Ole
Lewis, Geo. H.	Tullifsen, Hans
Loersten, John	Travers, John E.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Dahlholt, H. T.	Peterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christlan	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Wictor	Wene, K. J.
Murphy, Daniel	

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St.

East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Rooms 4119-4120 ARCADE BUILDING
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

EUREKA	Lawrence, Harry
Christenson, Hans	Luberg, W.
-1366	Nilsen, Nils
Eriksen, Anton	Thorsen, Fredrik N.
Lomas, Richard	

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up

Per Week, \$1.50 Up

UNION LUNCH COUNTER

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz.

Portland, Or., Letter List.

Anderson, John	Metts, John
Allan, Frank	Mathiasen, Sigurd
Anderson, W.	Moller, L. D.
Bjorkholm, J. E.	McConnell, David S.
Bernhardsen, Chas.	Marx, Hhorwald
Beck, Johannes A.	Meckermann, Ernst
Bugge, Mr.	Meyerdierck, Heinrich
Christensen, Otto	Moller, L.
Cherniassky, Mike	Meyer, Chas.
Christensen, H. P.	Neuling, Albert
Carlsen, Herald	Ohlson, J. W.
Decas, O.	Oleson, J. W.
Dolan, Willie	Oglive, Wm. A.
Dully, Alex	Olsen, Oscar
Ermann, A.	Olsen, John An-
Egenas, Nils	dreas
Edstrom, John	Olsen, Arthur
Elison, Richard	Peterson, M.
Elisen, Sam	Peterson, P. G.
Feish, Henry	Persson, Oscar
Gasch, Willy	Palmer, Jas. H.
Gunther, John	Pensgaard, Emil
Holm, Peter	Rod, Halfdan
Hellman, Albin	Reyborg, S.
Helenius, Oskar	Rimmer, Chas.
Holm, Aage	Rasmussen, B. S.
Hendrikson, Wm.	Rasmussen, Thor
Handt, Wm.	Staff, Fred
Henriks, Waldemar	Svenningsen, S.
Johansen, Christ	Schmidt, Louis
Johnson, Nils	Scott, James
Johansen, Anton	Salvesen, S.
Jensen, V.	Saarninen, W.
Jahnke, Otto	Solberg, P.
King, J. L.	Smedsvig, Andrew
Kermagoret, Antach	Simens, O. L.
Kelly, Patric	Stuardahl, J.
Kjer, Mangus	Swansen, John
Knudsen, Richard E.	Snyder, Jack
Keane, M.	Tamford, B. A.
Luckman, E.	Tasnase, E.
Lorins, Jack	Tully, A.
La Boyle, M.	Tuhkanen, J. J.
Lyle, Alex.	Urvso, Geozzep
Morgan, Tim	Wickman, Ernest
McLellan, John	White, Harry
Muenchemeier, Her-	Walter, John
bert	Westengren, C. W.
Muller, P.	Welsen, John
Mathson, Nils	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellisen, Otto	Simensen, Isak
Eriksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Udby, Harold
Hvid, Elner	Walder, Olsen N.
Hylander, Gustaf	Package.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

(Important!) Ludwig Madsen, who two years ago worked on board the schooner "Blakeley," is requested to communicate with the postmaster at Port Townsend, Wash. 4-21-15



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made

**ABERDEEN, WASH.****HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

Headquarters for**UNION MADE GOODS**

Clothing, Furnishing Goods Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

The stockholders of the Detroit United Railway have decided to accept an offer from the city of \$24,900,000 for the street railway lines. A special election must be held on the matter.

Rear Admiral B. A. Fiske of the United States Navy has resigned on account of disagreement with Secretary of the Navy Daniels, who had reprimanded him for publicly criticizing the department.

Reading of the Bible at opening of the public schools and recitation of the Lord's prayer has been prohibited by a decision of the Louisiana Supreme Court. The decision was the result of a suit brought by Catholics and Jews to restrain the school board of Caddo parish.

The German converted cruiser "Kronprinz Wilhelm," the elusive raider of commerce in the South Atlantic, slipped into Newport News, Va., on April 11, and asked for fuel and provisions. Many times reported destroyed, the former North German Lloyd liner had evaded hostile warships for eight months, while she sent fourteen merchantmen to the bottom. Her officers said she was forced to steal her way past four allied cruisers off the Virginia capes to reach this refuge.

A. F. of L. Organizer Frayne writes Secretary Morrison as follows on New York City trade conditions: "In the building trades generally work is picking up, as there are a number of new buildings under way and a great deal of repairing. However, it will be some time before work becomes normal in the building trade. The general industrial situation here has improved considerably during the past few weeks, and in some industries at the present time conditions of employment are as good, if not better, than ever before."

Definite announcement of plans for construction of the Alaskan Railroad have been made by President Wilson. The plans of the President and Secretary Lane contemplate beginning actual building operations in June. There have been suggestions that an army officer of the engineer corps be placed in supreme charge, and Major-General George W. Goethals, who built the Panama canal, has been mentioned. It was understood that everything is ready for work to start as soon as the President announces the route and whether the Alaskan Northern or the Copper River and Northwestern will be bought by the Government as a link in the line.

Latest reports of the effects of the great storm which recently swept the Atlantic Coast indicated that nearly a hundred lives were lost. The Royal Dutch West Indies steamer "Prins Maurits," with forty-nine persons aboard, foundered off Cape Hatteras, according to wireless reports. Fifteen of the crew of the sea-going tug "Edward Luckenbach" perished when the tug was wrecked off False Cape, Va. Ten men were drowned when two coal barges broke away from the tug "Cumberland" and were pounded to pieces off Cape Henlopen, Del. Thirteen men aboard the barge "Tampico," which broke away from her tow, are believed to have been lost. Dozens of barges, schooners and other craft went ashore along the coast. Their crews were rescued by other vessels or coast guards.

Domestic and Naval.

The British Yeoward line steamship "Aguila" was torpedoed off Pembroke, South Wales, and sank, with 26 missing.

A Dutch steamship, "Amstel," from Rotterdam, struck a mine in the German mine-field off Flamborough, Yorkshire, and sank. The crew escaped.

London reports the sinking of the Dutch steamship "Medea" by the German submarine "U-28" on fifteen minutes' warning, despite neutral colors prominently displayed.

The British Admiralty has announced the sinking of the German submarine "U-29," with all its crew, including Captain Otto Weddigen, formerly of the "U-9."

The Bureau of Navigation, Department of Commerce, reports 111 sailing, steam, and unrigged vessels of 24,538 gross tons built in the United States and officially numbered during the month of March, 1915.

The British Elder Dempster line steamship "Falaba" was torpedoed, south of St. George's Channel, and sank immediately. Over 120 passengers and crew are reported lost, including one American citizen, a passenger.

In London on March 22 the prize court ordered paid, \$600,000 on American shipments of flour and wheat detained on board the Norwegian steamers "Alfred Nobel Kim" and "Bjornstjerne Bjornson" and the Swedish steamer "Friedland." So far as is known, this is the first money to be paid out by the prize court on American foodstuffs seized.

Since the Cape Cod Canal was opened last July, 2000 craft of all types, including small motor launches and large tramp steamers, have passed through. Work is being pushed day and night on deepening the waterway to 25 feet, and it is hoped to have it finished by early summer. Beacons are being placed in Buzzards Bay by the Federal Government, to mark the main ship channel from a point off Wing's Neck lighthouse to the entrance to the main trunk of the canal.

The Secretary of the Navy has assigned the name "Wando" to the U. S. naval tug No. 17, which is under construction at the navy yard, Charleston, S. C. This name was assigned in consideration of a request made by prominent citizens of Charleston, who invited the attention of the Secretary to the fact that the old Indian name for the Cooper River, on which the Charleston Navy Yard is situated, was "Wando," and for that reason the Secretary considers the name particularly appropriate for a vessel built at that yard.

Most important of shipping disasters affecting American interests lately, was the loss of the Mallory line steamship "Denver," which was abandoned at sea, some 1300 miles east of New York, on March 23, in a sinking condition after collision with an iceberg. All on board were saved by the Atlantic Transport liner "Manhattan" and brought to New York. The "Denver" sailed for New York from Bremerhaven on March 16, having delivered there a cargo of cotton. She was built in 1901 by the Harlan & Hollingsworth Corporation at Wilmington, Del., was 317 feet long and of 4549 gross tonnage. Until recently she sailed between New York and Galveston and last spring she was utilized as a government transport to take troops from Galveston to Vera Cruz.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aagaard, A. M.
Aderman, Ernest
Adolfsson, Fritz
Ahlfors, Arthur
Allan, W.
Amundsen, David
Andersen, A.
Andersen, Alfred
Olai
Andersen, A. S.
Andersen, Gust -1109
Andersen, Henry -1526
Andersen, N. -1549
Andersen, Ed
Andersen, Andy

Anderson, H. E.
Anderson, John R.
Anderson, Jon
Anderson, S. M.
Anderson, Viktor
Andersson, O. L. -1363
Annus, Alexander
Antonsen, H. -1783
Antonsen, Marius
Anus, Jon
Arntsen, Julius
Aranson, Albert
Auer, Billy
Axelsen, Herman
Azevedo, Manuel T.
Blasich, M.
Blumel, W.
Bodagh, A.
Bowden, Chas.
Brander, W.
Bredemeyer, Elmer
H.
Brennan, Patrick
Brennel, Waldemar
Brevig, Johan
Brown, William
Bruun, Axel
Bryning, William
Brynjulfsen, H. B.
Buas, Thomas
Buckly, J. J.
Bucow, C. W.
Bunnett, E.
Burke, Andrew
Byloff, Charles

Calson, Fred
Campbell, George
Carey, Arthur L.
Carlson, Carl
Carlson, Axel George
Carlson, Charles
Carlson, C. T.
Carlson, Martin
Carlstrom, John
Cartar, J.
Cellan, John
Chotard, Emile
Christensen, Louis
Christenson, Willi

Daniel, J. C.
Davis, Frank A.
Davis, John
De Blom, A.
De Bruin, B.
De Hayes, F.

Earling, Gus
Edwardsen, Anton
Edman, Oscar
Elnard, John
Elsner, M.
Ekland, Knut
Eklund, John
Ellefsen, Otto
Ellingsen, Fred

Fagerli, O.
Ferguson, Will
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Follan, Thomas
Franklin, John

Gardan, Geo.
Gendo, G.
Gerner, Hans
Gibbons, Joe
Gillett, Henry
Gillgren, Thom
Grantley, C. W.
Grausard, L. J.
Greenbeck, John
Gregolet, Edmund
Gregory, Joe

Haldin, F.
Hall, Alf
Hallen, Victor
Hallowes, Louis N.
Halvorsen, Henry
Halvorsen, Isak
Halvorsen, H. -2229
Hammergren, Oscar
Hampel, Will
Hansen, August -1134
Hansen, Charles
Hansen, Charlie
Hansen, Chas. G.
Hansen, C. T. -2247
Hansen, Henry W.
Hansen, M. -968
Hansen, Martin
Hansen, Niels S.
Hansen, Thomas -2383
Hansen, Thorwald
Hanson, Henrik
Hanson, Oscar
Hanson, Pet
Harrison, Frank
Ikonom, Joe

Jacobs, August
Jakobsen, Anders
Jakobsen, Martin
Jameson, J. E.
Jarl, Hakon
Jaroslinski, Filiks
Jenkins, John R.
Jensen, Carl
Jensen, Charles
Jensen, Halford
Jensen, John Frank
Jensen, Just
Jensen, Nils Olof
Jensen, O. M. B.
Jensen, Oskar

Jones, Berthon
Jonson, E.
Jonson, Halvar

Kaare, P. Juhl
Kallas, Alex
Kallas, August
Kallas, Martin
Kallio, Frans
Kampel, D.
Karlsen, Hans
Karsten, Hugo
Kaso, Pet
Kearns, N.
Keating, R.
Kipste, Chas.

Lakke, John
Lakschas, H. -1684
Larsen, A.
Larsen, George
Larsen, Gustaf
"Latimer"
Laursen, Chris.
Leraen, Harry
Lewald, Harry A.
Lewis, Roy E.

Maatson, Olaf
Maatta, John
Macke, David
Magee, E. H.
Magnusen, Ernst
Marguaret, Robert
Markley, Paul
Markus, Gotfred
Marmen, James
Marquis, Frank
Martens, Paul -2262
Martin, A.
Martin, H.
Martin, J.
Mathiasen, Sigurd
Mathiesen, N. L.
Mathsen, Olaf
Matta, Humberto
Mattson, Harry
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McCourt, Joe
McKeating, R.

Naujack, Fritz
Nelson, H.
Nelson, Robert
Nelson, W.
Neuling, George
Nicklas, M.
Nielsen, H. O. -1229
Nielsen, Niels
Nielsen, Nils
Nielsen, John
Niemeyer, Oscar
Nilsson, Hjalmar

Oaks, Theo. R.
Ober, Chas.
O'Brien, R. F.
O'Brien, Richard
Oetichen, F.
Ohle, Hugo
Ohlund, Chas.
Ojstedt, S. A.
O'Keefe, Ed
Ollsson, Carl
Olsen, Jorgen
Olsen, Ole -1047
Olsen, O. P. -1141
Olsen, Oscar

Parson, Herman
Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Didrik
Pedersen, Elif
Pedersen, H. -1263
Pedersen, P. -896
Pedersen, W. G.
Pergher, C.
Petersen, Aaga
Petersen, A. L. -1589
Petersen, J. A. -515
Petersen, Niels
Petersen, Otto

Quigley, Robert E.
Rakov, Stephen
Ramberg, Barny
Rammardah, K. 1134
Rasmussen, A.
Reed, J. W.
Reinhardt, Werner
Reinhold, Ernst
Reyberg, Sverre

Saar, J. A.
Sander, Robert
Sander, S.
Sanderson, Alfred
Sanderson, Geo.
Satre, Ingvald
Saunders, Jas.
Sauza, Custodio
Schellenberg, H.
Schlashte, Alfred
Schmidt, John -2827
Schmidt, L. -2492
Schroder, Fred
Schroder, Willy
Schultz, Albert
Schwencke, Karl
Seagren, J.
Selander, Anton
Seland, H.
Shrene, Elwood
Signor, Al.
Sjoholm, Karl
Skoglund, Harry
Skogsvik, Oluf
Smith, Donald
Smith, John
Snell, Adolf

Tait, George
Tame, E.
Tamman, Krispin
Tarm, E.
Tasnase, E.
Tayra, August
Tell, Olof
Thee, Rudolf
Thomsen, William
Ulmar, John

Jonsson, K. A.
Jordan, O.

Kinlock, Wm.
Kittelson, C.
Klebingat, Fred
Knudsen, Daniel
Koch, Harry
Kohlmann, Louis
Kramer, Sigurd
Kristensen, K. D.
Kristiansen, H. I.
Kristiansen, Peder
Kruiger, Gustaf -934

Lewis, R. W.
Lindberg, Harry
Lindgren, Oscar
Lindroth, Carl
Lindroth, Erik
Liscum, Chas. -1778
Lorentsen, Karl
Lubke, John V.
Lundberg, Allan
Lundberg, Thorsten

McLellan, John
McPherson, D.
Melander, G. L.
Meland, R.
Mersman, A. A.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Michelson, M.
Miller, James
Milos, P.
Minner, Albert
Monsen, L.
Monsen, C.
Moore, Albert
Moore, W.
Moris, Francis
Mortensen, George
Mortensen, W.
Muller, Herman
Muller, A. R.
Murphy, J.
Myrhol, J. P.

Nilsson, John B.
Norberg, J. A.
Nordin, Gus
Nordstrand, A.
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nunner, Albert
Nyken, Herman
Nymen, Axel
Nymen, Oskar

Olson, Andrew
Olson, O. J. -542
Olson, Olof
Olson, P.
Olson, Paulus
Olson, Ragnvald
Olsson, Eric
Olsson, James
Ommenson, E.
O'Neill, Jas.
Osterberg, S. H.
Osterholm, J. W.
Osterman, Oscar
Owen, Fred

Peterson, A.
Peterson, Mauritz
Peterson, M.
Peterson, Oskar
Peterson, Tom
Pettersen, Carl
Pettersen, Karl
Pettersson, A. W.
Pietkiert, C. B.
Plett, Herman
Plom, Charles
Pommer, Jon
Pong, Carl
Publicatus, August
Punis, Antoni

Rimmer, C. M.
Rivera, Ben
Roberts, Frederick
Roery, Frans.
Ross, Wm. H.
Rotter, R.
Rudt, Walter
Rundquist, O.

Snider, G.
Sonnenberg, J. C.
Sorensen, J. -2037
Sorensen, James
Spaner, Emil
Spanos, James
Speller, Harry
Stahlbaum, Eberhard
Steinfart, J. H. F.
Stintman, John
Stocker, John
Stoff, Fred
Stoll, T. E.
Stoltzman, E.
Strand, Charley
Strasdin, H.
Strom, Ed
Suarinen, Frank
Sundberg, K. K.
Sundhouse, Joe
Sutherland, Peter
Suensen, C. J.
Svensson, Patrick
Swanson, C. H.
Swanson, O.
Swensson, T. H. -2055

Therion, John E.
Thomas, Henry
Thoren, Gus
Thoren, Wictor
Thorsen, Rolf
Tierney, Pat
Tonnesen, A. C.
Traynor, John

Vanderents, George
Vangelder, William
Velure, Harry
Vesgaard, Jens

Viberg, John
Vogel, Gus
Von Heinz, Hendrick
Voorhies, Firman
Westlake, S. G.
Weyer, Paul
Wezwagar, Andrew
White, Peter
Whitot, J.
Willman, Frank
Willmann, William
Winton, A. A.
Wirsu, Antti
Woichuill, A.

Yejata, Yrjo

Zazan, F.
Zornig, Harry

Zweiberg, John
Zwemer, J.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michael
Berling, J. B.
Carter, Sidney
Cealan, John
Danielsen, Sigurd
Ellefsen, Otto
Evensen, Louis
Finnely, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendricksen, Hagbart
Henningway, Geo.
Jacobsen, Emil
Johansen, Emil

Jorgensen, Oluu
Kipste, Chas.
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Schroder, August
Swanson, Ben
Sorensen, Pete
Strasdin, A. W.
Tanum, H. -793
Wakely, R. E.
Walters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts., SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO STREET, near Market Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets

Continental Building, on Second Floor San Francisco, Cal.

INFORMATION WANTED.

The following information is greatly desired by the undersigned attorney for the widows of certain of the crew and passengers who lost their lives by the foundering of the steamer "Francis H. Leggett" on Sept. 18, 1914, namely: Direct evidence that Captain Maro was to be discharged as master on the succeeding trip of that steamer. Evidence that the hatches were not battened down on the trip when the vessel was lost. Evidence that the vessel showed overloading on that trip. Evidence that Capt. Maro over-loaded the vessel and omitted to batten hatches on previous trips. Direct evidence that such behavior came to the attention of the managers or officers of the corporation owning the vessel. Indirect evidence of the above has come to the attention of undersigned, but direct evidence is needed in court; otherwise the heirs of the many seamen who lost their lives through the negligent methods of this corporation will be unable to collect their just damages. Informants' identity confidential. EDWARD O. ALLEN, Attorney at Law, 544 Market Street, San Francisco. Tel. Sutter 5131.

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

**The German Savings
and Loan Society**

(THE GERMAN BANK)

Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)

The following Branches for Receipt and
Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.

RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock P. M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing,
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

850 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN**Gent's Furnishing Goods**

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

WHEN IN SAN FRANCISCO

Patronize

**Charles Johnson's
Cigar Stand**

UNION MADE CIGARS AND TOBACCO

138 EMBARCADERO

JORTALL BROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Telephone Kearny 4186

M. WICKS

Motor Express and Baggage Room

Sailors' Baggage Stored & Cared For

60 STEUART STREET

San Francisco

Capt. Chas. J. Swanson

**CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS**

**Gold Braid and Gold Wreaths
of All Descriptions**

Phone Douglas 1082

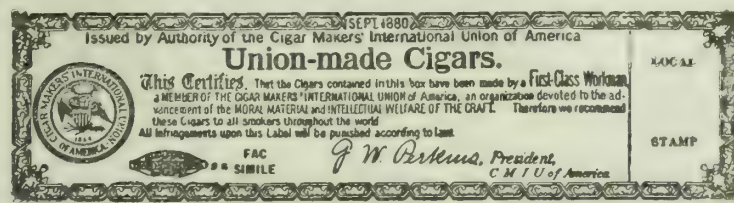
139 EAST STREET

SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.

**J. MILLER**

124 EAST STREET Garfield 7690

Union Store

**HATS, CAPS,
FURNISHING GOODS,
ETC.**

**The James H.
Barry Co.**

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl Jansson, J. Axel
Andersen, E. W. Johnson, John E.
Albertsen, Christian Larson, Alec H.
Hans Magnussen, Magnus
Anderson, Hilding Neil, Edw. O.
Anderson, Gus Nilson, W.
Anderson, T. Osterlund, Carl
Andrade, Manuel Olson, John
Anderson, Eric Petersen, Edward
Blom, A. De Parson, Herman
Colbert, M. J. Peragallo, Antonio
Certz, Emil Hii Schultz, F. J.
Cohn, W. R. Stoltzenberg, G.
Ericksen, Earl Saalman
Ekeland, Will H. Teracilon, Ernest
Gundaker, Sam W. Wilson, Herman
Johnson, Carmelo Wallin, E.
Johnson, Martin

Seattle, Wash.

Abollin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
Fister, Johannes Plister, Albert
Finnigan, I. H. Ridderstaff, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Shinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wil- Starks, John
helm Stefn, George G.
Larsen, Fred Stixrud, Jack
Magnuson, P. A. Stromness, Oscar
Osterlund, Albert

News from Abroad.

No further progress is reported in the forcing of the Dardanelles. It is reported that the British battleship "Lord Nelson" grounded inside the straits and was wrecked by Turkish shore batteries.

A new Japanese House of Representatives has been chosen, to replace the House dissolved by the Emperor last Christmas day because it would not ratify the military program of the cabinet. The campaign was most spirited and resulted in the endorsement of the government.

The Netherlands Government has notified the United States that any foreign ship misusing the Dutch flag or using other means to make a pretense of possessing Dutch nationality will not be allowed to depart from or pass through waters under the jurisdiction of The Netherlands.

Strict censorship of Italian dispatches prevents a knowledge of Italy's movements. The German Ambassador, Prince von Buelow, continues his efforts to secure Italy's neutrality through the cession of Austrian territory; but the war critics have little belief in the success of his negotiations. Bulgarian irregular troops invaded Serbia, but were driven back. The act is thought to be without sanction, and an official disavowal is looked for from Bulgaria.

Alcoholic drinks continue to occupy the minds of statesmen in the belligerent countries. Russia prohibited vodka, France restricted the use of absinth, and now England is considering steps to overcome drunkenness. David Lloyd-George, Chancellor of the Exchequer, declared that of Britain's three deadly foes, Germany, Austria and drink, the last was greatest. He promised to place before the cabinet a plea for the total prohibition of the sale of intoxicating liquors during the remainder of the war. It was claimed by a deputation of the Shipbuilding Employers' Federation that in spite of the fact that the yards were running night and day, the total working time on the average was less than before the war began.

Shipping men all along the Pacific Coast heaved deep sighs of relief when cables announced the arrival in British ports of fourteen sailing vessels, loaded with western grain, which had sailed from this coast during November and December last. The majority of the vessels which made the voyage safely from California, Washington and Oregon ports flew the French tri-color, but there were in the number also British, Norwegian and Russian vessels. Insurance rates were high when the windjammers commenced to spread their white wings four and five months ago, and there was much fear expressed that the vessels which were sailing with California barley, and wheat from the Northwest would never reach their destinations. Less hope than ever was held when the German submarine warfare on shipping around the British Isles commenced several weeks ago. One peculiar part of the report on these vessels is that practically all of the carriers arrived during twenty-four hours. The total value of these grain cargoes, which have arrived safely where they must be sorely needed, is more than \$1,000,000.

INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

With the Wits.

A Way Out.—"I say, Hodge, why do you always put 'dictated' on your letters? You don't keep a stenographer."

"No; but to tell the truth, old chap, my spelling's exceedingly rocky."—Boston Transcript.

Tamed.—"Wombat used to be a great outdoor man and all-around sport. Is he reconciled to married life?"

"I think so. I called on him recently and I found his sifting ashes with an old tennis racket."—Kansas City Journal.

Innocents Abroad.—Little Girl (who has been sitting very still with a seraphic expression)—I wish I was an angel, mother!

Mother—What makes you say that, darling?

Little Girl—Because then I could drop bombs on the Germans!—Punch.

Less Particular.—A lady of Somerset bewailed the loss of a somewhat ill-bred, but extremely wealthy neighbor who had been very liberal in his help to her country charities.

"Mr. X— is dead," said she. "He was so good and kind, and helpful to me in all sorts of ways. He was so vulgar, poor, dear fellow, we could not know him in London, but we shall meet in heaven."—Tit-Bits.

Taking Precautions.—A rosy-cheeked youngster drest in his best clothes entered the village post-office and carefully laid a huge slice of iced cake on the counter.

"With my sister, the bride's compliments, and will you please eat as much as you can?" he said.

The postmistress smiled delightfully.

"How very kind of the bride to remember me," she cried. "Did she know of my weakness for wedding-cake?"

"She did," answered the youngster, coldly, "and she thought she'd send yer a bit of it this afternoon just to take the edge off yer appetite before she posted any boxes off to her friends."—Tit-Bits.

Children's Accounts

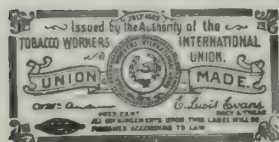
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING
Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen
Pres. and Treas.



HALE'S Little Banks Bring PROSPERITY

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving.

We keep the key, and you can only open the Bank by bringing it to Hale's. This removes the temptation of extracting the nickels and dimes until you or the children have accumulated a tidy sum. Do what you wish with the money. Banking Hours, 9 to 6 o'clock. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth



LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE
ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 33.

SAN FRANCISCO, WEDNESDAY, APRIL 28, 1915.

Whole No. 2327.

ANDREW FURUSETH AND HIS WORK.

A Masterful Tribute by Senator Robert M. La Follette.

Throughout its life of twenty-eight years and thirty-three weeks the Journal has never been strong when it came to passing bouquets or saying nice things about men chosen from the ranks of labor to serve the organizations of labor in the various capacities ranging from chief executive to janitor.

With this issue an exception is made to the established rule. And it is taken for granted that no apology is required to the Journal's readers for this deviation from the true course.

A photograph of Andrew Furuseth was never taken, at least not with his knowledge and consent, until the Seamen's bill had been enacted into law. Senator La Follette, in his splendid monthly magazine, was first to present to the public the face of Andrew Furuseth. It is accompanied by a remarkable, signed tribute to Furuseth and his work.

That tribute is worth while reading and the Journal takes real pleasure in reproducing it herewith, together with the "face of Andrew Furuseth":

One morning in December, 1909, there came into my office in the Capitol building, a tall, bony, slightly stooped man, with a face bespeaking superior intelligence and lofty character. It was Andrew Furuseth.

He wanted to interest me in the cause of the American sailor. He was a sailor himself, he said, and he wanted to "be free." I did not know what he meant. I questioned him. Surely there were no slaves under the American flag. Bondsmen there were,—but Lincoln changed all that. And it had been written in the amended Constitution. "Yes," he said, "but not for the sailor. All other men are free. But when the amendments were framed, they passed us by. The sailor was forgotten."

I asked him to tell me about it. Sitting on the edge of the chair, his body thrust forward, a great soul speaking through his face, the set purpose of his life shining in his eyes, he told me the story of the sailor's wrongs. He said little of himself, excepting as I drew him on to speak of the long, long struggle of which he was the beginning, and is now finally the

end. He spoke with a strong Scandinavian accent, but with remarkable facility of expression, force and discrimination.

He knew the maritime law of every country; the social condition, the wage level, the eco-

life of the sailor, like the ocean, must be wide and free. He felt its mysterious spell. He would be a "free seaman," with all the world an open door. New thoughts were stirring within him. He sailed away, thrilled with the idea that his was to be a free man's work.

His dream was shattered early by the hard realities of life before the mast. First in the boats of Norway and later on the decks of the merchant marine of every great maritime nation he served as a seaman, and everywhere conditions were the same. He found himself a common chattel! He was owned by the master of the ship!

"I saw men abused," he said, "beaten into insensibility. I saw sailors try to escape from brutal masters, and from unseaworthy vessels upon which they had been lured to serve. I saw them hunted down and thrown into the ship's hold in chains. I know the bitterness of it all from experience."

He had seen over-insured and undermanned ships go down at sea, with appalling loss of human life, all because greedy owners would not furnish skilled seamen to sail them, or provide lifeboats for passengers and crew.

He had witnessed the blighting effects of the world-wide Shipping Trust upon the seapower of the white race. To swell its enormous dividends he had seen this great monopoly supplant white sailors with the low-wage, cheaply fed Orientals, until they swarm the merchant marine of every maritime nation. And he had measured with the judgment of real statesmanship the future peril to Christian civilization as the sea power slowly but surely passes to the Oriental races.

He would not submit to slavery. He could not abandon his beloved sea-calling. His great spirit asserted itself. He studied the history of the sea. He found that there had been a time when the seamen of the northern countries were free men; now they were bondmen. He sought the source of it all. He found it in the cruel statutes of privilege, enacted at the behest and for the benefit of the shipowners. These laws made the master of the ship, absolute master of the seamen. The wrong to be uprooted was firmly embodied in the law and wrought into the traditions and life of all civilized nations. He had arrayed against him the powerful influence of those who owned the ships and were masters of the



ANDREW FURUSETH

nomie life of every sea-faring nation. He was master of his subject. His mind worked with the precision of a Corliss engine. He was logical, rugged, terse, quaint, and fervid with conviction.

Born in Norway, the call of the sea came to him as a lad of sixteen. He stood upon the cliffs and looked out upon the infinite. The

sea; behind them was the prejudice and public opinion of the world regarding the status of the seamen.

With unerring judgment, Furuseth selected the United States as his battle-ground. He wisely chose the Pacific Coast as the place to begin the work. There were fewer ports on the Pacific Coast. It was easier to organize. The influence of the International Shipping Trust was less potential there than upon the Atlantic Coast.

Furuseth did not underestimate the magnitude of the undertaking. He revealed his purpose to the seamen. His task appeared hopeless to the body of the men. Few had faith in success. Their organization was limited in membership. It was limited in means. They could make no appeal to the press. The shipowners were powerful,—powerful with commercial bodies, powerful with the newspapers through their advertising, powerful with politicians and public officials through combinations with railroads and allied interests. But Furuseth was undaunted. He believed that there were aspects which if properly presented would enlist the support of broad-minded men and women of the United States and of Europe.

Fifteen years before he had brought his cause to Washington. He had lived with it,—waking and sleeping. In the corridors of the Capitol, in the committee rooms of Congress, about the hotels and on the streets of Washington, wherever he went, he carried his appeal for freedom. With rare insight he knew when to speak, when to be silent. But his whole personality was articulate with the cry for justice that would not be denied. Beaten again and again, like all leaders who win final victories, he was only stimulated to better fighting by defeat.

In all the years of this historic struggle for human liberty, which finally culminated with President Wilson's signing of the Seamen's law, March 4, 1915, Andrew Furuseth was the one man who had the faith, the vision, and the courage necessary to sustain the contest. He launched the movement. He kept it afloat. Every moment of the twenty-one years he was at the helm. Through legislative storms and calms, over the sunken reefs of privilege, across every treacherous shoal and past all dangers, he held his cause true to its course and brought it safely into port. Yet in all those long, disheartening years he has so effaced himself and lived his cause, that the public has had little opportunity to know the man. When history forgets many who now fill the public eye, with all who know the story of the sea he will be a great outstanding figure, from whose life others will gather hope and courage and inspiration to fight on and on to better living conditions and wider freedom.

In these days of electrotypes and halftones, with the newspapers eager to run cuts of anyone who does anything worthy of notice, without reference to the merit of the particular action, with the energetic and persistent press photographers ever alert, it is significant that Andrew Furuseth's face has never been seen in the public prints.

Mr. Furuseth is a keen observer. He saw men exalted above the cause they represented. He saw such men pass, and the cause for which they contended pass with them. And he determined to entirely submerge his personality in his cause. In the execution of that purpose he refused to be photographed, until the Seamen's bill should become a law.

When Furuseth first came to Washington, the police, inspired by the Pacific Coast shipowners, dogged his every move. He had been reported as dangerous, and was represented as an anarchist. Detectives were detailed to shadow him. It was several years before he lived down in the police mind of Washington the slanders of the shipowners, and was permitted to pursue his fight for the seamen, free from espionage.

For a quarter of a century, while he was Secretary of the Pacific Coast Seamen's Union and President of the International Seamen's Union, serving them before the California legislature, before the committees of Congress, and in trips over the world, advising with representative seamen, interviewing shipowners, investigating first hand the economic conditions affecting sea service in the principal ports of the world, he accepted as compensation the scant wage of an able seaman. He lived in sailors' boarding-houses with the men of his calling. Wherever possible when he traveled, he shipped before the mast working his way; otherwise he took steerage passage. Never until appointed by President Wilson as a representative of the United States in 1913 to the London Conference on Safety at Sea, had he traveled as a first cabin passenger.

In all this service Furuseth has been true to his ideals. There were times when he could have obtained all he sought for the deck sailors, if he would do so at the expense of the fire-room men, or those in other departments of the ship; or if he would accept less adequate provision for the safety of the traveling public. But he refused to barter the interests of one class at the expense of another. Rather than compromise upon a half-way measure, he accepted delay and disappointment, confident of ultimate and complete success.

The present affords no perspective for a proper appreciation of the work of Andrew Furuseth and its far-reaching effect not only

upon the lives of the seafaring men of the present and future generation, but also upon the merchant marine of the United States and of northern Europe. For the Seamen's law not only brings freedom to American sailors, and a large degree of safety to the traveling public, but it will tend to equalize the cost of operating the merchant vessels of all countries which trade in American ports and aid materially in restoring the merchant marine of our country to the overseas trade.

Furuseth has done a great work. He has not acquired a monopoly of light, heat, or power. He has not endowed false educational foundations with money wrongfully extorted from an overpatient public. But he has won freedom for the American sailor, and made our country an asylum and a refuge for the oppressed seamen of the world. The gratitude of hundreds of thousands of human beings of this and future generations will accredit their liberty to his genius and devotion.

After the bill was signed by the President, in conversation with Furuseth one day, I touched upon his future. "When you can no longer work, what provision have you for old age?" I asked. "How much have you been able to lay up against failing power?" His keen eye mellowed, and a placid contemplative expression smoothed out the seams of his weather-beaten face as he said, "When my work is finished, I hope to be finished. I have no provision against old age; and I shall borrow no fears from time."

ROBERT M. LA FOLLETTE.

COLLISION WITH WARSHIPS.

One of the dangers of navigation at the moment is that of collision with warships. Several cases have occurred of late of merchant ships colliding with warships patrolling singly, but a greater danger is that presented by warships steaming in formation. Suppose a merchant steamer attempting to cross two or more warships in line ahead and approaching on their starboard bow. By the rule of the road in such a case the ship which has the other on her own starboard side must keep out of the way, and the other must keep her course and speed. If she does not do so, and unless there is imminent danger of collision she is in the wrong. What usually happens in this situation is that the officer of the watch of the leading warship, with the usual swelled head idea of the Navy that only imminent danger should move him to alter his course, sees the merchant ship and knows that his duty is to get out of the way, but sees also that he can cross her bows safely, so he holds his course. Now what is the officer of the next warship to do? On the one hand he must, by all the rules and traditions of the Navy, follow the leading ship, and on the other he must, by the rule of the road, get out of the way. The general result is that he expects the leading ship to think of him as well as herself, and follows her at all costs till it is too late to avert a collision. If the officer of the watch in the first ship would remember that he is a squadron, not a single ship, and act accordingly, the ship following him would never have this problem to deal with. But we are most concerned about the merchantman. Her master or navigator sees No. 1 warship holding on, and No. 2 close behind doing the same. He waits and waits, in accordance with the rule of the road, until he gets close, and then, making up his mind that the warships do not intend to get out of his way, he alters his course, and is probably held to blame for doing so. It is curious how often this case occurs when the second warship has a man in charge of the watch who has been trained in merchant ships, such as any British R. N. R. officer. Probably it is because the fear of breaking service rules is stronger with him. Apart from this class of cases, it is a fact that in ordi-

nary collisions between warships and merchantmen the former is nearly always in the wrong. The records of Admiralty Courts will show that in nine cases out of ten the warship is to blame for the collision. The difficulties of mercantile navigation are enhanced by the frequent plea of the warship's officers that, being under maneuvers, they are exempt from ordinary rules of the road. On the largest liners it is always an axiom to give a man-of-war the widest berth possible, as one never can tell what she is liable to do.—Shipping Illustrated, New York.

THE SINGLE TAX.

Three factors enter into the creation of wealth. These are land, labor, and capital. Without any one of these wealth cannot be created. By "Labor" we mean the human exertion expended. By "Capital" we mean the tools which make labor more effective, and by "Land" we mean the natural elements. The bigger the proportion that goes to the land owner the less there will be for Labor and Capital. Increase in rents leaves less for Labor, and to this may be attributed increasing poverty amidst increasing wealth. Private land ownership decreases production, both on the farm and in the city. The agricultural tenant makes no repairs. He cultivates for the present only. He selects such crops as will give an immediate return with the least possible labor. He permits the buildings and improvements to go to decay. He exhausts the land itself by failing to fertilize it, and finally abandons the property because it is no longer profitable. In the cities production is also checked by monopoly of land. If land were not withheld from use, new houses would be built, and many men hired to build. Many more would be hired in factories to furnish material. But under the present system these houses are not built, these thousands of men are not hired, and because of such drawbacks the country has to-day its army of unemployed.

By the Single Tax is meant a tax on land values irrespective of the improvements thereon. If all public revenue were raised by this tax and no other, every branch of industry would be stimulated except the industry of holding vacant land out of use. It would stimulate industry because it would make it unprofitable to withhold valuable land from use. The money that a factory owner now pays for a lot could be used to enlarge the factory, and thus more men would be employed and production increased. In fact, there would be no other way to use capital than in production of wealth. Monopoly would be destroyed, industrial liberty established and the present unjust distribution of wealth rectified. Society would take what society has created, and in so doing would leave free all that the individual by his effort has created. With the Single Tax established our country would become a paradise.—Address of Louis Kaplan, winner in High School Contest before Chicago Single Tax Club, March 26.

Because the goal is distant, is that any reason why we should not march towards it?—Hugo.

The world owes all its onward impulses to men ill at ease.—Hawthorne.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Wages-by-Law Has Made Possible "A Paradise for Lawyers."

In an article published in this month's American Federationist, entitled "Australasian Labor Regulating Schemes," President Gompers makes public certain features of Australian industrial laws and their workings that are overlooked by the faddists and well-meaning busybodies who will do everything for the workers but urge them to help themselves.

The article includes a historic sketch of the various States comprising the Commonwealth of Australia, beginning with the time that far-away country was a penal settlement for England's convicts.

Especial attention is paid to New South Wales, because it is the largest industrial State of Australia, contains the largest city, and because New South Wales has a labor Attorney-General.

Summarized, the chief features of President Gompers' reference to New South Wales follow:

Industrial arbitration legislation is intended to regulate employers and employees. The State undertakes to police and enforce all awards through a professional prosecuting officer and a staff of industrial inspectors. Violations of awards are prosecuted. The whole system is under the supreme direction of the Court of Industrial Arbitration, presided over by Judge Heydon. To take advantage of the law, employers and employees must register. The judge of the arbitration court has absolute control over registration, which he may cancel "for any reason which may appear to be good." Cancellation, however, affords no relief from existing awards and industrial agreements, except when the union or its members have aided or instituted a strike or lockout, and then open consent of all parties concerned.

Under the industrial court are the wages boards, representing various industries, and consisting of a chairman and two representatives each of employers and employees. The chairman is often a lawyer of the "briefless" type. These boards may hold secret or public sessions at their discretion. They receive fees, which, it is charged, lead to dilatory methods. Employers object to trade union officials acting on these boards, and to overcome this objection, and at the same time have skilled men represent their fellows, trade union officials occasionally resign their office and work at their trades while serving as wages board members. Where women workers are involved, and the court believes there is none among their ranks fitted to represent them, outsiders are appointed.

Wages boards are empowered to not only set wages, but they may determine "any industrial matter." They may order preference given to unionists, but this order may be canceled by the court of arbitration "if at any time such union or any substantial number of its members takes part in a strike or instigates or aids any other persons in a strike."

Since strikes and lockouts (these are called "dislocations") are forbidden by law, such illegal acts may be severely punished. The court may fine unions a sum not to

exceed \$5,000. Individuals may be fined not more than \$250. Wages may be attached to pay such fines. The courts may grant an injunction to restrain any person from continuing to instigate or to aid in a strike or lockout. Violations of this order are punishable by six months' imprisonment.

An employer who dismisses a worker for trade union activity may be fined \$100 for each worker dismissed. The burden of proof rests upon the employee, and no prosecution can be started except by leave of the court.

The labor press is not exempt from the power of the judge of the court of industrial arbitration. It is shown by President Gompers that the registration of the Co-Operator, official newspaper of the Amalgamated Railway and Tramway Service Association, was canceled because it dared to voice its objections to certain legal procedure.

In concluding this educational article, which should be read by every trade unionist, President Gompers says:

"The New South Wales system of regulating industrial relations with all its authority and power makes provision for all industrial problems except industrial freedom. The judicial despotism which rules over industry maintains many of the principles and practices which the workers of the United States of America have persistently denounced and opposed. Instead of being a workers' paradise, New South Wales is rather a paradise for lawyers.

"There is nothing in the system of governmental regulation of industry as developed in New South Wales that is in conformity with the spirit or the genius of the people of the United States."

Porters Must Live on Tips.

The United States Industrial Relations Commission recently conducted the first Government inquiry into the wages and conditions of employment of sleeping-car porters and conductors. General Manager Hungerford, of the Pullman Company, testified that porters receive \$27.50 a month for the first fifteen years. At the end of that time the rate is increased 5 per cent., making his pay \$28.87 a month. In the first ten years of service he buys \$36.50 worth of uniforms a year, but thereafter the company pays for uniforms. The witness said he did not know whether porters were dissatisfied with these low wages, as the company had "received no expressions of dissatisfaction regarding them." Porters are permitted to retire on the trains at 11 or 12 p. m., and must go on duty at 3 a. m. This applies to all trains. In answer to the question whether \$27.50 is enough to pay a man for a month's work, the general manager said: "We can get all the men we want at that rate."

Wages-By-Law vs. Unions.

The Union Labor Bulletin, owned by the Arkansas State Federation of Labor, takes the defeat of State minimum wage legislation philosophically, while comparing the

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The coal, cotton and engineering industries in the Manchester districts in England are now prospering, and unemployment is below the normal for the time of the year.

On a ballot the Shearers' Union of New Zealand has decided to amalgamate with the Farm Laborers' Union, but has refused to join the United Federation of Labor.

The first experiment in the employment of prison labor in agriculture in New South Wales is to be made at Emu Plains. The prisoners are to be employed in market gardening.

The Melbourne Trades Hall Council recently carried the following resolution: "That the Council appreciate the prompt and effective manner in which the Defense Department has dealt with the trouble in regard to the transports at the State shipbuilding yards, and the manner in which the preference-to-unionists policy has been carried out in its entirety."

At a recent meeting of trade unionists at Cayey, Porto Rico, it was decided to ask that another investigation be made of the various outbreaks connected with the strike of agricultural workers. A demand was made that the workers be represented on the investigating board that justice may be done the accused workmen and that over-active officials may be brought to task. In many parts of the island these officials denied unionists the right of free speech and arrested their officers.

In his official paper, the Tablet, the archbishop of Glasgow, Scotland, makes the following defense of Clyde shipbuilders who struck for higher wages, and who were denounced in certain quarters as "unpatriotic": "The men are chaffering for a farthing an hour. Are not the masters also chaffering? Why should the men only be censured? It may be said, because they have moved—gone on strike. But the masters do not need to move; they have only to sit still, their profits go on, and wages do not increase unless the men strike. The masters are ready enough to use their special weapon—a lockout—when it suits them. It would not suit them just now. They want work to go on briskly and to produce good dividends, without having to pay higher wages. Meanwhile prices of food and other necessities go up."

A dispute occurred at Port Darwin, Australia, recently, when the steamer "Taiyuan" from Hongkong arrived and began the discharge of cement in casks for the meat works. On starting work the stevedores demanded that they be paid for cement in casks as "special" cargo at 3d. per hour extra, and with a minimum of eight men in the hold. This demand was refused on the ground that under the waterside workers' award cement in casks is not a special cargo. The agents offered to lodge the difference between the rate offered and that demanded with the administrator pending a ruling on the point from the president of the Arbitration Court. This offer was refused. On the agents refusing the demand for the higher rate the men struck, and work was held up for several hours. Finally the ship conceded the demands of the men.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midling, M.
Alin, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Breien, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Ericsson, Otto	Olsen, Harald
Fasholz, Dan	Petterson, C. V.
Gustafson, Alf	-1363
Hillman, Fritz	Pillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Petterson, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Renvall, Anshelm
Hansen, Charley	Rugg, A. P.
Haro, Aaaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johanson, Nils	Skaanes, Elgil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard	A. Thornlund, J. N.
Jonsen, Leonard	Uhlis, Richard
Johansen, Chas.	Verney, A.
Johansen, John -2396	Welsen, Julius
Karnup, Edward	(Photos & Packages)
Karlsten, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, Cj.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johansen, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafod, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmussen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

To begin the season's operations on the Columbia River bar the dredge "Chinook" left Astoria for the mouth of the river during the week. The dredge is to dig the south channel.

The position of freight clerk on the vessels of the Pacific Alaska Navigation Company's Seattle-San Francisco fleet has been abolished and the occupants are being relieved as fast as they reach Seattle. These duties hereafter will devolve upon the wireless operators, working under the supervision of the pursers.

The schooner "Omega," which arrived at Grays Harbor recently from South America, has been sold by the Simpson estate to the Inter-island Steamship Company of Hawaii. The consideration is not stated. The "Omega" will load lumber at Hoquiam for Hawaii, and on her arrival in the islands will probably be converted into a barge.

Plans are being prepared at the Craig Shipbuilding plant, Long Beach, Cal., for the building of a 140-ft. motorship, the first craft of its kind to be built on this coast. It will ply between Long Beach and Mexican ports. Its capacity will be 500 tons and it will be manned by a crew of seven men. The ship will cost \$100,000.

The army transport "Sheridan," sailing from Manila April 15, will be the first of the Government vessels carrying Philippine cargo to the United States under the recent order by President Wilson. The Philippine government will be the consignor of any merchandise she may bring and before the cargo is loaded an opportunity will be given commercial liners to take it.

According to M. H. Houser, a wheat exporter of Portland, about 3,000,000 bushels of wheat remain to be shipped to foreign countries. Fixtures have been made of vessels capable of carrying one million bushels, but tonnage is necessary for the transportation of the remaining two million bushels. It is feared the movement will be slow owing to the scarcity of steamers.

Aggregating \$102,301, the complete list of personal claims made against the Pacific Alaska Navigation Company, as a result of the "Admiral Sampson" disaster last summer, was filed in the Federal Court at Seattle April 5. The "Sampson" was sunk in a collision with the Canadian Pacific liner "Princess Victoria" on Puget Sound. The claims number ten, the largest, for \$26,000, being that of the Canadian Pacific Railway.

San Francisco customs searchers on the Pacific Mail liner "Peru" have found twenty-two tins of opium on the liner, which arrived during the past week from Balboa via ports of the West Coast. Ever since the shipment of nearly half a million dollars' worth of the contraband from Hongkong to Mexico several weeks ago the liners coming in from the West Coast have yielded many tins of opium to the customs men who have searched the vessels.

Marking the approach of the United States coast guard service's Bering Sea cruise this season, the cutter "Unalga" departed from Puget Sound for Unimak Pass during the week in command of Captain H. G. Hamlet. She will cruise in the pass and waters south until June 1, when she will enter Bering Sea for a cruise along the Aleutian Islands as far west as Attu, then she will head for the Pribilof seal islands, where she will engage in patrol duty during the summer.

According to advices received by the marine department of the San Francisco Chamber of Commerce, the Japanese Navy Salvage Company has been awarded a contract for salvaging the giant liner "Minnesota," which recently ran aground at the entrance to the Inland Sea. The price for the job is reported to be \$100,000 and the vessel must be floated in fifteen days. Cargo has been taken out of number two hold and the work of floating the vessel is to be undertaken immediately.

Gratifying tests of Alaska coal have recently been made by the Navy Department, and the general feeling is that the problem of Pacific Coast fuel supply is soon to be solved to the satisfaction of consumers on the Pacific Coast.

The California South Sea Navigation Company, San Diego, is making arrangements to operate the brig "Geneva," now a sailing vessel, but to be converted into a motorship, between San Pedro and Mexican and Central American ports. The line will operate from San Diego. The "Geneva" is of 451 tons register, built in 1891.

The tug "Tatoosh" left Astoria during the

week for Puget Sound, where she is to be overhauled and repaired. The departure of the "Tatoosh" leaves the Puget Sound Company without a tug in service at the mouth of the Columbia River, although it has two vessels, the schooner "Resolute" and the Russian ship "Lawhill," loading at Portland, to be towed to sea. The Puget Sound Company started the opposition service on the bar about December. Since that time forty-eight sailing vessels have entered the port and that company's tugs secured twenty-eight of them.

Through the work of Customs Guard J. F. Smith, three Chinese members of the steward's department of the Pacific Mail liner "Siberia" have been taken into custody by Federal officials at San Francisco, another is to be arrested and \$1000 worth of the contraband drug has been confiscated. The plot dates back to the last trip of the "Siberia," where one of the Chinese came to Smith, offering him \$50 to get the opium ashore. Smith fell into the plot, but put off its execution until the "Siberia" should come back. The Chinese who offered him the money before was not on board this trip, but had told another one about it. Smith fell into the plot again and was given nine skins of poppy to take ashore. He also learned that more was in a safe in the room occupied by the interpreter and No. 1 boy. These skins were confiscated after he had taken the others to a hotel on Third street, where officers were on hand and arrested the three Chinese when they came to claim the drug.

For the first time in the forty years that the New York State Nautical School has been established, the training ship of the school is to visit the Pacific Coast. The "Newport," which is the training ship now, is to make a cruise through the West Indies, come through the Panama Canal and be in San Francisco from August 5th to 15th, during which time the cadets on board will be entertained by civic bodies here and spend much of the time visiting the Exposition. Five months each year are spent by the cadets at the school in a practice cruise, but during the past the cruises have always been to European waters. Owing to the European war, and also in view of the fact that the Exposition is being held here this year, it has been decided to cruise to the Pacific for the first time. According to the tentative itinerary made by Superintendent F. S. McMurray of the school, the "Newport" will leave the port of New York May 4th, and will make the first stop at St. Thomas, D. W. I. There a stay of five days will be made, and the ship will proceed to Christobal, arriving at the Atlantic entrance to the Canal May 30, passing through the Canal and leaving Balboa June 1. From Balboa the cadets will go to Honolulu, making the run in ten days, and will spend five days in Hawaii. From Hawaii the "Newport" is to come to San Francisco, arriving here on August 5 and departing on the homeward cruise August 15.

The scope and character of the work of the United States Coast and Geodetic Survey are shown by an exhibit which forms a part of the contribution of the Department of Commerce to the Panama-Pacific International Exposition. Navigational charts, coast pilots, and tide tables, which are the chief products of this bureau, are given a permanent place and are the keynote of the exhibit. The geodetic, astronomical, and magnetic work of the bureau are well represented by special publications and bulletins covering these subjects. Surveying methods are illustrated by pictures and lantern slides, the latter shown from a projecting apparatus which renders them clearly visible in a lighted room, and by a complete set of instruments and surveying appliances. The instruments are mounted as they are when in use, the idea being to show as faithfully as possible the special methods employed by the surveyors of this bureau. Some of the interesting subjects of this exhibit are a tide indicator, which is connected electrically with a sending apparatus and float on the water front and shows the rise and fall of the tides at Golden Gate, an exact model of a wire drag, which is an apparatus used extensively by the survey in searching for submerged rocks in navigable waters, and a complete set of photographs of the bureau's new tide-predicting machine, together with photographs of the predicting machines of other nations. One of the field officers of the survey has been detailed to explain the exhibit and to answer questions, and he will be found in attendance during the hours when the building is open. A special publication, descriptive of the work of the survey, and a special chart of Golden Gate and San Francisco, are distributed free at the exhibit.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 28, 1915.

TO NON-UNION SEAMEN!

A few weeks ago the JOURNAL published a brief appeal to non-union seamen, urging upon all to join hands with their organized brothers.

Reference was made to the indisputable fact that the benefits which will be derived from the new Seamen's law are the results of many years' hard and persistent work on the part of union seamen.

The new Seamen's law stands for justice and progress. All progress has been accomplished through organization; organization alone made it possible. But the points that ought to sink deepest into the minds of all seamen are these:

There is positively no substitute for organization.

There will be and can be no proper enforcement of the new law without organization.

In fact, organization alone will make the enforcement of the law possible.

So, Mr. Non-Union Man, if you desire to make the new law really effective, if you want to share in all the benefits of the new legislation and to secure further improvement, you should join the ranks of the organized seamen.

You, Brother non-unionists who follow the sea for a livelihood, have a very pronounced opinion about the man aboard ship who hangs back and shirks his duty.

No one likes a shirker. Why, then, should you hang back and allow other men to make the fight for you?

Surely, there never was and never will be a single good reason for remaining outside of the Seamen's economic organization.

Don't put it off any longer. Line up with your organized fellow workers of the sea. Hunt up the union office at the very first opportunity and enlist in the army of progress.

Remember, "in unity is strength"; and don't forget that the odds against us are big and every pound tells.

Help yourself by helping others!

Will you do it?

WHO ARE THE RADICALS?

The International Molders' Journal concludes a review of Labor's legislative victories in the Sixty-third Congress with the following comment:

The labor movement of no other country has ever secured such a volume of favorable legislation at any sitting of their nation's parliament, and the workmen of no other country have yet secured measures guaranteeing labor's rights, labor's freedom, which equal the provisions of the Clayton Anti-Trust, and the Seamen's bills.

Nowhere else has labor secured as much through its policies as the American workmen have under the guidance of the American Federation of Labor.

This being the undisputed fact there ought to be less of the carping criticism from those who in the past have found so much fault with the policy of the American Federation of Labor.

Unfortunately, however, there is a group of men, styling themselves "radicals," who never have and never will gage the value and the efficiency of any working class movement by deeds actually accomplished or by tangible results secured.

This, of course, is no reflection upon the true radical, the man who has the courage of his convictions; for we must all respect the man who breaks with traditions and dares to face the consequences for truth's sake alone. But there are men who would rather be radical than right. And those men are apt to mercilessly attack and most unjustly criticize anything and everything that does not on the very face bear the label "radical."

Take, for example, the attitude of European radicals toward the Seamen's bill. The recognized leader of the German Seamen's Union would never acknowledge that any legislation worth while could ever be secured except by voting the Socialist ticket. During a discussion upon the merits of the then pending Seamen's bill this same Comrade, who is, by the way, an earnest and indefatigable worker for international unionism, was unkind enough to refer to Andrew Furuseth and his co-workers as "Wolkenschieber," which term translated into good English means "persons who shove the clouds."

Yet, while our radical critics in Europe posed as the true champions of the world's seafaring people, while they consistently supported the Socialist ticket, and while they did everything their radical conscience dictated they have not secured the freedom or any of the other "big" features in the La Follette Act which seamen need above all things to make further progress possible.

The American "Wolkenschieber," on the other hand, went right ahead with their alleged impracticable program and by dint of perseverance and hard work have actually obtained what our "radical" German friends believed to be so utterly out of reach that only men who "live in the clouds" would attempt to secure it.

Who, then, are the true radicals? The men who talk about class consciousness and write columns of scathing criticism upon the American Federation of Labor's policy or the men who do things and achieve results?

It is not to be expected that a child brought up under the restraints of factory labor will develop a very high regard for liberty of any kind.

THE "REASONS."

Once upon a time a certain man in public life was asked to state the reasons why the United States government had not established the parcel post. The only known reasons, said our friend in public life, "are the Adams Express Co., the Wells-Fargo Express Co., and the American Express Co."

Those were powerful and conclusive reasons in their days, but times have changed. The onward march of progress finally swept aside all obstructionists and the United States parcel post is firmly and permanently established.

During the past few weeks there has been a Congressional investigation into the size, strength and influence of the lobby maintained by the shipping interests. Now, that lobby is generally credited with having killed the administration's Ship Purchase bill and, of course, everybody knows how very effective the same lobby was for many years in preventing the enactment of the Seamen's bill. But it is mainly because this particular lobby has been so very successful in thwarting the administration's pet measure that five United States Senators were detailed to make this investigation.

Some very interesting discoveries have already been made by these five solons. It has been rather definitely established, among other things, that the principal foreign steamship companies contribute approximately \$1,500,000 per annum to a select list of newspapers in this country. To be sure, the contributions are made for advertising purposes but they will help to explain why so many alleged "American" newspapers have been utterly unable to see any merit in the Ship-Purchase bill or the Seamen's Act.

One Million, Five Hundred Thousand Dollars, judiciously disbursed every year among American molders of public opinion will work wonders. Judged by results alone it was not a bad investment. Besides it will furnish an answer to the question so often propounded of late: What were the main reasons for delaying the passage of the Seamen's bill for a period covering so many years?

Well, the "reasons" were named at a recent hearing of the Senate committee by a Mr. James Rascovar, who is associated with a firm of advertising agents. They are:

The Cunard Line, The Holland-America Line, the International Mercantile Marine Co., the Russian-American Line, the Scandinavian-American Line, the Norwegian-American Line, the Fabre Line, the French Line, the Italian Lines, the Secular-American Line, the Austro-American Line, Lloyd-Italiano and the Royal Mail Steam Packet Co.

Some weighty reasons!

MOVING BACKWARD.

In the long list of reactionary measures approved by the New York legislature is a bill "permitting" women and minors to work seventy-two hours weekly. The limit under the old law is sixty-six hours.

The Washington legislature has passed at least seven vicious anti-labor laws and organized labor has invoked the referendum in order to ascertain whether a majority of the voters in that State are of the same opinion as the reactionary statesmen who sat in the legislature.

It is a far cry from Albany, New York to Olympia, Washington. But without any

prearrangement, without any conference or the adoption of any set resolutions, there seems to have been a sort of "gentlemen's understanding" between all the State legislatures in session during the first quarter of 1915 to clamp the lid on progress and move backward, as far as possible without running serious personal risk, toward Middle Ages conditions.

Fortunate, indeed, are those workers who are able to maintain "fair" living conditions through the power of their economic organizations. Wherever the maintenance of an established standard of wages and hours depends upon the whim and caprice of a motley crowd, such as gathers from time to time in the legislative halls of the respective States, there is always grave danger of disastrous consequences.

If any proof were needed to clinch this contention it is being furnished right now in New York, Washington and elsewhere.

The venerable President of the American Federation of Labor has from time to time sounded a warning note to trade unionists against "the danger of shifting duties." And when we consider certain current events, who will take issue with him upon his assertion that "the workers should keep in their own hands and under their immediate control the regulation of matters that vitally affect industrial welfare?"

ABOUT "FINE CLOTHES."

When the "statesmen" who sit in the present California legislature are short of logical or plausible arguments to justify their votes against labor, they simply refrain from arguing and resort to plain abuse. Thus it happened recently that the "Hon." Senator Anderson, of Orange county, found himself without a single argument against a bill requiring employers to pay their employees at least twice a month. So the worthy Senator unburdened himself of the following literary gem:

I am against this bill. I don't believe half of these Union Labor bills are in the interest of the Union Labor man.

These labor leaders who ask us to vote for this bill create a false idea of society in the minds of the laboring man. They wear fine clothes and live off the laboring man.

Presumably, "fine clothes" ought to be worn only by lawyers and lawmakers. Labor representatives ought to crawl up to the capitol building on their bellies, garbed in sack-cloth.

We concede that it is bad to create false ideas of society in the minds of laboring men. The laboring man ought to be content with his lot. He ought to understand for once and all that the benevolent gentlemen of the Anderson type are in a superior station of life. And he certainly ought to realize that these men from their exalted position are eminently qualified to judge what is good for the laboring man without the meddlesome interference of labor leaders in fine clothes.

Poor old "Divine Right" Baer was subjected to a great deal of criticism during the anthracite coal strike just because he expressed the opinion that "God in his infinite wisdom" had appointed him to look after the laboring man's interests. But it remained for a California statesman to use the "labor leaders' fine clothes" as an argument against a semi-monthly pay day for the laboring man.

MORE VALOROUS IGNORANCE.

Of the many silly misrepresentations and positively ludicrous attacks upon the new Seamen's law, "American Industries," the organ of the National Manufacturers' Association, furnished the "star" screed.

For the edification of those who never see the Manufacturers' publication, that matchless piece of prose is published herewith in full, together with a suitable rejoinder by Andrew Furuseth.

We quote from "American Industries":

"Freeing the Seamen."

There is a tragicomic touch to the passage of the so-called Seamen's Act in the closing hours of the last Congress. It marks the high level of oppressive government regulation and has embodied in it the quintessence of trade-union philosophy, for it establishes by law at one stroke useless jobs and impossible conditions of labor. But the advocates of the law went a bit too far in their zeal, for by making mandatory the whims of the Seamen's Union they destroyed the seaman's job. The labor clauses of the Act, which of course apply only to American registered ships, are too oppressive. The few remaining ships which fly the flag of the United States on the high seas face ruin or foreign registry, and under either alternative the marine Utopia so lately established at Washington vanishes.

Lake and coastwise shipping of the United States will have to bear the burden of the law, but in these trades the evil effects are somewhat lessened by the fact that none but American registered ships may engage in them. They may be expected to adjust themselves to new conditions of operation as well as possible and struggle along until a deadlock is reached between interstate commerce regulation and trade union regulation. But the drastic effects of the law on American shipping on the high seas should cause every thinking American to sit up and take notice.

For years the Sailors' Union of the Pacific has actively lobbied to have such a law placed on the Federal statute books, and when to its shame the Sixty-third Congress yielded, the Hon. Robert M. La Follette felicitated the union thus: "As you meet to celebrate the thirtieth anniversary of your organization, I rejoice that in the Providence of God I am permitted at last to hail you as free men under the Constitution of our country."

Free men the sailors on American ships will surely be. Free and untrammelled from the discipline of shipboard and the irksomeness of steady employment, for while the law which the Honorable Senator describes in such glowing terms makes conditions on American ships ideal, it did not make mandatory the operation of the ships. Already facing competition under conditions which forced American ship owners to operate at from twenty to sixty per cent. higher labor cost than foreign registered vessels, the new law provides among other things, under the pretense of insuring safety, a given number of lifeboats to each vessel and a prescribed number of certified lifeboat men to each boat. It has been estimated by experts that the cost of operating a Long Island Sound steamer by this and other provisions has been increased \$2000 a month. On this vessel the complement of lifeboats will require, under the act, forty able seamen for whom there is no other employment. And this law, it is well to remember, was passed by a Congress supposedly interested in restoring the Stars and Stripes to the seas.

What can be the object of American legislators in passing such a law? Has this country no National aims or ideals that Congress should stoop to the pettiness of such legislation? Among the nations of the world there is the keenest competition to have the largest and greatest number of ships flying their respective flags on the high seas. Wars have been fought, one of them by this country, for the preservation of maritime integrity, and national greatness is often measured by strength on the sea. The United States instead of helping and fostering the growth of American shipping, kills it by class legislation. What a cause of mirth this must be in the chancelleries of the world! Forty years ago Germany, a nation with a microscopic coast line, began the development of her commerce and prior to the present war the flag of Germany dotted the Seven Seas. In 1854 the ports of Japan were first thrown open to the world by an American naval officer, the ships of the nation were primitive junks, and to-day Japan is the dominant marine factor on the greatest ocean of the world. An impoverished island empire of the semi-mythical East outstrips in a half century the great republic of the world, not because of better ships or better men or better methods, but because of faithful adherence to high national aims, while this country bickers over the minutiae of operation. On the one hand encouragement to enterprise and on the other an obsessing fear that some one will make a fair profit. Aside

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 26, 1915.

Regular weekly meeting came to order at 7 p. m., August Seaman presiding. Secretary reported shipping dull, the number of men around the hall decreasing. The sum of twenty-five dollars was contributed to the Wireless Operators' Union.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., April 17, 1915.

No meeting. No shipping; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 17, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, April 17, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 17, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, April 17, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 17, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 17, 1915.

Shipping fair; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 12, 1915.

Shipping dull; prospects uncertain; a number of men around.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 22, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, April 15, 1915.

No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, April 14, 1915.

No meeting. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, April 19, 1915.

No meeting. Shipping medium.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Thomas B. Gundersen, No. 945, a native of Norway, age 32, died at San Francisco, Cal., April 22, 1915.

Brynjulf S. G. F. Rasmussen, No. 1039, a native of Denmark, age 26, died at Portland, Ore., April 25, 1915.

WINDUP OF THE I. W. W.

When the I. W. W. was founded several years ago by some well-meaning intellectuals, who had found the evolution of the established unions into industrials too slow for them, it was intended to be the means of uniting all the workers of the world into one great industrial union.

The industrial union was to eliminate the A. F. of L. in a short time, relegate all the corrupt labor leaders to the scrap-pile, and by "direct action" accomplish what the "parliamentary" Socialists had tried to do, but had been too slow in accomplishing.

At first the idea of joint political and "direct" action was not incompatible with the program of the new organization, but the idea of revolutionizing the world in a short time in spite of the slow process of evolution, drew to the ranks of the I. W. W. a lot of impatient idealists, who were not well acquainted with the law of economic determinism and thought that direct action would bring home the bacon without the trouble of securing a voting residence, educating a majority of the people to the benefits of a co-operative instead of a competitive system, or of even building up a strong and experienced organization, with adequate dues for its efficient administration.

As these impatient idealists in a hurry to bring the "revolution," took mental short cuts to their utopia, it gradually drove the experienced unionists out of the ranks and left a job lot of ex-S. L. P. members, and plenty of anarchists, as well as some of the self-appointed "intellectual leaders" from the professional element, together with many nomads who have no fixed place of abode, to carry on the propaganda for "one big union."

As the personnel of the membership changed in character, the psychology of the "organization" changed to fit their material interests. Old "Economic Determinism" always gets in his fine work.

At the present time the I. W. W. has a comparatively small dues-paying membership, practically no shops organized industrially under its control, but with a large number of unemployed men calling themselves adherents of the I. W. W.

The tactics and philosophy of the I. W. W. has now conformed largely to the ideals of the permanent "out of work" traveler, and it is anarchistic to the last degree.

You may truthfully call the I. W. W. "The voice of the unemployed." Either as a voting factor or as a labor organization, using the strike or boycott or supporting their fellow workers with funds during strikes against capitalists, the I. W. W. has ceased to function.

Its enemies are now the police authorities and the "charity" organizations who exploit the "down and out" man by making him chop wood for one-half pay that a person who did not ask charity would demand. Its advocates talk in grandiloquent tones of the revolution being brought about by the "general strike" when but a small per cent. of those advocating these tactics have any power to strike, for lack of a job.

There is no doubt that there are more people to-day than five years ago who are in agreement with the sentiments advocated by the I. W. W. speakers upon the street corners, and the number will increase somewhat during the next five years, for

the reason that the total number of the unemployed will increase, but that the I. W. W. will ever be a factor upon the side of organized labor, or that it will ever be anything but a drag upon the revolutionary movement of the working class, is more than doubtful.

The unemployed people do not bring revolutions, but they do become individualistic lawbreakers, and so prey upon the rest of society.

Capitalistic society is now very much bothered with the increase of unemployment and the consequent increase of crime. The capitalist feels himself unsafe, both in life and property, nowadays, and the signs of decay in the capitalist system are everywhere apparent, but we cannot expect the I. W. W. to change conditions for the better, because it lacks organization to do anything.

The I. W. W.'s very psychology is individualistic, and consequently its activities are not constructive, but are composed of complainings, individual reprisals, sabotage, and revenge for injuries received.

These are the tactics of the beaten slave who fears open warfare, but seeks revenge in secret ways.

The life has passed from the I. W. W. as a constructive force, and it has become the wail of the unemployed, beaten man.

The Socialist party and the A. F. of L. are far from perfect, and the workers have much to learn in the matter of securing control of the organizations which they have created, but both of these organizations are composed of the economically necessary actual workers without whom industry would be at a standstill.

When the A. F. of L. calls a strike it has men to come out, and when the Socialist party decides upon a policy it has representatives in the legislative bodies to express those policies and to secure at least some measure of the things demanded.

The working class has many bitter experiences to go through before it will be emancipated from wage slavery. It only learns by experiences, and the fact that it is having a lot of those experiences need not discourage us in the least.—Howard H. Caldwell.

CONSTRUCTION VS. DESTRUCTION.

There exists in the inclination of all who come into this world a natural, inborn, inherent spirit of destruction and more or less selfishness. The trade union movement seeks to be and is constructive. It teaches brotherly love and a feeling of kindness and helpfulness to our fellow workingmen and gradually minimizes to the lowest possible degree the spirit of aggressive selfishness. It constructs because of its activities, economically, and its far-reaching ramifications socially, better men, better women and better citizens generally. It turns the thoughts from destruction and selfishness to helpfulness and constructiveness. It seeks to and does construct better working and better living conditions for its membership right now and here on earth. The natural fulfillment of organized labor's ambitions is to reach a state of society and working conditions in which all thought of selfishness, greed and destructiveness shall forever have passed out of the minds and hearts of human beings, and there is no power on earth that can or

ever will intervene to prevent the fulfillment of labor's lofty and humane ambition.

The organized labor movement has made mistakes. Who has not? It, however, has profited by these mistakes, and while it may make mistakes in the future and be confronted by periods of stagnation or slow growth, its wonderful accomplishments, together with the ever-present absolute necessity for their existence, warrant the assertion that the movement will always go forward, step by step, until it has fulfilled its natural mission and it will then remain to safeguard and protect these better, more humane and civilized conditions.

History familiar to you all has taught us, however, that we have never had an easy task, and the task of restoring to labor its natural birthright will not grow lighter in the immediate future. On the contrary, as organized labor wrests from the privileged few its stolen or self-appropriated privileges, the contest will become more and more intensified and will require heroic sacrifice, able leadership, strong minds and brave hearts to carry forward the work so well begun and so ably, thus far, conducted. With, however, increased intelligence, a higher development of sacrifice, experience and the lessons of the past, progress toward a better social and economic state, while just as fiercely contested, will nevertheless be more rapid than in the past.

We know of no more fitting time than now to mentally resolve to ever hold aloft the banner of trade unionism and to remain steadfast in the ranks of the advancing hosts of organized labor until workingmen and women shall come into the full enjoyment of the fruits of their toil; to a time when little children and the youth may enjoy the blessings and the comforts and the happiness of childhood and youth and, when old age finally overtakes us, the declining years may be spent in comfort, happiness and the enjoyment of a consciousness of a life well spent—when we may all look forward to a time when sordid greed, strife and self will give place and make way for fraternity and good will, and genuine humanity in its broadest, truest and highest conception shall prevail.—Cigarmakers' Journal.

"BUSINESS AS USUAL"?

The Press, headed by Lord Northcliffe's Times, has told us that we ought to expect a rise in prices, that shipowners and others are quite entitled to make money out of the war. This is "business as usual" with a vengeance, and proves that the capitalist class, headed by their kept press, are determined to use all the means in their power to continue their exploitation and robbery of the people.—London Herald.

* * *

Bread has risen in price 50 per cent. in South Australia. Cornered wheat by patriotic plunderers is the cause of the bread famine. Business as usual.—Maoriland Worker.

* * *

The Tzar has offered to sacrifice his last peasant to get to Berlin. Business as usual.—London Justice.

Labor will never realize its rights until it recognizes its wrongs.

OCEAN TRAVEL AT LOW LEVEL.

A statistical presentation of present conditions in ocean travel to Europe has been made for the Journal of Commerce. It relates both to cabin and steerage passengers. Immigration figures for 1914 reached the lowest point recorded since 1901. In the first seven months of the war 500,000 fewer passengers were carried across the Atlantic and 703 fewer trips were made than in 1914.

Following are interesting points in this presentation:

"The revenue losses sustained by the transatlantic lines from the decline in passenger traffic are admittedly heavy, although earnings from freight transportation, resulting from prevailing high rates, are expected to make up to some extent such losses. The decrease in the number of trips, it should be remembered, included the fact that the Hamburg-American, North German Lloyd, Austro-American, Russian-American, Red Star Line from Antwerp, and the Cunard Line from Trieste and Fiume discontinued services after the first seven months of 1914.

"It should be further recalled that delays in unloading and loading, due to inadequate labor-supply at many European ports and hazards of war which had to be avoided, contributed to a decrease in the number of trips that could be made by the English, French, or other lines, as well as neutrals. The lines made 403 fewer trips in west-bound traffic during the last year than they did in 1913, and 300 fewer in east-bound, which fact in itself shows that the delays were far more frequent on the European side.

"Figures which have been obtained on the number of cabin and steerage passengers brought to American and Canadian ports by the various steamship companies which have been operating since last August show that the incoming volume has declined from 79,178 in the month of August, 1914, to 11,118 in the month beginning February 1 and ending on March 5, 1915, which means that a net loss in west-bound passenger traffic has been sustained by the companies of 68,060 passengers in the first seven months of the European War period by monthly comparison.

"The movement of passengers leaving American and Canadian ports has declined from a total of 33,364 for the month of August, 1914, to the total of 11,540 for the month of February to March 5, 1915, which means a net loss for the seven months' war period of 21,824 passengers in the comparative monthly movement of outward-bound passengers.

HAMBURG'S WICKEDNESS.

While the rest of Germany has cast from its bosom all things English, Hamburg still has a cherished vice to which it clings with all the obstinacy of hardened wickedness. This is nothing less than an inordinate affection for the succulent but indigestible English plum pudding, and to such a pass have things come that the Hamburger Nachrichten, once the organ of Bismarck, feels it a duty to administer a sharp rebuke to the erring city. It says:

"With feelings of shame we have to state that the preference for everything foreign which existed among the people, in Hamburg also, at the outbreak of the war, has

not been entirely eradicated. One of the largest stores here informs us that ladies insist upon buying clothes of French origin or of fabrics made in England.

"A famous Hamburg provision store has for years past sold plum puddings and other English delicacies, which were really made in Germany, but were enclosed in wrappers which bear English inscriptions. This year the proprietor had the labels covered with a slip bearing the words 'Made in Germany.' At Christmas these puddings had scarcely any sale because the customers refused to buy them on the ground that they were not 'genuine English.'

"A store which recently announced that in future all English 'sporting articles' would be replaced by goods made in Germany was at once besieged by people who bought up the whole of the English stock for fear they would not be able to get the 'real English sporting goods' at a later date."

RECOGNITION OF "LABOR."

Labor is bestirring itself, Labor is awakening, and fear is in the heart of the capitalist. So much is evident from the newspapers, which are full of appeals to Tom, Dick, and Harry to do their duty, and not respond to the false teachings of irreconcilables and irresponsible traitors, who would turn the worker from his preordained task of producing wealth for his master. Behind all the wailings of the Press one detects a note of nervousness, else why does Labor occupy so many valuable columns when but a short year ago the papers were silent? It may be that the capitalist sees he is being found out, so the hirelings of the Press spend their time between bullying and pacifying. The Times, under the title "Misunderstandings," warns to the task. It first pats Labor on the back, and then unburdens itself in the usual grandfatherly style. The men who have dared to strike since the war are chided, and told that "they do not understand national needs." The wage-earners have considered themselves a class apart, "having only rights against the rest of the community, and no duties towards it." With a sigh of relief, however, the Times comforts the public with the remark that the dry rot has not gone very far, and there is still some hope if Labor will only cease from cornering the market now that the country is so dependent on it. That is the keynote to the whole situation. Let the workers only realize just how dependent are the profiteers, and they will refuse to be starved, bullied, and exploited by those very masters who despise them for their subjection and modest conception of their own usefulness.—Freedom, London, England.

The rivers of the United States carry to tidewater every year 270,000,000 tons of dissolved matter and 513,000,000 tons of suspended matter. This total of 783,000,000 tons represents more than 350,000,000 cubic yards of rocks, or 610,000,000 cubic yards of surface soil.

If all the land now above sea level, 25,000,000 cubic miles, were spread uniformly over the globe, it would form a shell about 660 feet thick.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main Street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

methods of trade unions and those of legislators on the question of raising wages.

The State lawmakers recently passed a minimum wage law, which was signed by the Governor. It was then discovered that the important word "mercantile" was not in the law, and as a consequence the act does not apply to stores.

No one seems to know how the "accident" occurred, but the Union Labor Bulletin, while not making charges, intimates that the omission was deliberate.

Then the paper gives this wholesome advice to Arkansas workers:

"But there is an effective way for employes to enforce proper minimum wage regulations without assistance of laws. A strong labor union can arrange its wage scale to suit conditions in its community. This is especially true in the case of retail mercantile establishments, for they depend wholly upon local trade for success, a trade that can be easily informed as to bad wage and other conditions existing in any local store, and willing to change their patronage to one granting better conditions, once their attention is called to existing evils in a proper way.

"A clerks' union is in position to quickly discern violations of agreements or of law, and where an individual clerk would be afraid to report such a violation publicly for fear of discharge the union would have no such fear, while in adjusting difficulties that may arise between employers and employes in any industry a strong union affords the quickest, most efficient and inexpensive method."

An Astonished (?) Lawyer.

In presenting the company's side in the wage demands of Bay State street railway employes, now being considered by an arbitration board, Attorney James M. Swift expressed astonishment at the request of these workers. Mr. Swift termed it "an appalling demand." He said he would present a wage scale plan "which would result in increases for the men who are entitled to them." He assured the board that the company was overgenerous when it offered half a cent an hour increase to their employes last fall, and which was rejected. But the golden opportunity has passed, and now, says this well-paid pleader, the company insists that wages should be reduced.

To offset the claim of Prof. Irving Fisher, Yale University, that the workers were entitled to increases, the company presented Prof. Richey, of Worcester Polytechnic Institute, who introduced a bewildering array of charts and figures to prove his claim that since 1909 the cost of living has increased about 10 per cent. and wages have increased about 13 per cent. According to this schoolman's figures, there is no increase in living costs because wages have kept in advance. Attorney Swift was in hearty accord with these sentiments, which sustain his "appalling demand" theory.

Tenant Life in Southwest.

"Batteries of children" are in demand as farm workers by southwestern land owners, who seek tenants with large families, according to one witness who testified before the United States Industrial Relations

Commission, now investigating the land question in Dallas, Texas. In support of this claim, letters from a rich landowner were produced in which the writer insisted that his tenants must have "plenty of force." The witness explained that this kind of "force" means a "battery of children with a woman at their head."

Editor Nagle of the Tenant Farmer said that under practices of the jury-choosing system in Oklahoma tenant farmers are excluded from jury service, especially on cases of greatest interest to themselves.

The witness described what, he said, were typical conditions in the State, as shown in an unnamed Oklahoma county of 3,000 farmers, one-third of whom were renters. Of the 2,000 owning farms, 80 per cent. carried mortgages.

"In this county is a county seat and two electric-light towns," he said. "In these electric-light towns are grouped approximately 100 parasites of the first degree. These parasites are interlocked. If the bank that exploited the farmer through usury should decry the graft of the grainman, what would happen? The grainman would charge usury, withdraw his deposits from the bank and report the matter to the State Grain Dealers' Association, and this committee would take the matter up with the bank's correspondents in Kansas City, Chicago, and New York, and the bank would be denied accommodations."

MORE VALOROUS IGNORANCE.

(Continued from Page 7.)

from the international complications which some of the provisions of the law will cause, it is a shame and a disgrace to the American people and an outrage on the flag. When such legislation is passed Senator La Follette would do well to omit the "Providence of God" from his characterizations.

Furuseth's Reply.

Editor "American Industries":

Sir:—The attack upon the so-called Seamen's Act in your current issue is of such nature that I feel bound to attempt a correction, not of the policy of the paper, because that would be futile, but of the impressions, which might be left in the mind of an honest and uninformed reader.

You sneer at the freedom granted. You suppress labor. The seaman signed a contract, pulsory labor. The seaman signed a contract, no one was compelled to sign it, no one was compelled to become a seaman; but when a person became a seaman by signing the contract he ought to be compelled to fulfill its terms. Such person had contracted a debt of "service or labor" and such debt must be paid in full on the ship or in prison.

The trouble with you, at least with your paper, if not with you, is that you consider that part of the public for which and to whom you are speaking as the legitimate heirs to "The Castle and The Guild." But yesterday you were the writing-slave of the Castle, and the People to whom you furnished your misinformation were the members of the Guild or the Collegia.

In the evolution toward freedom your body has been liberated and the ambition of your masters have been stimulated so that you perhaps honestly believe that you are jointly good enough to assume and exercise the powers of the Castle and the Guildmasters. You have certainly nursed with almost infinite pain the one instance of bondage left in this country.

Of course, your purpose is very plain to any person following your policy with some discrimination. You wanted to use this last remnant of legal bondage upon which to build your ideal society. You as the masters, and the workers the slaves—tied to the ship, the train, the factory and the mine. Now you are very angry because the foundation upon which you hoped to build has been taken away. The soil of the United States is free and bestows upon those who tread it its own freedom. Instead of a society based on force and fear we shall build one based upon enlightened self-interest and loyalty, ultimately to be one of brotherhood and equality. You can see no good in the freedom that does not give you the opportunity to tyrannize over somebody mainly because you yourself have not been free long enough to freely grant freedom to others.

This law, so you aver, is to free the seaman from any job, he is to be idle forevermore because the expense of freedom and decent con-

dition will drive the American from the sea entirely. Permit me, Sir, to advise you to take a few days off and try to study the causes of the decline of the American shipping and then give another few days or weeks or months to read and understand this new law. If you find this too difficult consult with some honest attorney and you will at least be saved the disgrace of exhibiting your ignorance of the subject.

In looking up the causes of decline you need not read what has been said by lobbyist of labor-union type. Read what the shipowners and shipbuilders have said. You will find that they have given two causes: First, a differential against the American ship in the cost of building amounting to about 33%; Second, a differential against the American ship in the cost of operation amounting to from 25% to 200%.

The cost of building had its origin in the monopoly of the American shipbuilder. He had it and he knew how to use it. He also knew how to disguise his income by capitalizing income instead of capitalizing investment. Books may be made to show anything if the book-keeper is permitted to keep them as he shall please.

The second differential had its origin in the fact that the United States was a new country with unlimited area of land upon which men could use their own labor to good advantage, thus driving the wage rate above the European and the Asiatic rate. Since the United States had a higher wage rate than other countries, it followed that the seamen's wage would be higher even if the refuse of humanity only could be driven to the sea. Foreign vessels hired their men in low-wage ports and in accordance with the terms of those treaties by which we were using our police power to help them keep down their wage rates when they came to our ports. Our competitor had cheaper labor and we saw to it that he lost none of his advantage when coming to our ports. We did this because we had agreed to arrest, detain and surrender back to him the men who were trying to equalize the operating cost by quitting his service.

The last Congress took away from the shipbuilder a part of his monopoly and so took a step towards equality of cost in building. The same Congress took from the foreign shipowner the special privilege of enforcing contracts to labor within our jurisdiction and provided further that any foreign vessel leaving a port of the United States should be as well manned and equipped as any American vessel. By doing this it placed the American and his Foreign competitor on an equality in obtaining labor in ports of the United States.

If you, Sir, will take the trouble or get someone to assist you to understand this new law, you will find that there is no burden put upon the American shipowner that is not equally placed on his Foreign competitor.

You say that "National greatness is often measured by strength on the sea." For once you are right. But if a Nation has followed a policy by which it has ceased to have either native seamen or vessels flying its flag, what should be said about those who advise a continuation of such policy? What should be said of men who through deplorable ignorance misrepresent the action of Congress after that body has honestly entered upon a policy which will bring the American to the sea, personally and with his capital? This, Sir, is your case and the case of those shipowners for whom you presume to speak. Fortunately you do not speak for all shipowners; you speak for those who have money in foreign vessels to the tune of some \$300,000,000, and for those foreign shipowners who have money invested in our coasting trade. I do not charge you with doing this consciously, because it is very evident that you have only a smattering knowledge of this subject. Permit me, therefore, to renew my advice that you take some time off and give just a little serious study to the matter. Really you ought to do this for your own sake and for the sake of your readers.

(Signed) ANDREW FURUSETH.

Natives of British Honduras find that nature has provided them with splendid material for pillows and mattresses in the pollack tree. It is a common softwood growth, with a large, pear-shaped fruit, which has a hard shell, changing to almost black when ripe, and contains a short staple brown fluff or silk fibre. The fluff is about a quarter of an inch long, more like the finest of camel's hair than fibre, and is used extensively for filling pillows and mattresses. It will not lump, even after years of service. The natives occasionally expose it to the sunlight for a day or two, and put it back again as good as ever.

God does not give us results, but only opportunities.—Black.

WANTED—MEN!

[By Luke North.]

Wanted—Men!
Able-bodied men
Bold-hearted men
To enlist in a holy war
Against Poverty.

Wanted—Men!
To fight for
Women and children
As bravely as
For kings and queens.

Wanted—Men!
A million men
To brave death and torture
Gallows and prisons—
To dethrone Privilege.

Wanted—Men!
To dare as much for human rights in America
As for property rights
In Europe.

Wanted—Men!
To wrest from
Greed and monopoly
The unused land of America—
Men unafraid.

THE POWER OF UNIONISM.

A few men, weak and helpless as individuals, can by unity become a powerful force.

Unionism is the hope, the only hope, of the working class.

Individuals may go up or down in our present social system, but the workers as a whole can progress upward only through the exercise of unionism.

This is beyond all dispute, yet few of us have even begun to grasp the great meaning, the value, or the power of unity.

Millions of men here in America do not yet dream of the immense financial value to them of unionism.

Less than three million men realize the power of unity in the shop.

And how few they are compared with the rest of the workers in America! Yet look at what unity has done for them.

They have the shortest hours, the highest wages, the best treatment.

They have hope, confidence, self respect.

They have to an extent emancipated themselves from subjection to individual oppressors, vile conditions, low wages, and long hours, yet, even they, the most intelligent of the working class, do not yet understand the full power of unity.

Think what it would mean if every man, woman and child who toils in this country should be bound together in bonds of perfect brotherhood.

Think what they could do in case of a strike or a lockout or any difference whatever with the powers that rule this world.

If they would all unite how quickly they could bring tyranny to its knees.

Of course the unity must be first of all, and above all, the unity of men in the shop, the mills, the mines, and the factories.

These workers must stand by each other, believe in each other, work with each other and love each other in the shop, but there must also be unity when they go to the grocer or the clothier.

To-day union men often spend forty dollars a month to destroy unionism where they give one dollar a month to build up unionism.

The union men of this country as a body spend no less than one billion five hundred million dollars a year to purchase the necessities of life.

Every dollar of that immense sum that

is spent for non-union goods is spent to break down the unions.

When a strike is on, union men all over the country send their contribution to support the strike.

They do all in their power to support their brother unionists when they seem to be in trouble, but the little strike which you aid here or there by contributions is nothing compared with the evil your millions of dollars do in supporting non-union products.

When a unionist spends forty dollars a month buying scab products he is trying with a great big hand to pull down the unionism which his poor little dollar of dues to his union is trying to build up.

When a union man gives a dollar a month to support his union he is very proud of himself as a good unionist. He thinks himself a philanthropist. I suppose he thinks that that miserable dollar a month will build up a powerful trade union movement. But it never will so long as he takes his forty dollars a month into ten-cent stores and buys the products of prison and scab labor which is cutting the very ground from under his union.

Suppose every man of the three million trade unionists in this country considered it a crime to buy prison products or scab labor products, suppose the merchants knew that every penny of the billion and half dollars spent by these trade unionists would be spent only for union goods, what would you see?

Every store in this broad land, patronized by working men, would have a big union label over its door. Merchants would themselves advertise the union label and manufacturers would produce union products and hire union labor or go bankrupt. If union men bought right, they would not have to strike so much.

That, brothers, is the power of unity in the small matter of spending a week's wage. The buying power of labor if exercised in unity would solve many of the problems of Labor.

Back of every union fighter, back of every strike, back of every industrial battle, would be the power of three million men and the power of a billion and a half of real dollars spent each year.

Every dollar spent by union labor for union goods is money in your own pocket. Think of that!—ROBERT HUNTER.

The New York Evening Post relates a story told in England of Captain von Müller, late of the "Emden." One night while the British cruiser "Yarmouth" was escorting a merchant ship out of Singapore, the wireless operator received calls from a ship some distance away. He answered them, and to his surprise found that he was in communication with the German cruiser "Emden." The transmitted message was as follows: "Captain von Müller and the wardroom mess send their compliments and would be obliged if the 'Yarmouth' would let them have the result of the inter-regimental Rugby football match." The result was duly given, together with an intimation that it would not be very long before the Captain of the "Emden" and the wardroom mess would have the opportunity of a personal attendance at all field and track events in England.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The American Safety Museum has inaugurated a new campaign for industrial safety and has opened quarters in the heart of New York city's manufacturing district. Improvement of working conditions in industrial lines, both as to safety and hygiene, is the object.

A State constitutional convention—the first in nearly twenty-five years—has convened at Albany, New York. Many changes will be considered, and it is predicted that the session will be a long one. The amended constitution will probably be submitted to the people for approval at the fall elections.

Mill workers in New York, affiliated to the Brotherhood of Carpenters, have bettered conditions and secured an agreement with employers. The contract provides for a minimum wage of \$17, and for \$18 beginning September 11. The first of the next year hours will be reduced from 48 to 44.

Members of the Brewery Workers' unions employed at Washington (D. C.) breweries insist that instead of being discharged on account of lack of work they be laid off. Other conditions demanded by the employers would compel engineers to work a 12-hour day. The workers are asking for no wage increases.

Common Pleas Judge Lieghley of Cleveland, Ohio, has upheld a municipal court decision that contractors engaged on city work are legally limited to an eight-hour day. The case was against the superintendent of a construction company who was fined \$500 and sentenced to sixty days in the workhouse, and who appealed.

Unionists in Illinois are urging the legislature to approve a law "to make lawful certain agreements between employers and laborers and to limit the issuing of injunctions in certain cases." The bill was drafted by the Executive Council of the American Federation of Labor and introduced at the request of the Illinois Federation of Labor.

Street-car men of Springfield, Mass., have voted to declare their strike off and submit all differences to arbitration. The strike was caused by the discharge of three conductors who were, the company claimed, irregular in their transfer accounts. At arbitration hearings last year the workers showed that these irregularities were caused by a deficient system of recording transfers and free fares. The arbitration board ruled that transfer registers must be installed in all the cars, but as yet the order has not been obeyed. When the last three men were discharged on grounds of alleged "irregularity," the men struck.

The need of a State anti-injunction law, similar to the recently enacted federal Clayton act, is shown by the order of Chancellor Kyle in the case of striking textile workers and the Holston Manufacturing company at Lenoir City, Tenn., which secured a temporary injunction and which is now made permanent. Under its provisions the strikers are permitted to ask non-unionists to join them, but they are not allowed to picket or urge non-union employees to quit the service of the mill management. The strike was caused by discharges when a local of textile workers was formed. The workers say conditions were unbearable and they were forced to unite.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, -1821	Lindeman, C. H. O.
Andersen, Peder F.	Larson, H. -1677
Andersen, H. T.	Marmion, J.
Berg, Vilhelm	Madsen, Johannes
Bucknam, Jack	Meyerdeiriks, H.
Bartlett, H. N.	McWhixter, James
Carlson, J. -861	McPherson, James
Carey, Arthur L.	Miller, Ben
Detmausen, D.	Moen, Robert
Edvords, John	Muellerbech, E.
Engelbretsen, Einar	Moen, Tryger
Eriksen, Otto	Muier, J.
Eriksen, Kristoffer	Monroe, Wallace
Evanger, Nils	Macdonald, W.
Elsted, John	Mikkelsen, K. -1620
Framnes, Iver	Nas, John
Gundersen, L. G.	Naro, H.
Grant, Dave	Nielsen, H. O.
Gustafson, Taeco	Nielsen, Alfons
Hansen, W.	Nordenberg, J.
Hansen, H. T.	Norvig, C.
Hardcastle, W.	O'Daly, John
Herman, Axel	Olsen, Chas.
Hellisen, H.	Olsen, Harald
Hughes, W.	Olsen, Petter
Haltberg, E.	Pedersen, F. A.
Halst, L.	Petterson, Conrad
Holmnes, S.	Reinink, H.
Jansewitz, John	Reckman, H.
Jacobsen, Torgils	Rleck, F.
Johansen, Ole	Rosen, E. H.
Johnson, C. W. -64	Samuelsen, W. L.
Johnson, C. J. -1566	-1346
Johnson, Ed.	Saxley, C. H.
Jorgensen, Fredrik	Schwarrien, W.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Johnson, A. W. -2186	Shultz, Billy
Jegstrop, H.	Simms, Gunner
Kalning, Jacob	Simmonds, A. E.
Karell, J. H.	Smith, T.
Kruger, Johan	Thomsen, R.
Kuschert, John	Thorsen, Torger
Kruse, R.	Torget, Ole
Lewis, Geo. H.	Tullfsen, Hans
Lersten, John	Travers, John E.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium In
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room, 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

EUREKA	Lawrence, Harry
Christenson, Hans	Luberg, W.
-1366	Nilsen, Nils
Eriksen, Anton	Thorsen, Fredrik N.
Lomas, Richard	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC. Call at his old Red Stand on Water Street, Port Townsend. Next door to Waterman & Katz.

Portland, Or., Letter List.

Anderson, John	Metts, John
Allan, Frank	Mathiasen, Sigurd
Anderson, W.	Moller, L. D.
Bjorkholm, J. E.	McConnell, David S.
Bernhardsen, Chas.	Marx, Hihorwald
Beck, Johannes A.	Meckermann, Ernst
Bugge, Mr.	Meyerderk, Heinrich
Christensen, Otto	Moller, L.
Cherniasky, Mike	Meyer, Chas.
Christensen, H. P.	Neuling, Albert
Carlsen, Herald	Ohlson, J. W.
Decas, O.	Oleson, J. W.
Dolany, Willie	Oglive, Wm. A.
Dully, Alex	Olsen, Oscar
Eman, A.	Olsen, John An-
Egenas, Nils	dreas
Edstrom, John	Olsen, Arthur
Engstrom, Richard	Peterson, M.
Elisen, Sam	Peterson, P. G.
Felsh, Henry	Perssons, Oscar
Gasch, Willy	Palmer, Jas. H.
Gunther, John	Pensgaard, Emil
Holm, Peter	Rod, Halfdan
Hellman, Albin	Reyborg, S.
Helenius, Oskar	Rimmer, Chas.
Holm, Aage	Rasmussen, B. S.
Hendrikson, Wm.	Rasmussen, Thor
Handt, Wm.	Staff, Fred
Henriks, Waldemar	Svenningsen, S.
Johansen, Christ	Schmidt, Louis
Johansen, Nils	Scott, James
Johansen, Anton	Salvesen, S.
Jensen, V.	Saarinan, W.
Jahnke, Otto	Solberg, P.
King, J. L.	Smedsvig, Andrew
Kermagoret, Antach	Simons, O. J.
Kerry, Patric	Stuardahl, J.
Kjer, Mangus	Swansen, John
Knudsen, Richard E.	Snyder, Jack
Keane, M.	Tamford, B. A.
Luckman, El.	Tasnase, E.
Lorins, Jack	Tully, A.
La Boyle, M.	Tuhkanen, J. J.
Lyle, Alex.	Urvso, Geozep
Morgan, Tim	Wickman, Ernest
McLellan, John	White, Harry
Muencheimer, Her-	Walter, John
bert	Westengren, C. W.
Muller, P.	Welsen, John
Mathson, Nils	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1176	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Petersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simensen, Isak
Eriksson, -333	Scheffner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gronros, Oswald	Thorne, John
Gueno, Pierre	Thompson, S. K.
Hansen, Ove Max	Udby, Harold
Hvid, Elner	Walder, Olsen N.
Hylander, Gustaf	Packages.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Kustel, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. S.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

(Important!) Ludwig Madsen, who two years ago worked on board the schooner "Blakeley," is requested to communicate with the postmaster at Port Townsend, Wash. 4-21-15



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

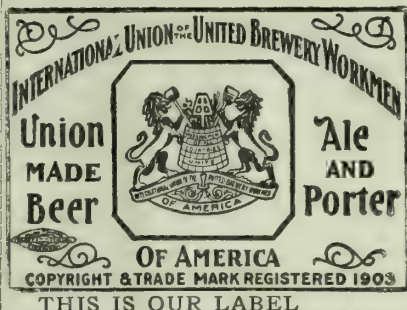
DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made

**ABERDEEN, WASH.****HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

Headquarters for

UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE

401 East Heron St., Aberdeen, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Home News.

The bill to abolish capital punishment passed the Tennessee Senate by a small margin. It had already passed the House.

Attorney-General Gregory has rendered a decision that national banks may, if they wish, guarantee deposits by insuring them in guaranty companies.

Experts of the United States Census Bureau have calculated that the population of this country reached the 100,000,000 mark at 4 p. m. on April 2.

Frank Abarno and Carmine Carbone, charged with placing a bomb in St. Patrick's Cathedral, were found guilty by a jury in New York on April 12.

Extensive preparations are being made for the resumption of work at mines and mills in Eastern Pennsylvania, which have been on part time during the winter.

The mayoralty election in Vancouver, made necessary on account of Mr. Taylor's faulty land qualification in the previous election, resulted in a vote of 5,834 for Mr. Taylor, 4,656 for Alderman Hepburn, and 85 for Mr. Whiteway. This re-election of Mr. Taylor is an emphatic endorsement of his broad liberality and aggressive Single-tax ideas.

Judge Neterer, of the U. S. District Court, has dismissed the Sherman law indictments against the Merritt & Chapman Derrick and Wrecking Co., Isaac E. Chapman and William L. Chapman, charging them with conspiring to build up a salvage and lighterage monopoly in the Hudson River, New York Bay, the adjoining waters and all along the Atlantic Coast. There was no evidence in the Merritt & Chapman indictment. Judge Neterer held, to show that all the defendants named conspired to violate the Sherman law within the time required by the statute of limitations.

Coal miners on strike in the eastern Ohio field are preparing to farm the hillsides of Belmont County, which have been placed at their disposal by friendly farmers. President James Lord, of the A. F. of L. mining department, with offices at Washington, is securing seeds for them from the Agricultural Department. The miners intend raising vegetables, that financial assistance may be used for clothing and other necessities. The strike started in April, last year, and was caused by a demand of the operators for wage reductions when the anti-screen law was enacted by the State legislature. About 15,000 workers were originally involved.

Former Attorney-General Hogan says the railroads in Ohio are not entitled to an increase in passenger fares, and calls on citizens to protest to their Senators and Representatives to offset "a powerful railroad lobby that now claims a majority in both branches" of the Legislature. Mr. Hogan says: "I am convinced that if the railroads operating in Ohio would squeeze all of the water out of their capitalizations that their present revenue would be more than enough to pay ample dividends, and allow a comfortable sum to be placed each year in their surplus." He says the railroads have not proved their case, and that if they have a case of real merit the place for them to go is into court.

Domestic and Naval.

The Cape of Good Hope prize court has condemned the German steel barque "Heinz," 1981 tons register, built in 1901.

The Spanish government is taking over a number of Spanish-owned vessels to convey cargoes of wheat and oats under Government auspices, principally to Barcelona.

The London prize court has condemned and ordered to be sold the German steamship "Paul Woermann" (2238 tons gross, built in 1898, and owned by the Woermann line of Hamburg), which was captured in the Cameroon River in September.

Owing to the great difficulty just at present of forwarding freight from Archangel to Petrograd, it has been decided to transport goods by way of Sweden, at least until the spring season opens up. The proposed route will be Archangel-Narvik-Karungi-Petrograd.

During February, 1913, 622,105 barrels of oil were shipped to United States ports from Tampico; during February, 1914, 1,085,506 barrels were shipped, and during February, 1915, 746,164. Besides this 410,000 barrels were shipped from Tuxpan to United States ports last February.

The three-masted schooner "Flora A. Kimball," which sailed from Morgan City, La., March 20, with lumber for New York, went ashore on Barnegat bar on the New Jersey coast. Seven of her crew were brought ashore in the surfboat of the Barnegat coast guard station.

After living on a water-logged schooner five days on low rations, the crew of the schooner "Herald" were rescued at sea and brought into Liverpool, Nova Scotia. The schooner "Herald" left Lahave, N. S., April 1, with lumber for New York. The schooner was wrecked in the north-east gale of April 2. The crew, adrift on the wreck, had only a few crackers for food.

The Army and Navy Journal states that if the U. S. Navy succeeds in raising the sunken submarine "F-4" it will accomplish a feat which will attract world-wide attention in naval circles. None of the nations that has had similar accidents by which submarines have gone to the bottom in such deep water has ever been able to bring the unfortunate craft to the surface.

The Mallory Steamship Line has contracted with the Newport News Shipbuilding and Dry Dock Co. to replace the steamship "Denver," lost at sea March 23. The new vessel will be ready for service September 1, 1916. She will be about 440 ft. long, as against a length of 368 ft. of the "Denver." The new vessel will be named after a Texas river and will be used in the New York-Galveston trade. The cost of the new ship is said to be about \$900,000.

Medical aid was extended to twenty-four ailing fishermen, while three vessels, valued at \$576,000, were assisted by the Coast Guard hospital cutter "Androscoogin" during her cruise of 3560 miles on the fishing banks in January and February, according to the official report of her commander, Capt. W. E. Hall. In view of the approaching cruise of the American fishing fleet for the Eastern banks, far distant from American ports, Captain Hall suggests the repeal of a department order that no patients be landed on foreign territory.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest	Anderson, Ed
Adolfsson, Fritz	Anderson, H. E.
Allan, W.	Anderson, Jon
Andersen, A.	Andersson, O. L.
Andersen, Alfred	-1363
Olaf	Andresen, Anton
Andersen, A. S.	Annus, Alexander
Andersen, C. M.	Antonsen, H. -1783
-1823	Anus, Jon
Andersen, Gust -1109	Arntsen, Julius
-1526	Auer, Billy
Andersen, N. -1549	Azevedo, Manuel T.
Backman, Axel	Blair, Mike
Backman, B. W.	Blommedal, Chris
Bakker, Haakon	Bodagh, A.
Balled, Pete	Boers, M.
Ban, Martin	Bowden, Chas.
Bary, Thomas	Brander, W.
Barz, Herman	Brandt, Birger
Baumann, A. O.	Bredemeyer, Elmer
Benson, G. -1919	H.
Bergbalm, Edward	Brennel, Waldemar
Bergman, E. Ivar	Brown, William
Berklind, Gus	Bruun, Axel
Berlin, Werner	Bryning, Walter
Bessenes, Olaf	Bryning, William
Beynavowier, F.	Buckly, J. J.
Bilke, E. -2049	Bucow, C. W.
Birkner, Ula	Bunnett, E.
Bjornsen, Conrad	Byloff, Charles
Calson, Fred	Cellan, John
Campbell, George	Christensen, Louis
Carey, Arthur L.	Christiansen, L. P.
Carl, Waldemar	Christensen, Otto
Carlson, Jack	Claus, Charles
Carlson, Axel George	Clever, Hugo
Carlson, Charles	Conlon, Ralph
Carlson, Julius	Conolly, Ohrt
Carlson, Martin	Constedt, John
Carlson, Carl	Costantinos, Lay
Carlstrom, John	Crosiglia, G.
Carrita, Peter	Curran, N.
Carter, J.	
Dahlkvist, Fred	Derengowski, Julius
Daniel, J. C.	Doyle, William
De Bruin, B.	Dracur, Ed.
De Hayes, F.	Duls, I.
Dehlen, Fred	
Earling, Gus	Ellingsen, Fred
Edwardsen, Anton	Erickson, Andrew
Edvard, August	Erickson, E. R.
Elnardt, John	Erickson, George
Elsner, M.	Erlant, Oskar
Eklund, John	Evansen, Martin
Fagerli, O.	Franklin, John
Ferguson, Will	Fredholm, C. J.
Fitzgerald, Wm.	Fredholm, Falke
Fitzpatrick, Patrick	Fredriksen, I. H. G.
Follan, Thomas	Fricke, Willie
Forshu, Alex.	Furth, Richard
Gardan, Geo.	Griffith, Hugh E.
Gendo, G.	Gulbrandsen, An-
Gibbons, Joe	Gulbrandsen, Jens
Giblett, Henry	Gulliken, Amandus
Graugaard, L. J.	Gundersen, Andrew
Greenbeck, John	Gunnvalsen, Ingval
Halvorsen, Henry	Heesche, Henry
Halvorsen, Isak	Heldt, Charles F.
Halvorsen, H. -2229	Heiberg, M.
Hammergren, Oscar	Heinaz, C. -2117
Hampel, Will	Heinen, H.
Hansen, Charles	Hermann, Otto
Hansen, Charlie	Hermanson, Fritz
Hansen, H. C.	Hermanson, G. H.
Hansen, Henry W.	Hettman, Walter
Hansen, M. -968	Hine, Jack
Hansen, Martin	Hjorth, John
Hansen, Niels	Hofgaard, Hans
Hansen, Niels S.	Hogan, A.
Hansen, Olaf	Hohlen, Karl
Hansen, Thomas	Holden, Nels
-2383	Hole, Sigurd
Hansen, Thorwald	Holmlund, A.
Hanson, Henrik	Holmqvist, F.
Hanson, Oscar	Holst, R.
Hauan, Karl	Hoverson, Carl
Haugland, Harald	Hubertz, Emil
Havard, O.	Hubner, Carl
Ikonem, Joe	Insunso, Francisco
Ingebrechtsen, Olaf	Iversen, Iver
Jacobs, August	Johanson, E. A.
Jacobsen, Anders	-2247
Jacobsen, Martin	Johanson, J. -880
Jameson, J. E.	Johnsen, Walter
Jenkins, John R.	Johnson, Arvid
Jensen, Charles	Johnson, C. -2394
Jensen, Halford	Johnson, C. -2392
Jensen, John Frank	Johnson, E. G. -227
Jensen, O. M. B.	Johnson, Robert
Jensen, Oskar	Johnsson, C. J. -1566
Jersch, Willie	Jones, Berthon
Johansen, Alex. H.	Jonson, E.
Johansen, Carl J.	Jonson, Halvar
Johansen, Thos. W.	Jordan, O.
Johanson, Einar	M. Jounberg, Carl
Kaare, P. Juhl	Klebingat, Fred
Kallas, August	Knuksen, Daniel
Kampel, D.	Koch, Harry
Karlsen, Haas	Kolodzig, George J.
Karsten, Hugo	Kramer, Sigurd
Kendahl, Chas.	Kristensen, K. D.
Kinlock, Wm.	Kristiansen, H. I.
Kittelson, C.	Kylander, Herman
Kive, Karel	
Larsen, A.	Lewis, Roy B.
Larsen, George	Lindberg, Harry
Larsen, Gustaf	Lindgren, Oscar
Larsen, John	Lindroth, Carl
Larsen, L. K.	Lindroth, Erik
Larsen, Louis	Lorentsen, Karl
"Latimer"	Lubke, John V.
Laursen, Chris.	Lucander, H.
Lean, H. W.	Lundberg, Thorsten
Leraen, Harry	Lundgren, Colmar
Lewald, Harry A.	

Maatson, Olaf	McCallum, Chas.
Maatta, John	McCourt, Joe
Mac Aulay, Donald	McKeating, R.
Machado, Enrique	McLellan, John
Macke, David	Melander, G. L.
Magee, E. H.	Mersman, A. A.
Marguaret, Robert	Mertensen, Henry
Markman, Harry	Meyer, Ernest
Markus, Gotfred	Meyers, Max
Marmon, James	Nichelson, M.
Marquels, Frank	Miller, James
Martens, Paul -2262	Milos, P.
Martin, A.	Minner, Albert
Martin, J.	Monsen, L.
Mathiasen, Sigurd	Moore, Albert
Mathiesen, N. L.	Moore, W.
Mathsen, Olaf	Mortensen, George
Matta, Humberto	Muichneck W.
Mattson, Harry	Muller, Herman
Mattson, J.	Murphy, J.
Mayes, Joel B.	Myrhoj, J. P.
Naujack, Fritz	Nilsen, Andreas
Nelson, Alvin	Nilsen, Harry
Nelson, H.	Nilsson, Hjalmar
Nelson, W.	Nogal, E.
Neuling, George	Nordin, Gus
Neuman, Joseph	Nordstrand, A.
Nicklas, M.	Nordstrom, E.
Nicolaisen, Carl	Nordstrom, Viktor
Nielsen, H. O. -1229	Norman, Olaf
Nielsen, Niels	Norton, Edgar
Nielsen, Nils	Nurken, Herman
Niemela, John	Nyman, Axel
Niemeyer, Oscar	Nyman, Oskar
Oaks, Theo. R.	Olsen, Paulus
O'Brien, J. F.	Olsen, Thomas
O'Brien, R. F.	Olson, Andrew
O'Brien, Richard	Olson, E. W.
Ohlund, Chas.	Olson, O. J. -542
Ojstedt, S. A.	Olson, P.
O'Keefe, Ed	Olsson, Eric
Olson, L.	Olsson, James
Olson, Marinus	Olsson, Carl
Olson, Ole -1047	Onu, Tobias
Olson, O. P. -1141	Owen, Fred
Olson, Oscar	
Palm, P. A.	Petersen, Niels
Parotta, Peter	Petersen, Otto
Paulman, Geo.	Petersen, A.
Paulson, G.	Petersen, Mauritz
Paulsen, N.	Petersen, M.
Pedersen, Carl A.	Petersen, Tom
Pedersen, Carl	Pettersen, Carl
Pedersen, Charley	Pettersson, A. W.
Pedersen, Elfr	Pinkiert, C. B.
Pedersen, P. -896	Plett, Herrman
Pedersen, W. G.	Plom, Charles
Petersen, Aaga	Pommer, Jon
Petersen, C. -1443	Publicatus, August
Petersen, J. A. -515	Punlis, Antoni
Quigley, Robert E.	
Ramberg, Barny	Rio, Joseph
Rammerdahl, K.	Rivera, Ben
1134	Roberts, Frederick
Reinhardt, Werner	Rommindahl, C.
Reinhold, Ernst	Rotter, R.
Reyberg, Sverre	Rudt, Walter
Rilis, A.	Rundquist, O.
Rimmer, C. M.	
Saar, J. A.	Spanas, Nick
Sander, Robert	Spanos, James
Sanders, S.	Speller, Harry
Sanderson, Alfred	Stahlbaum, Eberhard
Saunders, Jas.	Steinfart, J. H. F.
Schlashte, Alfred	Stendahl, John
Schroder, Willy	Stintman
Sederholm, Anton	Stoff, Fred
Seland, H.	Stoltzerman, E.
Shultz, F. J. -1665	Strand, Charley
Sjoberg, Karl	Strasdin, H.
Skoglund, Harry	Suger, J.
Skogman, W.	Sundberg, Charles
Smedsvik, Oluf	Sundberg, K. K.
Snell, Adolf	Swensen, C. J.
Snider, G.	Svensson, Patrick
Sonnenberg, J. C.	Swanson, E.
Sorensen, J. -2037	Swenson, T. H.
Sorensen, James	-2055
Sorensen, Soren P.	
Tait, George	Thoren, Victor
Tavira, August	Thorsen, Rolf
Tell, Olof	Tierney, Pat
Thee, Rudolf	Tonnesen, A. C.
Thomas, Henry	Torstenson, Folk
Thoren, Gus	Traynor, John
Vanderents, George	Vesgaard, Jens
Varnhaw, Wm.	Vogel, Gus
Velure, Harry	
Wagner, Wil	Wesgaard, John
Wahlstrom, Albert	Weyer, Paul
Walker, Erick	Wezwagar, Andrew
Wallenius, Chas.	White, Peter
Warner, Paul	Whitot, J.
Weatcroft, L.	Willman, Frank
Weber, Fred	Willmann, William
Wells, Frank	Winnar, A. A.
Weltz, Hill	Winton, J. A.
Welure, J.	Wirsu, Antti
Werner, Charles	Woichuill, A.
Yejata, Yrjo	
Zazan, F.	Zwelberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Jorgensen, Oluv
Anderson, Andrew	Klette, E. F.
Athanasele, Michal	Matheson, A.
Berling, J. B.	Olsen, Arne
Carter, Sidney	Olsen, Carl -1101
Ceclan, John	Pedersen, Elfr
Ellefsen, Otto	Penningrud, Ludwik
Evensen, Louis	Persson, Oscar
Fass, Laurits	Rasch, O.
Finnelly, Wm.	Rarly, Frans
Furth, Richard	Rathke, Reinhold
Hansen, Karl	Schroder, August
Hansen, Marius	Silver, S. A.
Hansen, O.	Sorensen, Pete
Hansen, O. R.	Strasdin, A. W.
Hartog, John	Swanson, Ben
Hendriksen, Hag-	Tanum, H. -793
bart	Wakelv, R. E.
Henningway, Geo.	Walters, Johan
Jacobsen, Emil	Wurthman, W. L.
Johansen, Emil	

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

The following information is greatly desired by the undersigned attorney for the widows of certain of the crew and passengers who lost their lives by the foundering of the steamer "Francis H. Leggett" on Sept. 18, 1914, namely: Direct evidence that Captain Maro was to be discharged as master on the succeeding trip of that steamer. Evidence that the hatches were not battened down on the trip when the vessel was lost. Evidence that the vessel showed overloading on that trip. Evidence that Capt. Maro overloaded the vessel and omitted to batten hatches on previous trips. Direct evidence that such behavior came to the attention of the managers or officers of the corporation owning the vessel. Indirect evidence of the above has come to the attention of undersigned, but direct evidence is needed in court; otherwise the heirs of the many seamen who lost their lives through the negligent methods of this corporation will be unable to collect their just damages. Informants' identity confidential. EDWARD O. ALLEN, Attorney at Law, 544 Market Street, San Francisco. Tel. Sutter 5131.

In a recent debate at the Wichita High School the woman suffrage amendment was under discussion. "It would be unwise to give woman the ballot," declared a budding Daniel Webster in attacking the proposition. "Woman could not be relied upon to exercise good judgment in voting. She changes her mind too often."

The next speaker was a young woman. She arose and cast a pitying glance at her opponent. "I would like to ask my honorable opponent," she cooed sweetly, "if he ever tried to change a woman's mind once it was made up?"

The young woman got the decision.

Teacher—Now, if I paid one man \$2 a day for seven days, another \$3.50 for ten days and another \$4.75 for six days—

Reddy Backrow (whose father belongs to the union)—You'd have the durndest strike on your hands you ever saw, teacher.—Puck.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,876,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping.
Single or Connecting Rooms.
This Place Must Be Seen to Be Appreci-
ated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks
WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

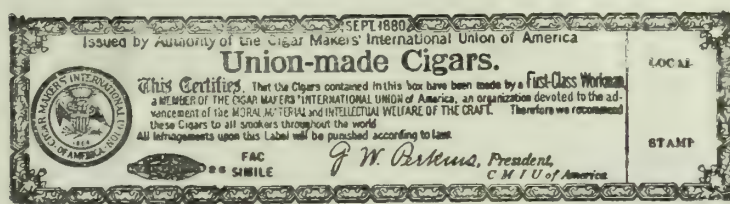
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl Jansson, J. Axel
Andersen, E. W. Johnson, John E.
Albertsen, Christian Larson, Alec H.
Hans Magnussen, Magnus
Anderson, Hilding Nell, Edw. O.
Anderson, Gus Nilson, W.
Andrade, Manuel Osterlund, Carl
Anderson, Eric Olson, John
Blom, A. De Petersen, Edward
Colbert, M. J. Paragon, Herman
Certz, Emil Hil Peragallo, Antonio
Cohn, W. R. Schultz, F. J.
Ericksen, Earl Stollenberg, G.
Ekland, Will H. Saalman
Gundaker, Sam W. Teracson, Ernest
Jacona, Carmelo Wallin, Herman
Johnson, Martin Wallin, E.

Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
Fister, Johannes Plister, Albert
Finnigan, I. H. Polhome, Mr.
Hagen, Gunder Ridderstaff, Ernest
Jensen, Gustav Rye, F. M. J.
Johansen, Ingvald Selback, Chrs.
Johnson, Axel Slinning, Rasm's O.
Nelson, Nels Wil- Spellman, Tom
helm Starks, John
Larsen, Fred Stein, George G.
Magnuson, P. A. Stixrud, Jack
Osterlund, Albert Stromanness, Oscar

News from Abroad.

The Secretary of the British Ad-
miralty makes the following an-
nouncement: "There is every reason
to believe that the 'Karlsruhe' was
sunk in the neighborhood of the
West Indies at the beginning of No-
vember, and that those of the crew
who were rescued reached Germany
in the steamship 'Rio Grande,' which
had been acting in consort with the
'Karlsruhe' early in December."

A battle is reported at Celaya, 150
miles north of Mexico City, between
Carranza forces under General Obre-
gon and Convention forces under
General Villa. General Obregon re-
ports a complete victory, with enor-
mous losses inflicted upon the enemy.
General Villa denies it all, and re-
ports continued preparations to dis-
lodge his opponent. A battle is re-
ported at Mazatlan, Sinaloa, on the
west coast, but with unknown re-
sults. Reports of military operations
in Mexico are so contradictory that
the actual situation is not known.

Little change is to be noted in
the naval warfare. Great Britain
continues to control the surface of
the sea, while Germany harasses her
underneath. The submarines pick off
a merchantman here and there, and
the British now and again sink a
submarine; the net result is the sacri-
fice of the lives of non-combatants,
without materially affecting the out-
come of the war. Much ill feeling
among the neutral nations has re-
sulted from the interruption of their
commerce; but no satisfactory replies
are made either by Germany or
Great Britain.

The Norwegian state recently pur-
chased the "Bruse," a steamer of
3,000 tons belonging to the Fred
Olsen line. The vessel, which was
built a couple of years ago, will be
employed in the coal trade between
England and Norway and will carry
cargoes for the Norwegian state rail-
ways. The purchase of several other
vessels for carrying supplies of food
and other articles for the State Re-
serve stores erected in the various
parts of the country is also under
consideration. It is believed that the
state will profit by these transac-
tions as the present large increase
in rates and prices brings in a big
revenue, owing to the considerable
quantities required. The state rail-
ways, alone, consume some 200,000
tons of coal annually, and an in-
crease of a single shilling per ton
means an increased outlay of about
kr. 200,000 on this quantity.

Interest in Italy's action has been
intensified by the announcement of
the strictest censorship after March
31. The country has made all prepa-
rations for armed conflict, but there
are those who still believe Italian
co-operation with the Allies will be
limited to closing her ports to Aus-
tria and Germany. For thus aiding
in the blockade she would receive
the Italian provinces now held by
Austria. The prevailing opinion,
however, is that she will enter di-
rectly into the contest. The Balkan
States grow more restive, but mutual
distrust and uncertainty holds them
in check. Bulgaria, still smarting
from the defeat in the second Balkan
war, when her former allies despoiled
her of the fruits of earlier victories,
is ready to take revenge on any who
turns her back to her. Should the
Allies force the Dardanelles, Bulgaria
will have no choice but to join them,
but short of that she is biding an
opportunity to regain her former
possessions.

INFORMATION WANTED.

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please no-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Alfred Petersen Hilland, a native of
Bergen, Norway, age about 44, is in-
quired for by his brother, Randolph
Petersen. Any one knowing his
whereabouts please notify Sam An-
derson, address 100 Steuart St., San
Francisco, Cal. 7-22-14

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash. 1-27-1915

With the Wits.

Subnormal.—"What is the shortest way to the Bronx?"
"Through the Bronchial Tubes, I s'pose."—Puck.

Time to Leap.—Nora.—Why did you accept him the third time he proposed?

Dora.—Because he said it would be the last time.—Judge.

Habitual.—Relative.—He is sleeping so quietly that I wonder if we will know when the end comes?

Wife of Dying First-Nighter.—Yes, we will. He will get up and go out about five minutes before the end.—Puck.

Mortified.—"What is the matter with your old cat? She looks disconsolate these days."

"Pap hurt her feelings dreadfully. Brung home a mouse-trap last week. I told him not to do it. Cats has got their feelings same as anybody else."—Louisville Courier-Journal.

Proof.—"Pst! Are you looking for German spies?"

"Mais oui?" said the policeman, taking from under his cape his notebook and pencil.

"Then go to the Hotel de Blanc and arrest the proprietor. He's put up at least two concrete beds there. I know, because my wife and I slept in 'em last night."—Washington Star.

A Suffrage Catechism.—"Mother, what is a Suffrage state?"

"It is a state your father is in, dear child, on election night, when his party wins."

"But what is his party?"

"His party, my darling, is the stout gentleman who calls before election and talks to him in a low voice out in the hall."

"And what does it mean—"The ballot was cast?"

"To cast, Algernon, is to fix. The ballot was fixed."

"Was it fixed by the party in the hall?"

"Little son, women don't understand politics; you'd better ask father."—Puck.

Secure and Profitable

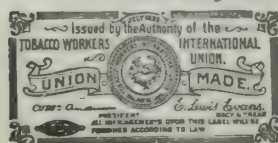
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS' HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James Jr. Sorensen
Pres. and Treas.

Hale's

Great

39th

Anniversary

SALE

Begins

Monday

May 3d

Hale's
Good Goods

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"

FRED AMMANN

72 Market Street
San Francisco

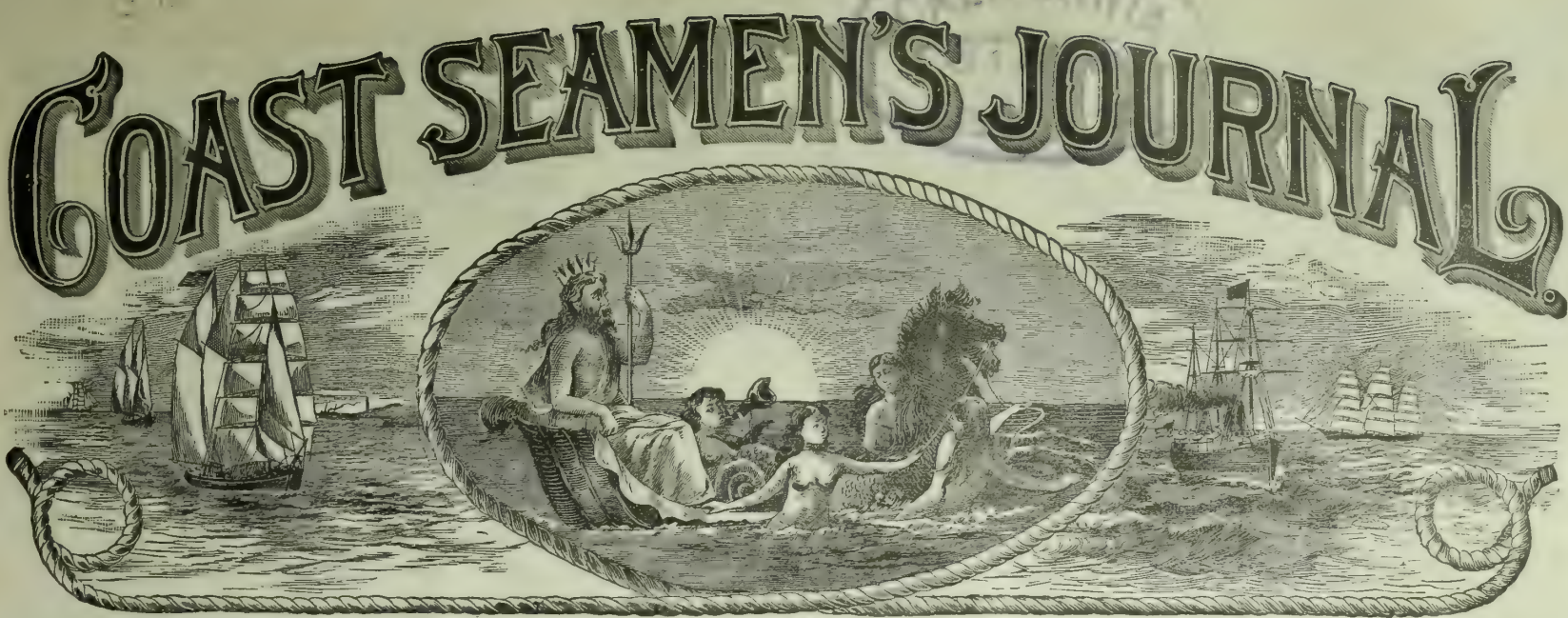
Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 34.

SAN FRANCISCO, WEDNESDAY, MAY 5, 1915.

Whole No. 2328.

THE IMMIGRATION PROBLEM.

Pertinent Excerpts from Commissioner General Caminetti's Report.

The exclusion laws of the United States should be amended at once so as to include Hindus, Lascars and other Asiatics within its provisions, says A. Caminetti, Commissioner-General of Immigration, in his annual report just made public. He says Hawaii is being made the stepping-stone of immigration to the United States and that unless prompt action is taken, Asiatics will avail themselves of an opportunity now barred to the Japanese and Chinese.

Asiatic Immigration Not Wanted.

"I believe it is quite generally conceded that immigration from the Far East is detrimental to the welfare of the United States," says the Commissioner, "not because it has heretofore been so extensive in numbers, but because of its peculiar effect upon the economic conditions and the possibilities of an almost unlimited increase in volume if left unregulated and unchecked.

"Our Oriental-immigration problem arising more than a quarter of a century ago, has never been satisfactorily solved; the exclusion laws need many amendments, not in purpose but in prescribed method. The Hindu propaganda, as yet in its infancy, is calculated to give much trouble unless promptly met with measures based upon and modeled to take advantage of our past experience in trying to arrange practicable and thorough but at the same time unobjectionable plans for the protection of the country against an influx of aliens who cannot be readily and healthfully assimilated by our body politic. Moreover, other possibilities in this direction exist, and it would be the part of wisdom for us to meet them in advance, so as to avoid many of the difficulties and embarrassments that have arisen in controlling Oriental immigration so far as such immigration has developed.

"Immigration from the Near East has not as yet attracted much attention, largely because it has merged into European immigration and has developed along somewhat similar lines. It may reasonably be expected that western Asia will be developed and exploited more and more completely by transportation companies whose business profits are dependent to a considerable extent upon filling the steerage quarters of their ships.

Insular Immigrants "Move On."

"Separate statistics are presented on the subject of immigration from insular United States this year for the first time. They have been collected since the taking effect of the 'act of February 20, 1907. Within the term 'insular United States' are included the Territory of Hawaii and the possessions of Porto Rico and the Philippine Islands.

"It has been regarded as desirable in the past to encourage the settlement in Hawaii of European aliens and correspondingly to discourage the settlement there of aliens from the Orient, the idea being that the former does and the latter does not tend toward the Americanization of the Territory, which already has a large Asiatic population. Under this policy, availing themselves of the exception in favor of States and Territories to the 'induced immigration' clauses the Board of Immigration of Hawaii has induced many Europeans, especially Spaniards, Portuguese and Russians, to migrate to the Territory. During the said period, however, many of these have left Hawaii and come to the mainland—2860 Spaniards, 2414 Portuguese and 1010 Russians, or about 57 per cent. of the number immigrating. This failure to retain their immigrants secured through the exercise by the Federal Government of a very liberal policy is believed to be due to the fact that the conditions of work and labor are unsatisfactory and the standard of wages too low. As soon as these Europeans learn that much better conditions prevail on the continent they exercise the privilege, which cannot be denied them under the existing law, of moving thereto. Alien laborers from China and Japan settled or settling in Hawaii have no such privilege, the Chinese-exclusion laws and the Japanese provisions of the immigration act of 1907 regarding laborers with limited passports being directed against their doing so. It is worthy to be seriously noted, however, that with respect to other Asiatics the law contains no such provisions, so that Hindus, Lascars and others may soon commence if they please to use Hawaii as a stepping-stone to the continent. This should be remedied without delay, not only by placing them in the same category as the laborers mentioned but also by prohibiting their landing in that Territory.

Americanization of Hawaii.

"The thorough Americanization of Hawaii is a matter which demands serious consideration and careful and prompt action. It never will be accomplished, in my judgment, under the present incomplete, haphazard methods. Conditions should be made such as to invite the proper kind of laborers to go to Hawaii from our own country, if possible, and laws should be enacted that would induce them to remain there as part of a happy and contented population; anything less than this is not fair to Hawaii or to the mainland; especially so much of the latter as is nearest to that Territory. In this connection attention is called to the fact that of the 15,512 aliens shown to have come from insular United States to the mainland during the past seven years, 8867 gave their final destination on the

continent as California. Incidentally it might be noted that only 2360 gave their destination as New York, another State which receives under existing conditions extensive immigration from foreign countries.

"The Philippines are too distant to be used with the same facility and frequency as Porto Rico and Hawaii as stepping-stones to the United States.

"This entire subject of continental immigration from insular United States is subject to control by Congress, which in my judgment should at a very early date proceed to its regulation if the situation herein but very briefly and inadequately portrayed is to be satisfactorily met and adjusted."

Relative to the proposed diversion of funds to relieve industrial centers, the Commissioner says: "If any diversion of the fund constituted of the head tax collected is permitted, it might be in the direction of protection to the immigrants after landing and in the effort to relieve industrial centers by securing employment for the surplus labor found therein, whether native or foreign, either on farms or in other rural occupations or in settling people on lands. The disposition of any part of the fund permitted by law for this purpose with authority to loan or advance or use the same, under such restrictions as Congress may provide, could be confided to the board proposed in connection with farm loans."

Rural Credit System.

Concerning government farm loans or rural credit system in labor-distribution movement the Commissioner says:

"Perhaps one of the greatest inducements that can be offered a man who will accept labor on a farm is the hope that ultimately he can secure one of his own and establish a home. The thought is proposed that no better service can be rendered if either of the farm-loan bills now pending in Congress is enacted than to provide that a part of the funds that may be appropriated or provided to establish a system of government loans to farmers shall be assigned to the Department of Labor to be used in connection with the work of distribution pursuant to terms prescribed by the proposed law. The Secretary of Labor, the Secretary of Agriculture and the Postmaster-General—the respective executive officers of the departments co-operating in the plan above set forth for the employment and distribution of farm and other labor—could be authorized by the proposed farm-loan law to constitute a board to consider and make loans on satisfactory security. Another plan that offers itself is to make a direct appropriation from the National treasury or transfer a portion of the moneys in the immigrant fund, or of the moneys collected from immigrants, and constitute the same a permanent revolving farm-loan fund of the Department of Labor for aiding people applying for labor on farms in acquiring lands for the establishment of homes and carrying on farm operations thereon. The same officers could constitute a board for the disposition and care thereof under such terms as Congress might prescribe."

COMMENTS ON THE SEAMEN'S ACT.

An American Victory.

The Senator has a right to be joyful over it, and so has the nation. . . . This is what La Follette's law is designed to do: to permit the competition of American capital and labor with foreign capital and labor to and from American ports on equal terms. . . . The only remarkable thing about the La Follette law is that it took so long to attain passage.—La Porte (Ind.) Herald.

Progress of Emancipation.

Another Emancipation Act went into effect when President Wilson ended involuntary servitude on American vessels by signing the Seamen's bill. But the work of emancipation is still far from complete. It will not be ended until the last vestige of Privilege shall have been destroyed.—The Public.

Seamen and Sea Safety.

The other day the President signed the Seamen's bill . . . and we may congratulate ourselves that no new maritime disaster has occurred to emphasize either the virtues or the shortcomings of this long-delayed and vital legislation. . . . We cannot subordinate either public safety or the just demands of sailors and crews to consideration of mere cheapness. The new act does more for sailors and seamen than it does for the traveling public; the reason is not far to seek; the public was not represented at Washington by insistent and vigilant agencies. The act raises standards of seamanship and gives Americans a chance. It also does away with a species of peonage or involuntary servitude.—Chicago Tribune.

Free Men at Sea.

After abolishing slavery on land it took the United States half a century to get ready to abolish slavery on the seas. This noble piece of legislation is one of the real achievements of Wisconsin's great Senator, Robert M. La Follette. No man can be a humanitarian and not honor Senator La Follette for this. It is more than a piece of national legislation; it is world legislation.—Wisconsin State Journal.

Routing Out Abuses.

In the compromise Seamen's bill Andrew Furuseth and his fellow tars got pretty much what they have striven for, Congress after Congress, in routing out abuses that go back to the days of sailing ships and press gangs. But the passengers who go down to the sea in ships, particularly in fresh waters and along shore, were not organized and got less.—The Survey.

A Great Senator.

The Seamen's bill, which makes it possible for seamen sailing under the American flag and coming into American ports, to have the rights of men on land, has passed, and a great advance has been made by our country in the protection we afford to sailors. The responsibility for this bill, insofar as one Senator may have responsibility, is largely due to Senator Robert M. La Follette. He fought the allied ship-owners and all their friends and pushed the measure through Congress. It was one of the great pieces of constructive legisla-

tion of this decade. Senator La Follette remains the greatest American Senator. He is one of the ten greatest Americans living to-day in any calling.—William Allen White in the Emporia Gazette.

Congratulations.

We congratulate the seamen upon the achievement of complete liberty, that chief boon and blessing of mankind, from which all other blessings flow. We congratulate the public upon the establishment of a higher standard of life-saving equipment. We congratulate Congress upon the observance of its pledge to the people. We congratulate the President of the United States upon having set his seal to the emancipation of an honorable and long-suffering class of men.—The San Francisco Star.

An Admirable Measure.

The bill passed with the help of Senator La Follette, though not so thoroughgoing as the one which bore his name, is admitted even by editors who fear its economic effect to be an admirable measure from the purely humanitarian point of view. For, as the Springfield Republican observes, it has the distinction of setting higher standards to promote safety at sea and to bring a degree of economic freedom to American seamen.—The Literary Digest.

"POSSIBLE EMBARRASMENTS."

(Of the numerous labor papers which have commented upon the new Seamen's law, "The Bricklayer, Mason and Plasterer" furnishes one of the best replies to the shipping interests' attacks upon that meritorious legislation. The article is reproduced herewith in full, with congratulations to the "wise" landlubber (?) who wrote it):

"The organettes of the maritime interests, here and abroad, have lashed themselves into typhoons of fits over 'possible embarrassments' as a result of the enactment of the Seamen's bill, finally passed by Congress after a two years' storm.

"The new law, drafted to protect the seaman and other human life at sea, something never dreamed of by 'the interests' previous to the 'Titanic' disaster, and fought on land and sea since that calamity, have now brought forth nine 'possible embarrassments' liable to result from the enforcement of that law. These are in the smaller type:

"It will affect twenty treaties with the maritime nations of the world.

"In order to allay fears of embarrassments, we would say that the lives of passengers and seamen on shipboard are of far more concern than a million treaties. So much for No. 1.

"It runs counter to the general custom and usage of nations.

"If No. 2 runs counter to 'the general custom and usages of nations,' that is no valid reason why such customs and usages should not be brought out of the rut and brought up to date, instead of being left in the Captain Kidd class.

"It will be difficult to man American ships in accordance with the act.

"The employment of free human beings as seamen, instead of Chinese coolies and slaves, is no embarrassment, as cited in No. 3. The only 'difficulty' will be the compulsion to provide adequate accommodations for seamen, instead of the immemorial hole in the

darkness, not much bigger than a coffin and not as big as a grave.

"It throws open the United States courts to suits for the collection of wages from the masters of foreign ships.

"Embarrassment No. 4, we acknowledge, is a 'tuff' one. Under the operation of the law a free white man will be employed and paid real money, instead of a crimp stealing from the slave.

"It imposes vexatious regulations on masters of foreign vessels before they can get clearance papers.

"Those vexatious regulations in No. 5, which stop shanghaiing and nailing slaves to the mast arm, must have been prompted by humanity. Let us hope they stand.

"It would require 250,000 seamen who annually visit United States ports to get certificates showing their qualifications to be able seamen.

"If the employment of a quarter of a million men in the United States is an embarrassment, as claimed in No. 6, it's a pity a whole million are not required.

"It compels shipping interests to have certain quotas of able seamen in the crews before clearance papers are given.

"No. 7 requires the employment of a full crew, instead of permitting a vessel to sail shorthanded and compelling slaves to work twenty to twenty-four hours a day—often in irons—because the crew is short in numbers.

"It will probably require collectors of ports to employ staffs of language experts.

"In case No. 8 should necessitate the employment of translators and linguists, where does the embarrassment come in?

"It will empower any reputable citizen, upon filing an affidavit, to compel the officers of a departing vessel to muster the entire crew. This affidavit must be filed within six hours before the scheduled time for departure.

"The last 'embarrassment' cited, No. 9, would naturally embarrass persistent law-breakers who heretofore knew no law, because under the operation of this law any reputable citizen can demand to be shown if the law is being complied with; that's all.

"To a landlubber or even a dry land sailor these nine 'possible embarrassments' do not look formidable. On the contrary, they look like subterfuges.

"Free lance excursions will be a thing of the past. Safety of human life at sea in vessels manned by real seamen will surely follow."

BENEATH THE SURFACE.

No censorship can keep all of the truth about the war from leaking out. The editor of the London Daily News, in an article in the Atlantic Monthly, puts his finger on a fact more important than many battles. He sees lines already being drawn for an unprecedented political struggle in England. The aristocratic party hopes that the war will stop the socializing movement of which Lloyd-George has been the recognized leader. "Militarism, it is felt, is a thoroughly mischievous thing in Prussia; but it would have great virtues at home." "If the war and the alarms to which it has given rise leaves behind a militarist state, it is felt that it will not have been in vain."

In a militarist state there is always an aristocracy, and the army is always at its service. The human junk which makes up the nobilities of Europe would have been discarded long ago had it not been for militarism.

The hope of aristocracy is war. The hope—indeed, the only chance—of democracy is peace.—San Francisco Bulletin.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Weak Spots" in Trade Unions.

President Perkins of the International Cigarmakers' Union uses language both plain and emphatic to show low-dues unionists their weakness, and the necessity for these workers favoring their organizations maintaining a strong financial system.

As editor of the Cigarmakers' Official Journal this executive writes on the "Weak Spots" of our movement in the following straight-from-the-shoulder fashion:

"No progress has ever been obtained by self-complacency; nor by moving aimlessly; nor by ignoring the records of experience and history. It is necessary and laudable to dwell upon the achievements of the past, and to explain to the rising generation the efforts and sacrifices made in gaining shorter hours, higher wages, and improved working conditions. It is the mission of the trades union movement to encourage the workers in the agitation for the improvement of the economic and social status of the masses. Moreover, it is of prime importance to point constantly to the necessity of increasing the membership by agitation and education, and by extending the hand of friendship to the men and women outside of our ranks. The organization of the workers, both male and female, skilled and unskilled, must go on and cannot stop till the goal is reached. In this endeavor nothing must be left undone till all obstacles are overcome or eliminated.

"In organizing and building up the trades union movement, we should heed the lessons of the past, the costly experience gained from defeats. If we build, let us build wisely; let us build strongly; let us build upon a foundation that will stand the test of time and the test of defeats. Let us build upon a basis that will enable us to recover lost ground in a brief time after a disastrous defeat; that will enable us to rally our scattered forces in quick order, full of action, of hope and ardor.

"The American trades union movement, with a few exceptions, is full of weak spots. It is lacking in preparation for emergencies, and fails to make provision for conflicts of an extended nature; it is narrow in a constructive sense and ignores the most vital point in caring for the unemployed in periods of business depression.

"It is built upon prosperous times and a continuous period of sunshine; it is not prepared for periods of depression and the fluctuations in trade conditions. Some national unions have failed to make provisions for any strike benefit whatsoever; the members have to depend upon voluntary contributions and donations appropriated by the national executive board. There is no guaranty whatsoever for an adequate support in case of a protracted strike or lockout. This is one of the weakest spots in the financial structure of the American trades union movement; it gives the employers a tremendous advantage at the outset of the struggle. It almost enables them to calculate when the starvation period would set in with all of its depressing influences. It encourages the employers to hold out and to delay settlement based on conciliation, confidence, and arbitration. It

gives them the vantage and better position in the field of dispute.

"The employers cannot be deceived by bluster and braggadocio about millions of dollars in reserve which have no foundation in fact; neither can they be brow-beaten with high-sounding resolutions and effusions. It is a well-filled treasury which counts in the final analysis of the situation. The weekly strike benefit paid promptly without reservation and evasion is the ammunition in the industrial field. It is the commissary department distributing the provisions to the families of the members on strike, which bears on the situation with telling effect. It furnishes the endurance and perseverance necessary for the maintenance of a united front. The building up of a powerful and permanent reserve fund is one of the means to eliminate conflicts of a long duration."

Don't Like Proposed Law.

The Austro-Hungarian embassy has lodged a protest with the State Department against the pending Pennsylvania compensation law on the ground that it is a violation of the treaty with that country. Objection is made to that section which provides that non-resident widows or children of alien workmen would receive only 65 per cent. as much compensation as those of American workmen, and also to that section under which no compensation would go to non-resident parents or other dependent relatives of alien workmen.

The Washington Times makes this editorial comment on the protest:

"The bill providing 65 per cent. of the amount to be received by the widows or children of American workmen to widows or children of non-resident workmen is generous and just. The lesser amount for them is equitable also because it is no secret that the foreign standard of living is considerably lower than the American.

"Such an arrangement in addition makes a distinction—not a discrimination—that is altogether fair. If foreigners were to receive all the benefits of American institutions upon terms of entire equality with Americans there would be nothing to induce them to take out citizenship papers. The State has an undisputed right to pass laws to suit best its own social and economic interests."

Riddle in Workers' Value.

In illustrating the difficulty of determining the full value of a man's labor nowadays, Secretary of Labor Wilson, in a speech in Washington, said:

"These shoes I have on are just ordinary shoes, exactly like those you all have on. And yet from the time they were still growing on the back of a cow or calf until they were turned perfect from the bench, who can say how many persons have had to do, directly or indirectly, with their making?"

In tabulating the number of persons who directly or indirectly had to do with the making of his pair of shoes, the former union miners' official brought in numerous professions and trades. Strikes, riots and

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Press dispatches announce that the seamen's strike at Glasgow was ended on April 23 with the granting of the demand of the strikers for an increase in wages of \$5 a month. The strikers numbered about 500 and several transatlantic steamships were held up.

A movement has been set afoot for the systematic organization of the rural workers throughout New Zealand. It is proposed to establish a union on similar lines to the Australian Workers' Union. Farm laborers' unions have been formed in the Auckland, Wellington, Marlborough, and Otago provinces.

The government of Great Britain has appointed Sir George Askwith, Sir Francis Hopwood, and Sir George Gibb a tribunal to investigate disputes between employers and workers in the case of firms engaged on Government work during the war. The principle is laid down that there must not be a stoppage pending investigation.

A turning of the tables in the migration of workers seems to have taken place because of the war. A firm of engineers in England has made application to the Unemployed Relief Committee in Victoria asking to be furnished with artisans from Australia. Most of the best mechanics in Great Britain have gone to the war.

A serious industrial dispute is brewing in the jam manufacturing industry in Sydney. The employees allege that the employers in all but three jam factories have entered upon a campaign against unionists, and whenever the opportunity occurs preference is given to persons who do not belong to a union. The unionists say they are going to bring matters to a crisis.

The Belgian girls of the neighborhood of Charleroi have taken the place of the Belgian miners who are either fighting in King Albert's army or are prisoners in Germany. A London paper in commenting upon the foregoing, says: "Owing to the energy and resourcefulness of these girls not only is the countryside provided with fuel, but they are themselves, by their earnings, able to keep their homes together."

News from Porto Rico indicates a state of affairs in the island much like that existing in southern Colorado. There is the same story of workers driven by bad conditions to strike, the same abuse of authority by local officials and the same suppression of the right of assemblage and of free speech. No Ludlow affair has so far been reported, but the conditions said to exist might easily produce one.

According to the Munich correspondent of the Taegliche Rundschau, the commander-in-chief of the first Bavarian army corps has decreed that, for the duration of the war, agricultural laborers are not to leave their posts without the permission of their employers until the harvest has been brought in. Similarly farmers have been forbidden to engage workmen who cannot produce a certificate to the effect that they have left their former posts with the consent of their employers. Failure to comply with the decree will be punishable by imprisonment for one year. The Vorwaerts reproduced the report under the heading, "Limitation of freedom of movement in Bavaria," and considered that the measure was extremely significant.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Phones—Sunset 606

Home 8

Booth Undertaking Co.

AUTO AMBULANCE AND
FUNERAL SERVICE

282 FOURTH ST., SAN PEDRO, CAL.

INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its
customers. Four per cent. per annum is paid on Savings
Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers,
the bank carries on hand at all times an ample supply of
Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Malm, Gustaf
Anderson, David C.	Moberg, Karl
Andersen, Martin	Midling, M.
Alin, Emil	Nalter, John
Apostolakes, P.	Nilsen, Martin
Brelen, Hans	Nikander, Knut
Birkenberg, H.	Nelson, Ernest C.
Bringsrud, Marald	Nellson, Axle
Christensen, Martin	Nielsen, Ole
Chilton, Harry	Olsen, Olaf
Collins, E. F.	Owen, Fred
Christensen, Christ	Olsen, Ole Wilhelm
Ericsson, Otto	Olsen, Harald
Fasholz, Dan	Petterson, C. V.
Gustafson, Alf	-1363
Holmstrom, Fritz	Pillman, Frank
Hansen, John F.	Peterson, Hans
Hansen, S.	Petterson, C. V.
Headstrom, J. F.	Rodgers, Mike
Hansen, Sigvarth	Rutel, Ernest
Hansen, Oskar	Renvall, Anshelm
Hansen, Charley	Rugg, A. P.
Haro, Aaaro	Rasmussen, J. -446
Hansen, Mr.	Schulz, F. J.
Hansen, H. P.	Sandstrom, O. H.
Jensen, Edvard	Swanson, E.
Jeter, Edw. A.	Schmith, George
Johnson, Albert	Sandblom, K.
Johanson, Nils	Skaanes, Elgil
Johansen, Emil	Sievers, G. P.
Johnson, Gus.	Sandstrom, Ivar
Johanson, Geo.	Salan, Joe
Johnson, Oscar	Tell, Olaf
Johnson, Ole John	Toren, Gustaf A.
Johnson, Edvard A.	Thornlund, J. N.
Jonsen, Leonard	Uhlig, Richard
Johansen, Chas.	Verney, A.
Johansen, John -2396	Welsen, Julius
Karnup, Edward	(Photos & Packages)
Kartinen, Aksel A.	Anderson, David C.
Lauritsen, Ole	Bower, G.
Lindstrom, Cj.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johanson, Albin
Bark, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafoed, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmundsen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Pacific Coast Marine.

The hulk of the old gunboat "Concord" has arrived at Astoria from Bremerton Navy Yard in tow of the tug "Crosby," and was taken to the Federal quarantine station, where it is to be used as a detention vessel.

Calcutta bags sufficient for sacking 1,890,000 bushels of the season's wheat crop arrived at Portland, Ore., during the week. They were brought across by the British steamer "Ixion" to Puget Sound and sent to Portland by rail.

Seven men on a pleasure cruise in the gasoline launch "Dinah," owned by Louis Anderson, a San Francisco fisherman, were drowned when their boat was swamped by the breakers 500 yards off the South Point Life Saving Station, near San Francisco.

After being laid up for three years the old collier "Wellington," owned by the Canadian Collieries, has been towed to Union Bay, B. C., where workmen are putting her engines and boilers in shape. She is to be recommissioned as a collier, in which trade she plied for many years between Union Bay and San Francisco.

The old Pacific Mail steamer "Costa Rica," which has been laid up for several years, will shortly leave for the North on another stage of her career. The vessel, which was purchased recently by L. A. Pedersen, the cannery operator, will be used in the salmon industry between San Francisco and the Bristol Bay stations.

The Port of Portland Commission has voted back into effect the towing tariff of 1912 and also decided to vastly improve its equipment before the opening of the season's towing. This action was taken at a special meeting and was followed by another special meeting at which bids for the rebuilding of the dry dock were opened.

Frank Waterhouse, Seattle agent for trans-Pacific lines, announces that the Puget Sound-British Columbia-Vladivostok service will be discontinued unless Pacific shippers are willing to stand for a material advance in freight rates. Mr. Waterhouse states that the rates to Vladivostok are lower than on any other principal route in the world.

The loss on the steamer "Minnesota" will not be as heavy as first estimated, is the belief of C. H. Williamson, insurance adjuster of San Francisco. The maize, which was reported by wire as sprouting and being thrown overboard, had not been loaded on the vessel, for it is yet on the dock at Kobe. The 12,000 tons aboard the vessel consists largely of hemp, which is being taken out and sold in the Orient.

Fred Warner, master of the steamship "Alameda," was fined \$100 by Customs Collector F. C. Harper at Seattle for violation of the shipping laws for bringing the vessel into Seattle from Ketchikan, Alaska, April 18 and, after discharging his passengers, freight and mail, leaving the following morning for Tacoma without having reported his entry there to the Seattle Customs office. The "Alameda's" master has appealed to the Department of Commerce.

The United States Bureau of Construction, Repair and Steam Engineering, in a telegram received at the Mare Island Navy Yard, during the past week, authorizes the construction of the new oil ship "Cuyama." The new ship is to be substantially a duplicate of the "Kanawha." Delivery is expected in August. The keel is to be laid as soon as the two destroyers, the keels of which were laid in July last, are launched. Mare Island is to build the oil ships at a cost of \$993,000. Work on the two destroyers is to be rushed.

Secretary of the Navy Daniels has reiterated without qualification that the Atlantic fleet will pass through the Panama Canal to the Pacific in July. Some doubt had been expressed as to whether earth movements would have ceased by that time, and enough dredging would be done to make the channel of sufficient depth. "We are making all our plans to go through, and will be in the Canal July 4th," said Daniels. "We will go through, and we will go through in good shape."

Posted as missing at Lloyd's, the well-known British bark "Engelhorn" will probably remain a mystery of the sea. The vessel, which has been to this port on several occasions, left Valparaiso on August 26 of last year and has never since been reported. It is presumed that she foundered in a gale off the west coast when her cargo or ballast shifted. The "Engelhorn" was owned by C. E. de Wolf & Company and was the last of the famous firm's sailing vessels. She carried a crew of twenty-seven men and was commanded by Captain Olsen.

Concern is felt over the latest British order that all Germans, Austrians and Turks who are passengers or members of crews on neutral ships touching at British Columbian ports shall be taken off and detained by the military authorities. The Pacific Coast Steamship Company and other concerns operating vessels calling at those ports have ordered all members of their respective crews, who are subjects of countries at war with England, to go ashore at once. It is said that passengers will be questioned re-

garding their nationality before tickets are sold.

After only two trips to San Francisco the Emery Line freighter "Atlantic," which, with the sister ship, the "Pacific," inaugurated a direct service between Boston and this port, has been sold to New York parties at a price reported to have been \$640,000. This information was received by the marine department of the San Francisco Chamber of Commerce. Both the "Atlantic" and "Pacific" were built at Quincy, Mass., and launched last year for the trade through the Canal. They are of 5400 tons gross and 3395 net register. The "Atlantic" is to go into the transatlantic service and it is reported that the same company is to buy the "Pacific," which is now en route from Rotterdam to New York.

Charged with negligence and unskillfulness, Captain H. Potvin of the San Francisco Bay steamer "General Frisbie," had his license suspended for a period of thirty days by United States Inspectors James Guthrie and Joseph P. Dolan. On the night of March 29 the "Frisbie," while returning to Vallejo from the Exposition grounds, having on board a large number of women and children, struck on Anita Rock. The passengers were rescued by the crew of the battleship "Oregon" and the Fort Point coast guards. In suspending his license for thirty days the inspectors say that had Captain Potvin taken his proper bearings of the Fort Point light or the Presidio shoal gas buoy, the mishap would not have occurred.

To avert further monthly deficits the Panama Railroad Company is planning to resume the transportation of broken and less than cargo lots across the Isthmus by rail instead of carrying them by steamer through the Canal. It is declared the railway is losing from \$50,000 to \$60,000 a month which is due to the lack of freight across the Isthmus from which the railway obtains anything like paying revenue. If carried out the proposed step may prevent the Panama Railroad Steamship Line boats from using the Canal. Instead they will make their destination at Cristobal as before the Canal was opened for traffic. The steamship line is still making money, and, it is stated, would continue to do so even with the loss of the through trans-isthmian freight.

So certain are officials of the American-Hawaiian Line that the demand for Pacific Coast lumber in Atlantic States is to be a permanent fixture of shipping through the Panama Canal that two new freighters now under construction have been designed with special regard to their lumber-carrying capacity. This lumber trade has grown largely during the past few weeks, since the new plan for measuring vessels for Canal tolls does not allow the assessment of a tonnage larger than the net tonnage of the vessel. District Freight Agent Fred Hooper of the American-Hawaiian Line states that the Canal has done away with the three dull months—January, February and March—formerly expected in the trade between this Coast and the Atlantic, and the demand for cargo space is as brisk during those months as at any other time during the year.

According to the Seattle port warden's report for March, the total exports show a gain of \$1,651,495 over the same period last year. The total exports included \$2,011,961 foreign and \$3,954,882 domestic exports. The year 1914 made a record on its own account, with exports from Washington totaling \$47,000,000, and the present increase over the same period last year is equivalent to more than 100 per cent. Asiatic Russia was the largest customer for the Washington customs district during March, closely followed by the United Kingdom. Japan and British Columbia each took \$750,000. According to data there was a new market added to this port. South Africa last month had a value of \$147,900. In the same month last year South Africa was represented by a blank. The same conditions prevailed last year in the exports to Australia, but this year the March records show shipments valued at \$355,000 to that country. The principal exports from Puget Sound were cotton, to the value of \$1,169,296, and flour, valued at \$1,067,725. Other leading exports were wheat, canned salmon, lumber, iron and steel manufactures, and the tobacco manufactures. Figures show that the movement from Seattle to Siberia represents an astonishing variety of products. The impression that most of the traffic consists of war materials is disproved by the following data: The full list of the goods and products shipped from the United States included boots and shoes, cotton, barbed wire and wire staples, flour, binder twine, machinery, clothing, confectionery, canned goods, dry goods, explosives, fruit, gasoline, groceries, hardware, lumber, meat, canned milk, notions, salt, sugar, tea and tobacco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:

CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 5, 1915.

A DISASTROUS "COLLISION."

Something went wrong with the San Francisco "Chronicle" during the week.

There was no strike or lockout or any disturbance of that nature. In fact the mechanical department is pursuing the even tenor of its ways wholly unaware of the serious collision which took place between certain other departments of Michael Henri de Young's daily publication.

But there was a serious shake-up nevertheless; in fact it was a head-on collision of the most violent nature between the editorial and the news departments.

On Saturday, May 1, the Chronicle's leading editorial was devoted to an attack upon the new Seamen's law. The attack contained the same silly stock phrases which have appeared in practically every plutocratic publication on this continent since the Seamen's bill was enacted into law. However, since every one of the points raised has been dissected and answered time after time it would seem a waste of space to reply in detail to the local daily's vaporings. For the purpose of illustrating the collision already referred to, it will suffice to quote just a couple of paragraphs.

Says the Chronicle editorial:

There can be no reasonable objection to requiring ships to carry boats sufficient to contain all human beings aboard and crews competent to lower and manage them.

Shipowners, however, object to the requirement that the deck crew shall be 75 per cent. "able seamen," as the modern steamship has no use for men with the peculiar training and skill represented by that name, nor is its possession necessary in order to operate a boat. Shipowners do not object to the requirement of boats and sailors competent to man them, but to the requirement of extra and unnecessary qualifications.

Now, to begin with, when the Seamen's bill was under consideration there was such strenuous objection to "boats for all" that it became necessary to placate the shipping interests by sacrificing the public's interests. As a result the law requires not "boats for all" but boats for a few (varying from 20 to 75 per cent. of those aboard) and rafts and life preservers for the balance.

With regard to the alleged requirement

"that the deck crew shall be 75 per cent. able seamen" it is to be regretted that no such requirement is in the new law. All the "able seamen" required during the first year of the law's operation will be forty per cent. of the deck crew. And the maximum requirement of able seamen will be only sixty-five per cent. of the deck crew; moreover, this maximum will be required only after four years have elapsed, i. e., on November 4, 1918.

So, it will be seen that the Chronicle's editorial writer made two slight errors in the preliminaries which led up to the main point.

On May 1, the Chronicle asserted editorially that "the modern steamship has no use for men with the peculiar training and skill represented by the name 'able seaman.'"

Yet on the very next day the following innocent news item appeared on the first page of the same paper:

The steamer "Pennsylvania" of the Pacific Mail Steamship Company, with thirty-one passengers aboard, limped slowly into port last night, two days overdue from Balboa, damaged from bow to stern by the terrific northwest gale that Thursday and Friday swept the California coast. No vessel has arrived from the high seas since the storm that showed the effects of the blow as does the "Pennsylvania." Captain C. F. Austin declared it was a miracle that the vessel was not swamped about midnight Thursday, when the storm struck him with hurricane force. At that crucial moment almost all the Mexican members of the crew deserted their posts, leaving the handling of the steamer, which included the battening down of a broken hatchway, to the captain and the officers.

Careful comparison of the Chronicle's editorial opinion with the news item referring to "the crucial moment" make it quite clear that the latter should have been suppressed. And if the Chronicle's news editor has not sufficient brains to avoid serious collisions of this nature he ought to have his license revoked.

THE SHAME OF COLORADO.

One year has passed since the consummation of the Ludlow massacre. The smoking ruins of the miners' tent colony constituted a funeral pyre for innocent women and children which sent a thrill of horror throughout the United States.

At this time, however, the interest and indignation of the general public has waned, and the forces of greed and oppression which were responsible for the indiscriminate slaughter of innocent babes are still seeking prey amongst the workers, and those who dare to espouse the cause of human rights.

In Colorado, at this present day, it is the open season for the persecution of Union leaders. John R. Lawson, one of God's noblemen, who served the Miners' Union during the recent strike, has just been found guilty of murder by a hand-picked jury at Trinidad. Although not actually accused of the crime, or even of having ever carried a deadly weapon, the Union leader is to be made a victim of the Rockefeller interests because he was in command of the miners' tent colony at Ludlow when the miners killed a guard. To the observing, the conviction of Lawson furnishes the climax in an already impossible situation. Lawson was convicted, first, because he was a Union leader, and second, because he had dared to agitate for human rights in Colorado, the especial hunting preserves of the Rockefellers. The mining associations of Colorado seem to be able to control the course of justice (so-called) in any direction desired.

The farcical trial of the assassins hired by the mining companies, in which the murderers

were all acquitted, followed closely by Lawson's trial and conviction, leaves little hope for justice at the hands of any court in Colorado, whether Civil or Military.

The details of the Ludlow horror are too barbarous for further repetition; but a review of the report of a sub-committee appointed by the House of Representatives at Washington, is timely and enlightening. Extracts from some 2000 pages of evidence taken follow:

"It seemed the militia was on the side of the operators in this controversy," says the report, after citing the action of the Governor in calling out the State troops, "and the evidence seems conclusively to prove such to have been the case. The sooner men armed in the service of the State learn that the men with whom they may deal may be poor and ignorant and even violators of the law, but are still human, the better it will be for all concerned." The recruiting of mine guards as members of the militia was condemned by the Committee and it was further proven that some of the militiamen seized the opportunity, while clothed with the authority of the State, to engage in various lawless acts. That the mine operators flagrantly violated State laws and hired vicious thugs and assassins, who afterwards committed brutal crimes, has been proven to the satisfaction of every investigator, or person at all acquainted with the Colorado situation.

Why then are the mine operators from Rockefeller down, not placed on trial as accessories to the brutal activities of Lieutenant John M. Chase and butcher Linderfelt, who with their hell-hounds consummated the most brutal massacre of history? Is it because we in America have reached the stage in jurisprudence where there is one law for the poor and another law for the rich?

Careful study of court and criminal procedure proves conclusively that it has become almost impossible to bring the rich or powerful to justice. With the wealthy and influential, law is a mockery, only to be used against the poor or working classes; while the fact that a worker may belong to a labor union is sufficient in many instances to assure a conviction of any charge placed upon the victim's head.

If the working people of the United States are to maintain any respect for American institutions this crowning shame of Colorado must not be permitted to stand unchallenged.

Men with red blood in their veins can not, must not and will not let this travesty upon justice go by without protest. The hired Rockefeller thugs who freely shot and killed the Colorado strikers have been turned loose; the assassins in the uniforms of the State militia who murdered women and children have been acquitted.

Shall we sit idly by and see Lawson placed behind the bars for life?

Two engineers and a wireless operator of the British steamship "Cardium," owned by the Anglo-Saxon Petroleum Co., have been killed during a melee on the vessel at Abadan, in the Persian Gulf. The vessel left the Tyne for Singapore recently with nine white officers and a crew of about 40 Chinese. It is surmised that the latter mutinied.—Press item.

Another argument for R. P. Schwerin's ideal crews.

It is quite in keeping with the fitness of things that compulsory arbitration should find its highest acceptance in the land of the boomerang.

SCHWERIN'S "IDEAL" CREW.

The Vice-President and General Manager of the Pacific Mail Steamship Co. has often posed as an authority upon the manning of ships. And we all know that Mr. Schwerin has his own peculiar ideals upon the subject.

"Proper manning," according to Mr. Schwerin, means "cheap manning."

The cheapest available crews in the trans-Pacific trade are Chinamen. Hence Mr. Schwerin employs Chinamen and cheerfully takes his chances on another disastrous shipwreck, with an attendant needless sacrifice of life, such as was witnessed in the "City of Rio de Janeiro" disaster.

The cheapest available crews in the trade south from San Francisco to Mexican and Central American points are Mexicans. Therefore Mr. Schwerin employs Mexicans and takes his chances. Of course, he himself takes no chances whatsoever. He does not "brave the tempest" with an incompetent and inexperienced crew. He stays at home and collects the insurance when disaster overtakes the ship as a result of inefficient or insufficient manning. Not so the passengers. Passengers "must" take those chances with Mr. Schwerin's "ideal" crews. This is no vague or indefinite claim. It is based upon facts—just plain facts.

Read the news from the San Francisco Examiner, published under appropriate scare lines the day following the arrival at San Francisco of the Pacific Mail Company's steamer "Pennsylvania":

CREW IN TERROR HIDES AS WAVES TEAR "PENNSYLVANIA."

For forty-eight hours the steamship "Pennsylvania" lay hove to off Monterey Bay, a plaything for the elements which piled wave after wave over the bow and immersed the port rail until the decks were washed from stem to stern.

When the waves began to sweep over the vessel the Mexican crew, in terror, sought their quarters below and despite the efforts of the officers could not be made to come on deck to keep the steamer headed into the storm. The officers took things into their own hands and after heroic efforts and dangerously narrow escapes from death, fitted the ship to weather out the terrific gale. All of the passengers were locked in their rooms.

To the passenger "locked in his room" it must be a source of comfort to know that the ship was manned by Mr. Schwerin's "ideal" crew.

We venture to gamble a doughnut against a good American dollar that in this instance neither the passengers nor the officers of the vessel were quite able to see the logic of Mr. Schwerin's "cheap manning."

But those who are perforce compelled to occasionally risk their lives as passengers on the vessels of the Pacific Mail Steamship Company, should console themselves. Better days are coming. After November 4, 1915, even Mr. Schwerin will have to employ some "real seamen." It will be rather hard on him and his "cheap" labor policy but time heals all wounds and doubtless it will soften the cruel blow—even for Mr. Schwerin.

The JOURNAL is in receipt of an official "stay away" notice, signed on behalf of the city council by the mayor of Eureka, Cal. A large number of men in Humboldt County are still out of work, and all workers are urged to take notice thereof.

Strict attention to one's own business is commendable; but the trade unionist should beware of carrying the rule so far as to refuse the attention he owes to the business of his fellow workers.

CONVICT VS. FREE LABOR.

Despite the protest of organized labor throughout the State Governor Johnson of California has signed the Owens-Meek Convict Labor bill.

In brief, this legislation authorizes the employment of convict labor in the construction of the State Highways. Followed to its logical conclusion it means that the so-called migratory or unskilled workers in our State, who have had more than the normal difficulty in finding employment during recent years, will soon be deprived altogether of the opportunity to earn a living in the construction of State Highways.

Besides, it should not be forgotten that each county has its own prison. And with the State setting the example the county authorities will not be slow to use county prisoners for county road construction and repair. In course of time all road work will be looked upon as prisoners' work. And when sufficient prisoners are not available in the respective county jails, why, there is an easy method of creating a supply.

When men are unemployed for any length of time they become penniless. When men are penniless, roaming the country for work, they are classed as vagrants. And as vagrants they are liable to arrest and to enforced labor on the very roads which they would otherwise build or repair as freemen at stated daily wages.

Governor Johnson, however, considers labor's apprehensions as groundless.

In a statement given to the press, he says:

After a very thorough hearing and investigation, I have signed the Meek convict labor law. The act is experimental and, while some of its enthusiastic advocates have talked in rather extravagant terms about the tremendous saving that will be made by the use of convicts upon our roads, I do not expect it to accomplish much from the economic standpoint.

The apprehension expressed that free labor will be affected is, I am sure, groundless. The law will enable some of those in our State prisons who deserve it, and desire it, to work in the sunlight and the air instead of remaining in prison cells. The incentive of shorter terms for efficient work is given, and it is in the larger humanitarianism that the act is signed by me.

The roads upon which convicts will be put to work will be built where otherwise no roads would be built. They will be used in localities which would otherwise go without roads and where experience has demonstrated the almost impossibility of constructing roads in the usual manner with free labor.

By building roads in localities where otherwise roads would not be constructed, the impetus will be given for other work which may employ free labor, and free labor will thus be benefited.

Colorado has this law, and I wired Hon. Allison Stocker, State Treasurer; Judge Ben B. Lindsey and others to ascertain the effect of the law upon free labor and from the economic and humanitarian standpoints. The replies I have received are all alike, and I quote that from Judge Lindsey, who, under date of April 21, telegraphs as follows:

"Our convict labor law permitting convicts to work on roads has been a great success from every standpoint. It has helped the convicts as well as the State, and there has never been any serious objection that it interfered with free labor. I believe it is generally supported by the labor unions themselves, and the good effect, from a humanitarian and economic standpoint, can not be successfully questioned. It seems the ideal system of convict labor, satisfying to all."

It is to be hoped the Governor's optimistic predictions will be fulfilled. Unfortunately, there is nothing in the law restricting the use of convict labor to "localities where roads could not be constructed with free labor." And the next Governor is likely to have different notions upon that subject. Mr. Stern, of the State Highway Commission, who was the chief sponsor for this bill, has repeatedly stated that he had great difficulty in securing suitable free white labor for road building. As long as the State Highway Commission is in that frame of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 3, 1915.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., April 26, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 26, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, April 26, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 26, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, April 26, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 26, 1915.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 26, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 19, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 29, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, April 22, 1915.

No meeting. Shipping slow; plenty of members ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room No. 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, April 21, 1915.

No meeting. Shipping slow; many members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, April 26, 1915.

No meeting. Shipping quiet.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

August Lindberg, No. 628, a native of Sweden, age 37, died at San Francisco, Cal., April 27, 1915.

300 FEET UNDER THE SEA.

When the United States' five expert divers were sent to seek out the shell of the submarine "F-4," sunk in the depths of Honolulu Bay and supposed to lie 300-odd feet under the surface, an opportunity was given the Navy to raise its already unrivaled world's record for deep-sea diving. There are five Brooklyn Navy Yard gunners who have dived, the New York Evening Post asserts, deeper than the divers of any other nation in the world. Until their present expedition their record, which was the world's record, was 274 feet. That they have gone deeper than this in their search for the "F-4" goes far toward clinching this country's supremacy. In the attainment of their former record, every known means for under-water work was thoroughly tested by these men, both in the ocean itself and in specially constructed steel tanks, under compressed air. Says The Post:

"One of the reasons why the bluejackets of the American Navy hold the world's record for deep under-water diving is because they have turned the air-flask of the torpedo into a life-preserver. A big, cigar-shaped torpedo, sixteen feet long and eighteen inches thick (just the kind you read about when some submarine takes a shot at another vessel) has three compartments. Its forward end is filled with wet guncotton up against a dry primer. It is only the forepart of the torpedo that is deadly. The middle chamber is filled with compressed air to run the engine; guncotton ahead; compressed air in the center; engine and propeller aft. The air-flask, which in business times drives the weapon at thirty knots an hour, has been coaxed by the American Navy to feed fresh air to the naval diver away down under the sea.

"These gunners of the United States Navy have set a mark at which other navies can shoot, or, rather, dive. They now hold the world's record, in peace or war, for going to the bottom and coming back alive. Here is a leaf from the log of the U. S. S. 'Walke,' one of the fast destroyers of the American Navy:

"Drellishak, chief gunner's mate, descended 45 2-3 fathoms, in the Race."

"The Race is the deepest hole in Long Island Sound, and gets its name because the tide-waters rush through it as they do through Hell Gate at the other end of the Sound. S. J. Drellishak went down 274 feet to the bed of the Race, and stayed on the bottom five minutes, talking to Gunner George D. Stillson, U. S. N., superintending the diver's work from the deck, by telephone. Drellishak took an hour and twenty minutes to come up. If he hadn't, he probably wouldn't be at Honolulu to-day.

"His mates, Crilley, Neilson and Anderson, begged to compete with the lucky diver. They had often gone down 100 to 200 feet. There were no lives or property at stake, however, and the tide was running like a mill-race, 46 fathoms below. Gunner Stillson was not like the Chinaman who bid against himself at the auction. He called the world's diving contest closed—Uncle Sam first, the rest nowhere!"

Since then, Crilley at least has had his chance at Honolulu, reaching 288 feet, on April 14, when he walked along the sunken hull of the "F-4." Formerly the British Navy held the deep-diving record, of 35 fathoms, or 210 feet. In fact, this record, established in 1896, was held until this win-

ter. But the only deep dive approaching Drellishak's and Crilley's is one reported by hearsay, made by an Australian pearl-diver, of 45 fathoms (270 feet), but this is not vouched for. We are told how the United States Government went after the "world's championship" systematically:

"The Navy tackled the deep-sea diving problem thoroughly. When the torpedo-boat destroyer 'Walke' steamed into Long Island Sound to make the world's record in deep diving, under orders from the Secretary of the Navy, she was not on a fool's errand. Every man on her, from Commander Thibault to the greenest coal-passer, was confident that when she returned to the Brooklyn Navy Yard the world's pennant for the deepest dive would be nailed to the mast.

"Under the supervision of Gunner Stillson, the naval divers from the Newport school have been perfecting themselves in compressed-air work under water at pressures so great that the actual going down to the bottom of the sea is a treat. The Navy has spared no pains. The experimental station has tested the endurance of its divers in steel tanks full of sea-water and charged with air-pressure varied to correspond with the ocean's depths. All that remained was to give a full-dress rehearsal on the bed of the sea.

"For days and days this winter the destroyer steamed up and down Long Island Sound, hunting bottom deep enough to please the divers. The 'Walke' anchored off Orient Point, called at New London, rode before Newport, then back to New Haven, and over to Eaton's Point, feeling out the Sound bed all the time. Off Orient, in ninety feet of water, all the divers went down. Even Stillson took his turn. Drellishak stayed on the bottom five minutes, Stillson fifteen, Neilson sixteen, Crilley twenty-two, and Anderson twenty-four. It only took from one to three minutes to drop to the bed of the Sound, but the divers took from twelve to twenty-three minutes each to come up."

There are two great dangers in deep-sea diving: one is the compression in the depths, and the other is the decompression that takes place on the way back to the surface. As we are informed:

"Divers used to believe it was the water's weight above them that would smash out their lives. On the contrary, the pressure of deep-sea water is as great on the soles of your feet as on the top of your head. It had to be learned that the diver must be charged like a siphon-bottle as he sank. Every thirty-three feet down he must get another atmosphere of ozone, a duplicate of that we breathe. At the depth of sixty-six feet he needs two atmospheres, to keep his lungs and blood fed. If he could descend 330 feet (and the men at Honolulu expect to do that), he would require ten atmospheres.

"Carbonic-acid gas is the trouble-maker. The air we breathe has only five-sixths of 1 per cent. of that element. When one gets a headache in a close room, that means too much CO². And when the diver fails to get a whole fresh atmosphere for every thirty-three feet he descends, he is breathing poison, he gasps for breath, and becomes helpless and unconscious.

"If the diver did not get that requisite pressure of air forced down into his helmet, to be assimilated by his system through his lungs, his body would not be fortified by the

inward resistance to withstand the pressure of the sea. Not alone the pressure above him, but all about him and below him, squeezing his body, his legs, his feet, and his hands. The helmet is tough enough to stand enormous pressure, but his body can not be encased in such an armor and allow freedom of action. His hands must be free. Most divers wear no gloves at all, their sleeves terminating in close-fitting, elastic cuffs. Unless the extra pressure forced down into the diver's helmet got into his system through his lungs, and was absorbed by his blood and flesh, the relentless pressure of the sea-water at great depths would squeeze him to death. It would actually tend to force his unarmored body up into his armored helmet."

One thing that tended most to hold the art of diving in check was the old-fashioned method of depending on hand-pumps. When the British record was made, we learn—

"It took thirty-six Englishmen to man the air-pumps that kept the divers alive at the bottom of Loch Striven. They trampled on one another's feet in making their five-minute shifts, turning the windlasses.

"Gunner Stillson attached the air-hose to the ship's compressed-air system. He also connected two torpedo air-flasks, with a capacity of eleven cubic feet at 2,100 pounds pressure. The United States Navy took no chances. It wanted the world's pennant for deep-sea diving, and wanted our gunner's mate to come back alive.

"That disposed of one danger. The diver had plenty of air to breathe and plenty of pressure to keep the waters of the Race from squeezing him to death. The other danger was that of decompression. More divers and more caisson-workers, or 'sand-hogs,' have been murdered by the ignorance of their bosses or themselves than by the hardship of their calling. The air-pressure may be perfect, and a man may go into a caisson quickly and stay for hours, or a diver may go down to the bottom in a few seconds and stay long, without any harm.

"But he must come out slowly! The fearful pressure of the compressed air saturates his system with the nitrogen that forms 79 per cent. of pure atmosphere. The oxygen he assimilates without harm. The nitrogen fills his blood and tissues with millions of gas-bubbles. These must escape gradually. He is like a charged siphon that must not now be exposed. If the diver comes up quickly from great depth, his system loaded with these bubbles of nitrogen, his reward is diver's palsy, the bends, caisson disease, and death.

"The celebrated English diver, Alexander Lambert, who dived thirty-three times in recovering a third of a million in gold from a wreck 162 feet down, was paralyzed for life because he came up in five minutes after he had been at the bottom three-quarters of an hour. He was so saturated with nitrogen-bubbles that he 'blew up.' If he had taken an hour or so to float to the surface by easy stages he would have been safe."

When the "Walke," with its record-hungry divers aboard, reached forty-five fathoms in the Race, the ship was immediately brought to anchor, and the most careful steps were taken to ascertain the exact depth, which are described by the writer:

"The true depth at the Race was found

by a 32-pound lead at the end of a length of piano-wire. It was vertical when the lead touched bottom. A mark was made at the water's edge, and the sounding measured by steel tape as the wire was hauled in. Forty-five fathoms and two-thirds of a fathom more, 274 feet, was announced by Ensign F. M. Collier, U. S. N., and the ship's quartermasters checked this depth by their own soundings with a special hand lead of 32 pounds. Lieutenant Thibault, the ship's commander, watched it and vouches for it. So did all the sailors who could gather near. The exact spot was fixed by cross-bearings—Race Rock Light, 81 degrees true, 5,575 yards; Little Gull Light, 179 degrees true, 3,700 yards."

And meanwhile, fully as elaborate preparations had been made to get Drellishak ready for his ordeal:

"It was like grooming an entry for the Derby. When he went down the ladder, one big leaden foot at a time, and disappeared in the green, lunging waters by the 'Walke,' the whole ship's crew was a-hush.

"Hanging down eighty feet below the surface from the ship was another ladder made of rope, heavy weights holding it taut. It had rungs only every ten feet, enabling Drellishak to descend by easy stages, deflating his suit as he went, and getting more air-pressure from the pumps above. This Jacob's ladder is of greatest benefit to the diver when coming up. Without it, he could not rest, safe from currents, and might fail to emerge where his helpers stood ready to assist.

"But the Jacob's ladder hangs only 80 feet down, and Drellishak is soon 200 feet below. Stillson listens for the diver's words every second. We stand about helpless, transfixed by wonder at the uncanny sounds coming from the receiver at Stillson's ears. 'More air,' we hear Drellishak call. The pumps raise the surface gage from 150 pounds to 175 to the square inch. 'All right,' comes from below, 'lower away,' and we hear him tell of the bottom he is on, and that the 80-pound weight at the foot of the descending line is being pushed off the bottom by the tide. He tells us the tide is running faster down there. His voice sounds metallic. All voices sound alike from the diving-helmet in the deep sea. And Drellishak couldn't whisper, even to himself. He couldn't whistle, to save his life. The vocal cords lose their cunning. Compressed air makes a fog-horn voice as sweet-toned as Caruso's.

"In five minutes, Drellishak is warned to start up. It was no time to take chances. Few places along the Atlantic coast are worse than the Race when the tide begins to flow. Drellishak arose from the bottom of the sea to the lowest rung of the Jacob's ladder (from a depth of 274 feet to that of 80) in five minutes more. That was safe enough. The enormous air-pressure he was still under prevented the excess of nitrogen in him from escaping too fast. But if he had kept on coming up and out into the open air at that speed, the world's record would still be in Scotland, and Drellishak would be a corpse.

"In that important point the American Navy has shown the world how to dive. Under instructions from the supervisor, Drellishak floated up from the 80-foot rung to the 70-foot stop, and rested 4 minutes; at the 60-foot rung, 5 minutes; 50 feet, 6 minutes; 40 feet, 8 minutes; 30 feet, 7 minutes; 20 feet, 10 minutes; and when he

got to the 10-foot rung, where we could see him like a green hobgoblin, swaying almost under the keel of the ship, Stillson made him stay there for 32 minutes. It seemed to us like an eternity. Altogether he spent 1 hour and 29 minutes to come up a distance he had only taken 2 minutes to go down."

INFECTION ON IMMIGRANT SHIPS.

Under present regulations, ships having on board such diseases as scarlet fever and measles are not held at the maritime quarantine stations. Williams says in "The Survey," that this is especially unsatisfactory with reference to immigrants arriving by sea, among whom the children often develop infectious diseases while on shipboard. Many persons are then exposed to the contagion, are landed and later develop these diseases in communities to which they go. Of the immigrants arriving at Ellis Island, for instance, many (in 1913, 87 per cent.) land and proceed at once to their destinations. Among those detained for various reasons it is found that infectious diseases frequently develop, a majority falling ill within the period of incubation of these diseases as calculated from the date of landing, indicating that they were infected on shipboard. These outbreaks occur so regularly that it seems reasonably certain that the same thing happens among those not detained. For the year ended June 30, 1913, out of 834 patients with measles admitted to the Contagious Disease Hospital at Ellis Island, 576 were taken from ships on the day of arrival, and 258 additional cases developed among detained immigrants subsequent to arrival. Of the latter number, 167 fell ill within a period after arrival indicating that they had been infected on board. These 167 cases developed among the 13 per cent. of immigrants detained. At the same rate among the 87 per cent. not detained there would have occurred 1,117 cases of measles, distributed wherever these immigrants scattered themselves, each case becoming a possible focus for the further spread of the disease. Fifty-six cases of scarlet fever developed among the 13 per cent. of detained immigrants, which, with a like calculation, would give 375 cases among the 87 per cent. of those not detained. The possibilities of the spread of these dangerous infections from this source are therefore great. Williams suggests as a remedy the proper isolation and handling of the cases on board ship, which is not at present carried out. Of the 576 cases of measles referred to, only 70 per cent. were "manifested" in the ship surgeon's report, while the other 30 per cent. were discovered only on examination at Ellis Island.

The White Australia policy is developing: At the end of 1914 the total population of the North, exclusive of aborigines was 3720, of which 2452 were Europeans. The population of Chinese and Japanese has greatly decreased. In 1891 there were 3784 Chinese in the Territory, and there are now only 1033. In 1901 there were 197 Japanese, against a total to-day of 77, whilst the Malays and Filipinos have decreased from 144 to 88. On the other hand the European population increased from 782 in 1901 to 2452 in 1914.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

lockouts, he declared, were all the attempt of labor and capital to bring about what they regarded as a more equitable distribution of wealth or to settle the question of what a man's work was worth.

The advent of machinery had ended the close personal relation of master and man, and, by ending personal contact and interest, had given birth to the labor troubles which now perplex us. The Department of Labor, he declared, was created to bring about the end of these troubles as far as possible.

"Primarily the department acts as a mediator," he said. "It attempts to find a common meeting ground for employer and employe, to have them sit about the council table and settle their disputes. Failing in this, we act as go-between when the two factions will not come together. The third resort, and last, is arbitration, not compulsory arbitration. That is certainly not to be favored."

To Mobilize Harvest Army.

The annual cry for harvest workers will be no longer heard if arrangements made in Omaha, Neb., by the new National Farm Labor Exchange are carried out. The exchange is an organization of the wheat States of the Central West to supervise the harvest workers' problem, and its work will be free, both to the farmers and the harvesters.

Its board of directors is composed of the State employment departments and State agricultural boards of the twelve big Western wheat States—Missouri, Kansas, Minnesota, Iowa, Nebraska, Oklahoma, Texas, North Dakota, South Dakota, Wyoming, Colorado, and Montana.

The sole object of the organization is to so mobilize the great industrial army of 100,000 men in the grain raising States that the movements toward the wheat fields of the country will not in any way interfere with each other, but that the entire force will be concentrated in the districts where men are needed for the work.

The workers will be thrown into the Texas fields when the grain begins ripening in that State, early in June. As the harvest extends northward the harvest workers will keep pace with it, and when, late in August, the wheat of northern North Dakota and Minnesota is ready for the reapers the big army of harvesters will be on hand to gather it before the early frosts damage the grain.

Three great centers of harvesters will be formed—Kansas City on the south, Sioux City for the central division and at Minneapolis for the extreme northern States. These cities will be used as clearing houses both for labor and for farmers.

U. S. Says Wage Is Too Low.

A report issued by the U. S. Department of Labor on employment conditions in the New York cloak, suit and skirt industry contains information that will be useful to workers in supporting their demands for especially high wages in trades known as "seasonal." It is shown that "a considerable proportion" do not receive sufficient wages during the year for their support.

Investigations in seventy-five shops show two busy seasons, one lasting fourteen

weeks, from the end of July until the end of October, and one twelve weeks, from the end of January until the middle of April. During the busiest week (the last week in February) the total amount paid to employes was almost four times as large as that paid during the dullest week (the second week in December).

Exact conclusions as to the proportion of workers permanently employed could not be arrived at, but it was found to be small. Individual schedules covering sixteen occupations in New York City showed a total of 4,858 employes on the pay rolls at some time during the year. Of these only 1,952 were at work during the week of greatest employment and this may be considered as the maximum number needed to meet all the demands of the work for the whole year. Only 860 employes were employed permanently, that is, forty weeks or over.

The small number permanently employed, as compared with the highest number needed during any week and with the much larger number on the pay roll at some time during the year, indicates that a considerable proportion of the employes do not receive from the industry an adequate amount during the year for their support. In the case of cutters, it was found that the highest average annual earnings that could be hoped for, namely, those based on the maximum number employed during any week and the total annual amount paid for wages as shown by the pay roll, would be \$837, while a comparison of the annual pay roll with the total number actually employed at some time during the year indicates average earnings of only \$415.

Compensation Law Passed.

A compensation law has been passed by the Colorado State Legislature. About the only value the bill possesses is the fact that it establishes the principle of compensation in this State. The act contains four different kinds of optional insurance, and students of this question believe the law will prove unworkable. The law takes effect the first of next August, and it is urged that by the time the general assembly again convenes, January, 1917, the demand for a genuine compensation act will be universal.

The new law exempts farm labor and domestics, as well as employers who employ less than four workers.

Four forms of insuring for compensation are left open to the employer—insurance in the State compensation insurance fund, which is created by the new law; stock company insurance, mutual insurance and the carrying by the employer of his own risk, on filing of a bond with the industrial commission to guarantee compensation payments if the necessity arises.

The industrial commission makes rates for insurance in the State fund. Disability indemnity to be paid under the law is based on the average weekly wages of an employe, but cannot exceed \$8 per week. In case of death the maximum amount to be paid is \$2500.

The law will be administered by the newly created industrial commission. Other duties of this board consist of making investigations in industry and the settlement of differences between capital and labor.

Demand the union label upon all purchases!

CONVICT VS. FREE LABOR.

(Continued from Page 7.)

mind "free labor" has every reason for grave apprehension.

As for the replies from authorities in Colorado it is to be regretted that Governor Johnson did not also seek an expression of opinion from authorized representatives of "free labor" in Colorado, for example, from the Colorado State Federation of Labor. If he had done so there would have been at least one different answer. Furthermore, when we think of the horrors at Ludlow and certain other recent events, still fresh in our memory, it becomes difficult to understand why California should look to Colorado for inspiration or advice upon industrial and humanitarian legislation.

All right thinking persons are in sympathy with every effort to bring sunlight and some degree of happiness into the lives of men serving time in the State's prisons. But we are not prepared to applaud any move in that direction if it should incidentally make more difficult the already deplorable condition of the army of workers who are struggling along outside the prisons' walls and are barely able to make both ends meet.

A HELIGOLAND ENGLISHMAN.

There was an interesting case in the Liverpool (England) Police Court recently, before Mr. Stuart Deacon, the stipendiary, when a docker calling himself Frank Hill was charged with being a German, failing to notify his change of address on March 10th.

Prisoner pleaded guilty.

The Stipendiary asked how it was that prisoner, an Englishman, could call himself a German.

Prisoner replied that his father was an Englishman and his mother a German. He was born in Germany, and his mother belonged to Heligoland when it belonged to England.

The Stipendiary—Then you are an Englishman? Why did you say you are a German; are you proud of the name?

Prisoner—No. But I had to say where I was born when I joined a ship. If a man is born in a stable it does not follow he is a horse. (Laughter.)

The Stipendiary—That is quite true. If you could produce your father's birth certificate that would go a long way to satisfy the court.

Prisoner—I can't recollect when they were married. (Laughter.)

The Stipendiary—I have tried to help you, but you are evidently now trying to show German impertinence.

After further evidence prisoner was sentenced to two months' imprisonment.

Poverty is the chief cause of tuberculosis. Men and women who are overworked are impaired in health, because of long hours and poor pay. They cannot afford to purchase proper food and clothing, and are not able to pay for airy and sanitary dwellings. They are more susceptible to become afflicted with the disease than workers earning good wages and employed at reasonable hours.

The Iron Molders' International Union has issued constitutions, in addition to the former supply, in the Polish, Bohemian, Hungarian, Slavonic and Italian languages.

“TO A FINISH.”

This is the unanimous cry of the belligerents! In Germany and in Austria as in France, in England and in Belgium, this cry goes forth with a rare misunderstanding of what it means.

A fight to a finish! To the finish of what? Of militarism, will be the answer. But nobody reflects on the terrible sacrifices, the frightful massacres, the unheard-of ruin that this answer implies. Day by day the journals of the Allies repeat, with an enervating and disgusting monotony, a wearisome anthem like a litany: “Along the whole front a huge battle from the Swiss frontier to the shores of Flanders, no notable change has been produced. The German attacks have been everywhere repulsed and considerable losses have been inflicted on them.”

As to the losses by the Allies, they are hardly referred to. In reply to a member of Parliament, the British Government has recently admitted that in 75 days the “casualties,” to use the English euphemism, amounted to 57,000. During the ten days of the battle of the Yser those of the Belgians were reckoned at 12,000. Competent military authorities estimate that, if the war should last for a year, 75 per cent of the soldiers will be killed or wounded; that is to say that in sixteen months all the combatants will be maimed or dead.

It is estimated that at the present moment 20,000,000 men are under arms, and those who, in their wicked dream, wish for a fight to a finish, to the final exhaustion, to a collective suicide, are talking of levies en masse which would bring up the effective armies to 40,000,000 combatants destined to become 40,000,000 corpses or invalids.

It must finish some day, unless in their turn the mothers and daughters are armed, and already in London women have shouldered the rifle and are being trained for the impious work of death, they who are, by destiny and duty, the creators of life.

An end must be put to the young, the growing, and the adults in all the force of their experience and development. An end must be put to the savants, the thinkers, the highest intelligences, and the most brilliant artists. An end must be put to civilization, progress, inventions, and beauty. An end must be put to the age-long madness of men in loving and trusting. An end must be put to shining prospects and splendid hopes. Under the impassive stars and the triumphant sun, an end must be put to the human race. That is the real meaning of the fatalistic cry which is hypnotizing the world! Indeed, if in presence of the horrid spectacle of muddy trenches filled with putrefying corpses and wounded men awaiting tetanus and gangrene, humanity does not rise and shout, in an access of clear-sighted madness, “Enough, enough!” it had better come to an end.

Better that the earth unencumbered with the dwellings of men, freed from the criminal multitudes who, thirsting for blood and murder, abuse it with their shells, delivered from the frightful cacophony of their war-cries mingled with the deafening roar of cannons and the crackling of the mitrailleuses, better that the earth roll inert and verdant, inhabited by birds and

filled with their songs, in the vast spaces restored to their eternal calm.—HENRI LA FONTAINE, Belgian Senator and President of the International Peace Bureau.

SOME ANCIENT HISTORY.

“Caesar sailed at sunset on the 20th of July.” So Mr. Froude begins his account of the second invasion of Britain. “He had five legions with him. He had as many cavalry as he had left with Labienus. His flotilla, swollen by volunteers, amounted to eight hundred vessels, small and great. At sunrise they were in midchannel, lying in a dead calm, with the cliffs of Britain plainly visible on their left hand. The tide was flowing. Cars were out; the legionaries worked with such enthusiasm that the transports lept abreast of the war galleys. At noon they had reached the beach at Deal, where this time they found no enemy to oppose their landing. The Britons had been terrified at the multitude of ships and boats in which the power of Rome was descending on them, and had fled into the interior. The water was smooth, the disembarkation easy. A camp was drawn out and entrenched, and six thousand men, with a few hundred horse, were told off to guard it. The fleet was left riding quietly at anchor, the pilots ignorant of the meaning of the treacherous southern air which had been so welcome to them; and Caesar advanced inland as far as the Stour. The Britons, after an unsuccessful stand at the ford of the river, retired into the woods, where they had made themselves a fortress with felled trees. The weak defense was easily stormed; the Britons were flying; the Romans were preparing to follow; when an express came from Deal to tell Caesar that a gale had risen again, and the fleet was lying wrecked upon the shore. A second accident of the same kind might have seemed an omen of evil, but Caesar did not believe in omens. The even temperament of his mind was never discomposed, and at each moment he was able always to decide, and to do, what the moment required. The army was halted. He rode back himself to the camp, to find that forty of his vessels only were entirely ruined. The rest were injured, but not irreparably. They were hauled up within the lines of the camp. He took the best mechanics out of the legions; he sent across to Labienus for more, and directed him to build fresh transports in the yards at Boulogne. The men worked night and day, and in little more than a week Caesar was able to rejoin his troops and renew his march.”

It has been estimated that 84,300,000 cubic miles of the average igneous rock would yield, on decomposition, all the sodium of the ocean and the sedimentary rocks. The volume of the sandstones would be approximately 15 per cent. of this quantity, or 12,645,000 cubic miles. If the sandstones contain an average pore space of 20 per cent., or 2,529,000 cubic miles, and all of it was once filled with sea water, representing 118,730,000,000 metric tons of sodium, and chemical erosion began at the rate assigned to the rivers, namely, 158,357,000 tons of sodium annually, the entire accumulation would be removed in about 750,000 years.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

In two decisions, Judge George Gray, of Wilmington, acting as umpire in disputes between coal operators and employes, has sustained the latter's position that wage increases of 10 per cent. shall be granted. In those cases where wage increases have been allowed, an increase of five and one-half per cent is ordered. The two decisions were conducted along rules laid down by the anthracite strike commission, in 1903.

The Ohio Senate has passed the Archer bill, which empowers the State Industrial Commission to prescribe hours of labor for workmen and to regulate sanitary and safety conditions in factories. Senator Wicliffe is most enthusiastic over the proposal. He asserts there will be no necessity for anti-lobby laws, if the bill passes, as it will end all legislative lobbying. Unionists, however, refuse to be convinced. They resent the thought of having their affairs passed upon by a State commission and ask that its duties be put down in black and white, rather than have such undefined authority. The unionists are now trying to convince members of the House that even if the bill is approved by them, workers may not accept a commission's decisions regarding hours.

Both branches of the Tennessee Legislature have voted to give the State Board of Control authority to renew convict labor leases with contractors operating factories at the State prison. The State Federation of Labor has been active in its opposition to this system, which recently received a hard blow at the hands of a special committee appointed by the Legislature to investigate the prison. The committee condemned the practice of whipping prisoners—both men and women—for alleged short amounts of work done during the day, or what is classed as "bad work," meaning work unsatisfactory to the contractors. It was shown that 105 prisoners with tuberculosis had been "severely whipped." The men were lashed from 150 to 200 times, the women fifty times. The committee stated that few of the inmates working in the factories had escaped punishment.

Effects of 1911 strike against the Harriman lines upon the 30,000 shopmen involved were sketched recently before the United States Commission on Industrial Relations. The witness was Frank Comerford, for many years attorney for the men. One thousand question blanks were sent at random to the strikers 34 months after the strike. His figures, Mr. Comerford explained, applied to these thousand men, and he thought that a fair social survey of the whole number could be obtained by multiplying his figures by 30. Of the thousand men whose replies were checked up, according to Mr. Comerford, 186 were single when the strike was called September 30, 1911. There were 1743 children—a small number, which, he thought, might be traced to low wages and a subnormal scale of living. Forty-two per cent. of the men owned their homes or were buying them. The strike cost 15 per cent. of these their homes, and of the whole number 91 per cent. moved to cheaper quarters. Twelve per cent. of the strikers had to sell their furniture and 10 per cent. to seek charity. The average period of idleness occasioned by the strike was one year.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, -1821	Lindeman, C. H. O.
Andersen, Peder F.	Larson, H. -1677
Andersen, H. T.	Marmion, J.
Berg, Vilhelm	Madsen, Johannes
Bucknam, Jack	Meyerdeirks, H.
Bartlett, H. N.	McWhirter, James
Carlson, J. -861	McPherson, James
Carey, Arthur L.	Miller, Ben
Detmausen, D.	Moen, Robert
Edvords, John	Muellerbech, E.
Engelbrechtsen, Einar	Moen, Tryger
Eriksen, Otto	Muier, J.
Eriksen, Kristoffer	Monroe, Wallace
Evanger, Nils	Macdonald, W.
Elsted, John	Mikkelsen, K. -1620
Framnes, Iver	Nas, John
Gundersen, L. G.	Naro, H.
Grant, Dave	Nielsen, H. O.
Gustafson, Taevo	Nielsen, Alfons
Hansen, W.	Nordenberg, J.
Hansen, H. T.	Norvig, C.
Harcastle, W.	O'Daly, John
Herman, Axel	Olsen, Chas.
Hellisen, H.	Olsen, Harald
Hughes, W.	Olsen, Petter
Haltberg, E.	Pedersen, F. A.
Hulst, L.	Petterson, Conrad
Holmnes, S.	Reinink, H.
Jansewitz, John	Reckman, H.
Jacobsen, Torgils	Rieck, F.
Johansen, Ole	Rosen, E. H.
Johnson, C. W. -64	Samuelsen, W. L.
Johnson, C. J. -1566	-1346
Johnson, Ed.	Saxley, C. H.
Jorgensen, Fredrik	Schwarrien, W.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Johnson, A. W. -2186	Shultz, Billy
Jegstrop, H.	Simms, Gunner
Kalning, Jacob	Simmonds, A. E.
Karell, J. H.	Smith, T.
Kruger, Johan	Thomsen, R.
Kuschert, John	Thorsen, Torger
Kruse, R.	Torget, Ole
Lewis, Geo. H.	Tullifsen, Hans
Lersten, John	Travers, John E.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Lanea, W.	Ullman, Emil
Lina, Victor	Wene, K. J.
Murphy, Daniel	

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium In
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE — or — A SQUARE MEAL

EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP
125 D. St., Eureka, Cal.
ED. SWANSON, Prop.

HOTEL YOUNG

European Plan

313-315-317 SECOND STREET

EUREKA

Rooms, 25c per Night Up
Per Week, \$1.50 Up

UNION LUNCH COUNTER

Eureka, Cal., Letter List

EUREKA	Lawrence, Harry
Christenson, Hans	Luberg, W.
-1366	Nilsen, Nils
Eriksen, Anton	Thorsen, Fredrik N.
Lomas, Richard	

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039

UNION SHOP

Big Bargains in Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL

RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernhardsen, Chas.
Beck, Johannes A.
Bugge, Mr.
Christensen, Otto
Christiansky, Mike
Christensen, H. P.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Engstrom, Richard
Elisen, Sam
Felsch, Henry
Gasch, Willy
Gunther, John
Holm, Peter
Hellman, Albin
Helenius, Oskar
Holm, Aage
Hendrikson, Wm.
Handt, Wm.
Henriks, Waldemar
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
King, J. L.
Kermagoret, Antach
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
McLellan, John
Muencheimer, Herbert
Muller, P.
Mathson, Nils

Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Ithorwald
Meyer, L.
Meyerdierk, Heinrich
Moller, L.
Meyer, Chas.
Neuling, Albert
Ohlson, J. W.
Oleson, J. W.
Oglive, Wm. A.
Olsen, Oscar
Olsen, John Andreas
Olsen, Arthur
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rod, Halfdan
Reyborg, S.
Rimmer, Chas.
Rasmussen, B. S.
Rasmussen, Thor
Staff, Fred
Svenningsen, S.
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Solberg, P.
Smedsvig, Andrew
Simons, O. L.
Stuardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urvso, Geozep
Wickman, Ernest
White, Harry
Walter, John
Westengren, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Andersen, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefsen, Otto
Eriksson, -233
Evensen, Krist
Forde, S. C.
Gronros, Oswald
Gueno, Pierre
Hansen, Ove Max
Hyld, Elner
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Latz, K.
Malm, Gust

Munsen, Fred
Nordgren, Chas.
Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Slattery, Wm.
Schmidt, Heinrich
Simonsen, Isak
Scheffner, Bernhard
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Uddy, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made



Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Headquarters for
UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobaccos,
and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Home News.

The entire Republican ticket of twenty-eight aldermen was elected by about 25,000 plurality in St. Louis.

A proposed woman suffrage constitutional amendment was defeated in the Connecticut House. The vote was 124 to 106.

Mayor Roberts of Terre Haute, Ind., and 26 other defendants in the election conspiracy case have been found guilty and given five-year sentences.

Governor Moses Alexander of Idaho has been commended by labor organizations throughout the State for his veto of a workmen's compensation act on the ground that it was unfair.

The Alaska Senate has passed a bill submitting territorial prohibition to the voters. The bill has already passed the House. If the voters approve Alaska will become dry on January 1, 1918.

Los Angeles has a birth rate of thirty babies a month among Japanese residents, according to H. Sief, mortality clerk of the Health Department. This birth rate among Japanese is said to be the highest of any city in the United States.

The Colorado Legislature has probably broken the record for servility to plutocracy. It has passed bills making it a crime to advocate a strike, and making it treason to resist the militia even though it indulges in a Ludlow massacre.

The recent Milwaukee school board election resulted in election of four out of five Socialists over a "non-partisan" alliance. Mrs. Meta Berger received the highest vote. For five judgeships, for which there was a contest between Socialists and Non-partisans, the Socialists elected one and the Non-partisans four.

The lower house of the Territorial Legislature on April 22 passed the bill abolishing capital punishment in Alaska. The bill has already passed the Senate and awaits only Governor J. F. A. Strong's signature to become effective. It was fathered by Senator Charles A. Sulzer, brother of former Governor Sulzer of New York.

Orders for 80,000 mules for use in the British army have been placed with Kansas City livestock dealers by agents of the British Government, according to announcements made to-day. The orders are for delivery covering the next six months. The animals are to be assembled at Grand Island, Neb., and shipped from there to the seaboard in Canada, it was asserted.

Because Arizona is a dry State, water will be used to christen the battleship "Arizona" at the New York Navy Yard, June 19. The water to be used by the sponsor will be the first to flow over the spillways of the famous Roosevelt dam. The water had attained a depth of 225 feet when it reached the spillways. The reservoir now contains nearly 446,000,000,000 gallons of water.

Sidney M. Foster, ex-junior third officer of the American liner "New York," was brought back from England on the "Arabic," to stand trial in connection with the theft of \$2,360 from a shipment of gold on the "New York" to this port last February. He has restored \$1,800 of the money, including \$500 banked here. Foster was traced by the trail of double eagles he left behind him around Broadway.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 10-3-15.

Domestic and Naval.

The Germany auxiliary cruiser "Kronprinz Wilhelm," which put into Hampton Roads on April 11 after a notable commerce-destroying cruise, will be interned for the war at Norfolk Navy Yard near her sister raider, the "Prinz Eitel Friedrich."

Mr. Alexander Elder, founder of the Elder Dempster Steamship Line, and the British and African Steam Navigation Co., Ltd., and a director of the Pacific Steam Navigation Co., who died January 25 last, aged 81 years, left estate of the gross value of £309,068 19s. 11d., of which the net personalty has been sworn at £308,873 7s. 8d.

According to Custom-house returns, 16,129 head of horses were shipped from Newport News during March. Grain exports from Norfolk and Newport News: Barley, 29,166 bushels; corn, 1,681,630 bushels; oats, 3,958,047 bushels; rye, 32,592 bushels; wheat, 949,675 bushels; total grain, 6,651,110 bushels.

For the first time in many years a sailing vessel is to load general cargo at New York for Australia. The French barque "Marie" has been chartered by Messrs. Bowring & Co. to load 4,800 tons of such goods as wire, rosin, window glass, roofing paper, ax handles and axes, nails, lanterns, chemicals, plaster, glucose, dextrine, etc.

Arrangements are said to have been completed by Osaka Shosen Kaisha with a view to the establishment of a regular service between Japan and the United Kingdom, via Suez and Mediterranean ports. This enterprise is said to be due to the withdrawal of Austrian and German tonnage. It is understood that ten steamers will be placed on the route.

It is stated that the Italian navigation company La Veloce has decided to extend its service to Callao, taking advantage of the opportunity offered by the opening of the Panama Canal. This company's steamers now proceed as far as Colon. This company has also decided to establish another service from Genoa to Callao, via Straits of Magellan.

During March, 1915, 111 vessels of 24,538 tons gross were built in the United States, of which 7 of 18,567 tons gross were steel steamers, as follows: Atlantic & Gulf, 5 of 12,139 tons; Pacific I, of 6,395 tons; Great Lakes, 1 of 33 tons. For the nine months ended March 31, 1915, the total output of American yards in merchant vessels was 153,326 tons gross, of which 89,215 tons consisted of steel steamers. This compares with a total of 215,059 tons for the same period of 1914, the steel construction being 124,275 tons.

What is said to be the largest vessel of the kind ever built on the Great Lakes has just been launched from the yards of the Polson Iron Works, Toronto, and named "Ontario No. 2." The dimensions of the vessel are as follows: Length, 318 ft.; beam, 34 ft.; depth of hull, 20 ft. 6 inches; tonnage, 5,400; horsepower, 4,500; capacity, 30 loaded railway cars and 1,000 passengers; launching weight, 2,100 tons; displacement at launching, 5,000 tons. The vessel will have accommodation on the upper deck for 800 first-class passengers, while the lower deck will be used for cars and second-class passengers. The cost of the boat was about \$500,000. This new car-ferry vessel will, like "Ontario No. 1," run between Cobourg, Ontario, and Charlotte, N. Y.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771



Union Made Shoes for Men

Exclusively

NEW GOODS!
CALL AND GIVE US A TRIAL
Repairing done while you wait by the latest machinery
Work called for and delivered
We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Ahlstrom, Harry
Albors, Arne
Alhfor, Arthur
Allan, W.
Andersen, A.
Andersen, Alfred
Olaf
Andersen, A. S.
Andersen, C. -1823
Andersen, Chr. -1765
Andersen, Gust -1109
-1526
Andersen, N. -1549
Andersen, E. -1941
Andersen, Ed
Andersen, H. E.

Anderson, I. S.
Anderson, Jon
Anderson, J. R.
-1246
Anderson, Ole
Andersson, O. L.
-1363
Andreasen, Hans
1477
Andresen, A. -1635
Andresen, Anton
Antonsen, H. -1783
Anus, Jon
Athanasele, Michael
Auer, Billy
Azevedo, Manuel T.

Backman, B. W.
Backman, Paul
Bakker, Haakon
Barz, Herman
Baumann, A. O.
Belnarowitch, Felix
Bellig, Paul
Bendicksen, Nick
Berghalm, Edward
Bergman, E. Ivar
Berklind, Gus
Berlin, Werner
Beyerle, Rupert
Beynavowier, F.
Bilke, E. -2049
Bjorkstrom, Artur
Bjornsen, Conrad
Blasich, Mike
Bodagh, A.
Boers, M.

Carlson, Fred
Campbell, George
Campbell, S.
Carey, Arthur L.
Carl, Waldemar
Carlson, Jack
Carlson, Axel George
Carlson, Charles
Carlson, Charles R.
Carlson, Martin
Carlson, Carl
Carlstrom, John
Carrira, Peter

Dahlkvist, Fred
Daniel, J. C.
Danielson, Dave
De Hayes, F.
Earling, Gus
Eckhoff, Otto
Edman, Oscar
Edwardsen, Anton
Einardt, John
Elsner, M.
Elemius, Axel
Elison, Sam

Fagerli, O.
Ferguson, J.
Ferguson, Will
Fischer, W. -707
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Follan, Thomas
Forshu, Alex.

Gardan, Geo.
Gasch, Willy
Gendo, G.
Gibbons, Joe
Gravit, Karl J.
Griffith, Hugh E.

Haak, Reinhold
Halvarsen, Henry
Halvarsen, Olaf
Hammergren, Oscar
Hampel, Will
Hansen, Adolf
Hansen, Charles
Hansen, Charlie
Hansen, C. M.
Hansen, Hans O.
Hansen, Henry W.
Hansen, Hilmer
Hansen, H. O.
Hansen, M. -968
Hansen, Martin
Hansen, Niels
Hansen, Olaf
Hansen, Thomas
-2383
Hanson, Charles G.
Hanson, Gustaf
Hanson, Henrik
Hanson, Oscar

Ikonem, Joe
Ingebretsen, Olaf

Jacobs, August
Jacobsen, Joakem
Jacobsen, Martin
Jade, H.
Jakobsen, Anders
Jameson, J. E.
Jarosinski, Feliks
Jenkins, John R.
Jensen, Charles
Jensen, Halford
Jensen, Jens
Jensen, L. M.
Jensen, Niels Oluf
Jensen, O. M. B.
Jensen, Oskar
Jersch, Willie
Jespersen, Martin
Johansen, Alex. H.
Johansen, Carl J.
Johansen, Thos. W.
Johanson, J. -880

Kaare, P. Juhl
Kaleva, Gustaf
Kallas, August
Kallberg, Arvid
Kampel, D.
Karlsen, Charles
Karsten, Hugo
Kaspersen, H. -1100
Kendahl, Chas.
Kinlock, Wm.
Kipper, Henry

Lagerquist, Gustav
Lahke, John
Larsen, A.
Larsen, George
Larsen, John
Larsen, Louis
Larsen, Peter
"Latimer"
Laursen, Chris.
Lawn, H. W.
Leraen, Harry
Lewald, Harry A.

Maatson, Olaf
Maatta, John
MacAulay, Donald
Macency, W.
Machado, Enrigue
Macke, David
Madsen, Ludvig
Magee, E. H.
Marguatt, Robert
Markman, Harry
Marlinson, Ernest
Marmon, James
Marquels, Frank
Martens, Paul -2262
Martin, A.
Martin, H.
Martin, J.
Martinson, E.
Mathiasen, Sigurd
Mathieson, N. L.
Mathsen, Ludvig
Matta, Humberto

Naujack, Fritz
Nelson, H.
Nelson, J. P. -654
Neuling, George
Neuman, Joseph
Nextrom, Aleck
Nicklas, M.
Nicolaisen, Carl
Nielsen, Edwin N.
Nielsen, H. O. -1229
Nielsen, N. C. -1224
Nielsen, Nils
Nielsen, Nils

O'Brien, R. F.
O'Brien, Richard
Ohlund, Chas.
Ojstedt, S. A.
O'Keefe, Ed
Olsen, Arthur
Olsen, Charles A.
Olsen, I.
Olsen, Jens
Olsen, Martinus
Olsen, Ole -1047
Olsen, O. P. -1141
Olsen, Oscar

Palm, P. A.
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Paulson, G.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Elif
Pedersen, P. -896
Pedersen, W. G.
Peterson, C. -1443
Peterson, Charles
Peterson, G.
Peterson, J. A. -515
Peterson, L. -1389

Quigley, Robert E.
Ramberg, Barny
Rammerdah, K.
1134
Rank, W.
Reinhardt, Werner

Insunso, Francisco

Johanson, E. A.
-2247
Johansson, Bernard
Johnsen, John
Johnsen, Walter
Johnson, C. -2392
Johnson, E. A. -2247
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, Oscar
Johnson, Peter
Johnson, Robert
Johnson, R. W.
Jones, Berthon
Jonson, E.
Jonson, Halvar
Jordan, O.
Jorgensen, Rasmus
Junge, Heinrich

Kive, Karel
Klebingat, Fred
Klemmsen, Adolf
Knudsen, Daniel
Koch, Harry
Kolk, M.
Koning, D.
Kramer, Sigurd
Kristensen, K. D.
Kristiansen, Jakob

Lewis, Robt. W.
Lindberg, August
-628
Lindberg, Harry
Lindgren, Oscar
Lindroth, Erik
Ljungberg, Herman
Lorentsen, Karl
Lucander, H.
Lundblad, Ernst
Lundgren, Colmar
Lynch, James

Mattson, Harry
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McLellan, John
Melander, G. L.
Melder, J.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Michelson, M.
Miller, James
Milos, P.
Minner, Albert
Monsen, C.
Monsen, L.
Moore, Albert
Mortensen, George
Muller, Herman
Murphy, J.
Myrholm, J. P.

Niemeyer, Oscar
Nilsen, Andreas
Nilsen, Harry
Nilsson, Hjalmar
Nogal, E.
Nordin, Gus
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurum, John -1151
Nymman, Axel
Nymman, Oskar

Olsen, Otto
Olsen, Paulus
Olsen, Thomas
Olsen, W.
Olson, Andrew
Olson, O. J. -542
Olson, P.
Olsson, Eric
Olsson, James
Olsson, Carl
Onu, Tobias
Owen, Fred

Petersen, Niels
Peterson, Oscar
Peterson, A.
Peterson, Mauritz
Peterson, M.
Peterson, Tom
Pettersen, Carl
Pettersson, O. -1551
Pietkiert, C. B.
Plett, Herrman
Plom, Charles
Pommer, Jon
Pneusse, Fritz
Publicatus, August
Punls, Antoni

Quinn, R. C.
Reyberg, Sverre
Rieck, Friedrich
Ries, H. -1146
Riss, A.
Rimmer, C. M.

Roberts, Frederick
Roden, Knut
Romundahl, C.

Rotter, R.
Rundquist, O.

Saar, J. A.
Samela, Anselm
Sander, Robert
Sanders, S.
Sanderson, Alfred
Sanster, Paul
Saunders, Jas.
Schlashte, Alfred
Schmidt, L.
Schneider, H.
Schroder, Willy
Schwencke, Karl
Seland, H.
Sergo, A.
Siliwalla, Jacob
Skellerup, A.
Skogman, W.
Smedsvik, Oluf
Snider, G.

Tait, George
Tayra, August
Tell, Olof
Thee, Rudolf
Thomas, Henry
Thoren, Gus
Thoren, Victor

Ulmars, John

Vesgaard, Jens

Wagner, Will
Walker, Erick
Wallenius, Chas.
Warner, Paul
Weatcroft, L.
Weber, Fred
Wekarstrom, J. E.
-1140
Wells, Frank
Weltz, Hill
Wender, Emil
Yejata, Yrjo
Zweiberg, John

Sonnenberg, J. C.
Spanas, Nick
Spanos, James
Spona, Emil
Stahlbaum, Eberhard
Steinfart, J. H. F.
Stendahl, John
Stintman,
Stoff, Fred
Stoltzman, E.
Strandquist, Louis
Strasdin, H.
Sundberg, Charles
Sundberg, K. K.
Suensen, C. J.
Svensson, Patrick
Swanson, E.
Swensson, T. H.
-2055

Thorsen, Otto
Thorsen, August
Tierney, Pat
Tonnesen, A. C.
Torstensson, Folka
Traynor, John
Trenkhahn, Martin

Vogel, Gus

Werner, Charles
Wesgaard, John
Weyer, Paul
White, Peter
Whitot, J.
William, Frank
Willmann, William
Wilson, Charles J.
Winner, A. A.
Winton, J. A.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michal
Berling, J. B.
Carter, Sidney
Ceelan, John
Ellefsen, Otto
Evensen, Louis
Fass, Laurits
Finnelly, Wm.
Fonthe, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendricksen, Hag-
bart
Henningsway, Geo.
Iverson, Ivar
Jacobsen, Emil
Johansen, Fred
Johansen, Emil

Jorgensen, Olu
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Schroder, August
Silver, S. A.
Sorensen, Pete
Strasdin, A. W.
Swanson, Ben
Tanum, H. -793
Thoren, V. A.
Wakely, R. E.
Walters, Johan
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy
Stores and Basement
— in the —
Maritime Hall Building
— on —

49-59 CLAY STREET
Between Embarcadero & Drumm Sts.,
SAN FRANCISCO
Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

(Important!) Ludwig Madsen, who two years ago worked on board the schooner "Blakeley," is requested to communicate with the postmaster at Port Townsend, Wash. 4-21-15

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)

Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)

The following Branches for Receipt and
Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.

RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets \$58,584,596.93
Deposits 55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier

400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-
date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping,
Single or Connecting Rooms.

This Place Must Be Seen to Be Appreci-
ated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing,
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO

Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

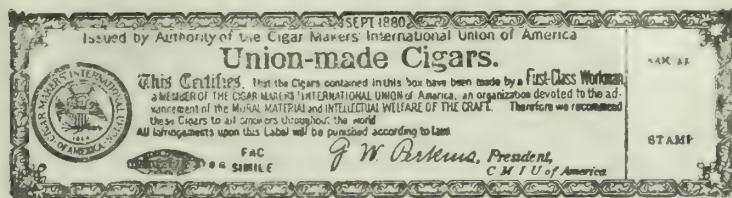
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl Jansson, J. Axel
Andersen, E. W. Johnson, John E.
Albertsen, Christian Larson, Alec H.
Hans Magnussen, Magnus
Anderson, Hilding Neil, Edw. O.
Anderson, Gus Nilson, W.
Anderson, T. Osterlund, Carl
Andrade, Manuel Olson, John
Blom, A. De Petersen, Edward
Colbert, M. J. Parson, Herman
Certz, Emil Hil Peragallo, Antonio
Cohn, W. R. Schultz, F. J.
Ericksen, Earl Stoltzenberg, G.
Ekeland, Will H. Saalman
Gundaker, Sam W. Teracron, Ernest
Johnson, Axel Wilson, Herman
Johnson, Martin Wallin, E.

Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd Peterson, Andrew K.
sen Phister, Albert
Fister, Johannes Polhome, Mr.
Finnigan, I. H. Ridderstaff, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Slinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wil Starks, John
helm Stein, George G.
Larsen, Fred Stixrud, Jack
Magnuson, P. A. Stromness, Oscar
Osterlund, Albert

News from Abroad.

Over a dozen vessels have left
Australian ports lately for the east
coast of South America to load
wheat for Europe. Nearly all have
sailed in ballast.

An Order-in-Council was issued
in London April 14 commandeering
all refrigerated ships engaged in
trade between the United Kingdom
and Australasia.

The French cruiser "Leon Gam-
betta" was torpedoed and sunk by
the Austrian submarine "U-5" in the
Strait of Otranto, the waterway
leading to the Adriatic Sea.

A great number of ships have been
torpedoed by German submarines off
Beachy Head. According to an Eng-
lish paper, the reason for this is
that it is the practice for all ships
coming up Channel to stand in to-
wards Beachy Head to report them-
selves at Lloyd's signal station. That
this practice should be adhered to
in present circumstances is a striking
example of the superiority of tradi-
tion to reason in the British mind.
It seems like asking for torpedoes.

The German steamer "Gotha," of
the North German Lloyd, which had
loaded large quantities of coal and
provisions at Buenos Aires, pro-
fessedly for transport to Europe, but
which was undoubtedly intended for
the "Dresden" or for the "Kron-
prinz Wilhelm," was captured by the
British cruiser "Bristol," through a
clever ruse of the commander of the
latter. The "Gotha" was taken to
Port Stanley, escorted by H. M. S.
"Carnarvon," and navigated by a
prize crew.

The war seems to have given an
indirect stimulus to the Swedish ship-
building industry, mainly on account
of England's prohibition against the
exportation of vessels. Swedish ship-
yards have so many and such large
orders that a large number of plants
could be employed. The total gross
tonnage completed during 1914 by
Swedish shipyards, however, amount-
ed to only 15,000, while 42,000 gross
tons were purchased abroad by
Swedish lines during the year, and
40,000 gross tons were completed in
foreign shipyards for Swedish own-
ers.

Good use is being made of Ger-
man steamers that were captured in
Australian waters after the outbreak
of war, and a number have been
chartered to shipping firms for the
London trade. The names of these
prize vessels have been removed, and
they are numbered in a "C" class.
Thus, the one-time North German
Lloyd steamer "Osnabruck" is now
known as "C-9," the "Griefswald" as
"C-10" and the "Wildenfels" as
"C-11." They are all engaged in
loading wool and general cargo for
London. "C-7," ex "Oberhausen,"
has sailed from Sydney for London
with a large general cargo.

Negotiations in Peking between
China and Japan over the latter's
demands for Chinese concessions,
and rights amounting to a Japanese
suzerainty, have reached a deadlock.
China demands the withdrawal of
group 5, which contains some of the
most important of the Japanese de-
mands. The Japanese representative
has forwarded the request to his
home government. It is understood
that China will communicate with the
powers unless Japan yields. Amer-
ican merchants in China have called
the attention of the American Gov-
ernment to what they term "the seri-
ous nature of the Japanese demands."

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.

1-27-1915

With the Wits.

British Humor.—The crew of the "Harpalion," one of the British ships torpedoed off Beachy Head, arrived in London yesterday. Mr. S. Harper, the second officer, describing the experiences of the crew, said the ship was sailing down the Channel at the rate of about eleven and a half knots. "We had just sat down to tea," said Mr. Harper, "at the engineers' table, and the chief engineer was saying grace. He had just uttered the words, 'For what we are about to receive may the Lord make us truly thankful,' when there came an awful crash."—London Times News Item.

A Warm Invitation.—Sir: The Supreme Court of Illinois, in *Aulger vs. the People of Illinois*, 34 Ill., 486, held that the following was not a challenge to fight a duel, but seemed rather to invite one:

"Sir: It appears that a wife is your favorite of settling fuses and if so bea the case you can consider that it will sute me you are a Cowerd and darsent to except of my offer. i want the same chause of sharpening mi wife you can set your day and I will be on hans . . . come uplike a man chuse your man an I will chuse mine this thing must be settled iam not a cowerd."—Chicago Tribune.

The teacher wanted some plums in order to give an object-lesson during school hours, and, calling one of the small boys, she gave him ten cents and despatched him to the fruit stand down on the corner.

"Before you buy the plums, Willie," she cautioned, "you had better pinch one or two to make sure they are ripe."

Little Willie flitted away. Soon he came back and smilingly put the bag on the teacher's desk.

"Oh, thank you, Willie," said the teacher, taking up the bag. "Did you pinch one or two as I told you to do?"

"Did I?" was the gleeful response. "I pinched the whole bagful, and here's your ten cents."

An Invitation

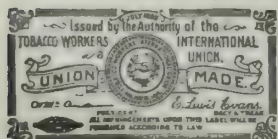
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



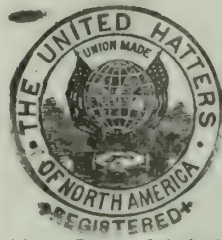
Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen
Pres. and Treas.

Hale's

Great
39th
Anniversary
SALE
Begins
Monday
May 3d



Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"
FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM
OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 35.

SAN FRANCISCO, WEDNESDAY, MAY 12, 1915.

Whole No. 2329.

THE WORKERS "NET EARNINGS"

Some Timely Comment Upon Bookkeeping by Labor and Capital.

Captains of industry and certain other persons who have their funds invested in business enterprises of one kind or another are in the habit of making complaints from time to time about the "unreasonable demands" of labor unions.

To the unthinking there frequently appears considerable merit in these complaints.

One of the main reasons for this anomalous situation is to be found the fact that capital maintains a system of bookkeeping showing gross and net income, gross and net earnings, surplus, dividends, interest, depreciation, etc., etc.

Labor, on the other hand, keeps no accounts of this character. And when the "net earnings" of capital are on the downward grade the unthinking deem it eminently proper for capital to make an immediate reduction in the "gross earnings" of labor.

The real trouble lies in the ignorance, or rather the inability, of ordinary folks to make a proper allowance between "net" and "gross" earnings.

All would be perfectly plain and seem "so different" if wage earners kept accounts like business concerns. And this was the thought which prompted Mr. Scott Nearing of the University of Pennsylvania to compile some very significant comparisons. We quote from the New York Survey, which published Mr. Nearing's interesting and timely compilation together with some pointed comment upon comparative bookkeeping:

The American workingman who is struggling to support a family on a wage ranging from \$2.50 to \$3 a day, might glean a great deal of useful knowledge by comparing his method of accounting with that of any well-managed modern business.

The American employer who talks confidently of the sufficiency of the wage paid to the "average" wage-earner would bite his tongue for shame if he had analyzed the workers' earnings and expenditures in terms of up-to-date business practice.

The truth of these statements will appear from a comparison of the financial operations of a corporation, and of an ordinary workingman's family.

Business accounting has been reduced to a rather definite form. The detail of practice varies from one industry to another. In general terms, however, the following formula holds:

1. The total returns from receipts, sales, or earnings are called "gross receipts."

2. From gross receipts the accountant deducts the operating expenses, or upkeep charges—raw materials, wages, and the like. Under this head

falls the ordinary expenses of carrying on a business. The remainder is net earnings.

3. Gross income is the sum of net earnings and incidental income. From gross income, interest, depreciation, and taxes are subtracted, leaving net income.

4. Net income, minus dividends and special appropriations, equals surplus, or unapportioned income.

The statement may seem involved to the uninitiated. In reality it is quite simple, as appears when the principle is applied to the accounting of the United States Steel Corporation for the year 1910,¹ a brief of which follows:

Gross Receipts	\$703,961,424.41
Subtract operating charges (up-keep) and there remains	
Net Earnings	150,735,749.96
Subtract interest, depreciation, and sinking-fund charges, and there remains	
Net Income	87,407,184.82
Subtract dividends, there remains	
Surplus Net Income	36,772,382.82
Subtract appropriations for additional property, new plants and construction and mining royalties, and there remains	
Balance of Surplus	10,772,382.82
Add undivided surplus December 3, 1910, and there is	
Total Surplus	105,438,718.67

These figures show that after the running expenses of the steel business were paid, a fifth of the total receipts for the year remained. These were applied to depreciation, interest, dividends, and surplus. Meanwhile, the company was carrying a comfortable surplus of a hundred millions.

Apply this principle of business accounting to the family of an ordinary wage-earner. On page 70 of Chapin's study of The Standard of Living in New York City, certain facts appear for the families that were receiving a "fair" wage (\$800 to \$900 per year):

Gross Receipts	\$846.26
(Total average income per family)	
Operating Expenses	804.26
(Upkeep)	
Net Earnings	42.00

The upkeep of the family (food, clothes, shelter, and medicines) absorbs over 95 per cent. of the receipts. The remaining \$42 must cover:

1. **Depreciation.** First on the furniture and other property of the family. Second, on the earning power of the breadwinner. Corporations charge "amortization" against mining properties. The earning power of the breadwinner fails

sooner or later no less surely than the producing power of a mine. In some trades (white lead, structural iron, and other high-risk industries) the depreciation is rapid. In any case, the depreciation charge should be sufficient to make up for lost earning power, and to protect against hardship in old age.

2. **Interest.** The capitalist demands an interest return because he invests in a business. The worker invests his time, energy, and all of his income in his family. He, himself, represents an outlay for upbringing, education, and the like, on which he may justly demand an interest return.

3. **Dividends.** The investor demands dividends because of the risk involved in an investment. The worker who has married and brought a family into the world on the present wage scale, runs as great a risk as any man might conceive of.

4. **Surplus.** There should be something laid by for future exigencies.

Those four requirements are to be covered, in this case, by \$42 for a family of five people. There is room for neither stock-watering, nor any other form of high finance. The worker may not pay interest or depreciation. Neither may he declare dividends. His funds are far too restricted to allow for such unessentials.

Furthermore, the above figures apply to incomes of \$2.50 to \$3 a working day. Probably three-quarters of the adult male workers in American industry are paid less than that amount.

Here and there talk is rife about "high" wages. The various studies of American industrial centers have placed the cost of decent living for a man, wife, and three small children at from \$750 to \$1,000. This cost is a bare upkeep cost, and a great proportion of adult male wage-earners do not receive even that. Beyond it are changes made by every legitimate business for depreciation, interest, dividends, and surplus, which the receipts of the wage-earner will not even approach.

Strictly speaking, the great body of male American wage-earners receive no "income." They receive a wage which provides bare family up-keep. In their accounts are no mention of those stabilizing and regulative charges which modern business men have learned to demand as a right—depreciation, interest, and dividends.

Were the workers to make a study of business book-keeping and to apply the result of their knowledge to their own family affairs, they would find that a great majority of their family accounts would show an annual net loss or deficit. Only a small fraction of the accounts would show a net surplus after deducting legitimate fixed business charges. The business man receives "income" after he has met his running expenses and paid his fixed charges. The ordinary worker, with a family, makes, in a great majority of cases, bare running expenses.

Each increment of intelligence among the workers brings one step nearer the day when they will place their budgets on a scientific basis. Each advance step presses toward a standard of return for labor at least as stable and soundly based as that now secured on capital.

¹ Report of the Commissioner of Corporations on the Steel Industry, Washington, 1911, Part I, pp. 330-332.

PANAMA CANAL DISTANCES.

It is now possible to have the Panama Canal government's estimate of what the waterway means in the way of distance-saving. A statement issued gives the following facts:

From Colon, on the Atlantic side of the Isthmus of Panama, to Balboa, on the Pacific side, the distance by water around South America is 10,500 nautical miles; through the canal that distance is less than 44 miles. The difference in length of these routes, 10,456 miles, represents the maximum distance that can be saved to a vessel by use of the canal.

This maximum is more interesting geographically than commercially, because vessels bound for the Pacific coast by way of the Straits of Magellan would not skirt the entire Atlantic coast of South America, but would strike across the Caribbean, if from the United States, or the central Atlantic, if from Europe, and proceed by the most direct route consistent with commercial advantage. What counts in the commercial value of the canal is not the distance that could be saved, but the distances that are saved by vessels substituting the canal route for the earlier around-the-continent route in regular trade. Following are some of the savings on great trade routes between important areas:

New York, for instance, is nearer to San Francisco, through the use of the canal, by 7873 nautical miles. The distance of 13,135 miles by Magellan has been reduced to 5262 miles by the canal. The water distance between these ports is two-fifths what it used to be. Compared in terms of the overland route between these cities, it is about as if a man who wished to travel from New York to San Francisco were magically transported in an instant to Denver, Colo., there to begin his railroad trip. Three-fifths of the way would be saved before he started.

So far in the use of the canal over 40 per cent. of the vessels that have passed through it have been engaged in the coast-wise trade of the United States, each of them saving about 7800 miles per trip. If their mean speed be taken at 10 knots, they have averaged a saving of over a month at sea on each voyage from coast to coast. Where formerly the round trip of a 10-knot vessel required about 55 days' actual steaming, the time at sea for the same trip for the same vessel is now reduced to about 22 days.

The next heaviest traffic through the canal is between the Pacific coast of the United States and Europe. The canal makes San Francisco nearer to Liverpool by 5666 miles, a saving of two-fifths of the old journey by Magellan. The distance between San Francisco and Gibraltar has been reduced from 12,571 miles to 7621 miles, a saving of 4950 miles, or 39 per cent. of the former distance.

From San Francisco to Buenos Aires, via Valparaiso and Magellan, is approximately 7610 miles, which is shorter than the route through the canal, by which the distance is 8941 miles. To Rio Janeiro, the distance via Magellan is 8609 miles; by the canal, 7885 miles. To Pernambuco, on the eastern promontory of South America, the distance via Magellan is 9748 miles; via the canal, 6746 miles. To Para, the dis-

tances via Magellan and via the canal are 10,852 and 5642 miles, respectively.

From San Francisco to Freetown, on the west coast of middle Africa, the distance by the most practicable former route, using the Strait of Magellan, is 11,380 miles. Through the canal and by way of the island of Barbadoes the distance is 7277 miles.

With reference to the trade between the Atlantic coast of the United States and the west coast of South America, New York is nearer to Valparaiso by 3717 miles by virtue of the canal; to Iquique, one of the great nitrate ports, by 4139 miles; and to Guayaquil, by 7405 miles. From New York to Guayaquil the present distance of 2765 miles is approximately 27 per cent. of the former distance, 10,270 miles.

As to the Far East, New York is nearer to Yokohama by 3768 miles than formerly by way of the Suez Canal, but the latter route is 18 miles shorter than the Panama route for vessels plying between New York and Hongkong. New York is 41 miles nearer Manila by Panama than by Suez and 3932 miles nearer Sydney by Panama. New York is now, by virtue of the Panama Canal, nearer than Liverpool to Yokohama by 1880 miles, and nearer than Liverpool to Sydney by 2424 miles.

STAY AWAY FROM NOME.

The following "Notice to Wage Workers" has been issued by the Nome Mine Workers' Union:

Notice to Wage Workers.

Concerted efforts are being made to advertise all sections of Alaska as the paradise for the working men, and alluring syndicated stories are appearing in the press, especially in the East, where conditions are totally misrepresented.

As the season of open navigation to Nome will soon begin, organized labor on this Peninsula has thought it advisable to send out direct and reliable warnings as to actual conditions in Nome and contiguous districts.

For some time during the winter stories have appeared in the press east and west as to labor conditions in this camp that are wholly unfounded and which, if believed by workers and acted upon to the extent that they come up here in search of work, can only end in suffering and considerable useless hardship.

The mining industry in Nome has considerably deteriorated; dredges have taken the place to a very large extent of the open cut or other forms of mining which employed numerous hands. The largest employers use but few men and when they do increase their forces it is for a short time merely. Few men who arrive here without a job will now stand much chance of obtaining work of any permanence.

There is less and less local work also outside mining in this city. Longshore work is growing scarcer, as can be understood from the decreased tonnage of all kinds and the fact that the Collector of Customs' returns show that about three hundred and fifty thousand dollars' less merchandise arrived in 1914 than 1913.

Last year, as usual, hundreds were destitute in the camp throughout the summer, and many of these were shipped out at the government or city expense, after organized labor had taken steps to secure this

relief for their stranded fellow workers, even though they were not members of labor organizations. Year after year we have to do this every fall.

Every year, let it also be known, from ten to twenty firms employing in all about two hundred men, either fail to pay all or a portion of the wages due, and this in a great measure leaves many additional stranded men recipients of charity which consists in a "police" ticket at best for the outside, where they fill the ranks of the unemployed and destitute after passing a summer at the hardest kind of unpaid physical labor.

Yearly Nome is made the dumping ground for the industrial derelicts of the Yukon and upper country, and these try to make a few dollars before making their final get-away from this camp. These also add to the number of unemployed and, as you can't live off this country with its Arctic conditions, almost anything is better than destitution in Alaska.

To prevent any undue suffering all workers who have no jobs here are cautioned to stay away to avoid unnecessary suffering, both to themselves and to those who are now in the country, for there are more than sufficient men to do all the work in sight. They simply will be out the price of their transportation and remain destitute indefinitely.

By order

WESTERN FEDERATION OF MINERS.

(Seal)

Local 240.

NEW CANADIAN RULES.

The Canadian regulations relating to the examination of masters and mates of inland and coasting vessels have been amended by Order-in-Council. The following new definitions of masters' and mates' qualifications are given: Mate—A candidate must be not less than 19 years of age, and must have served two years at sea. He must have served one year as mate of a passenger or freight steamer on the Great Lakes, while holding a certificate of competency as mate of a passenger steamer on the inland waters. Master—A candidate must be not less than 21 years of age and must have served three years at sea, one year of which he must have served as mate while holding a mate's certificate. He must have served one year as master of a passenger or freight steamer on the Great Lakes, while holding a certificate of competency as master of a passenger steamer on the inland waters. In seamanship—In addition to the qualification for a mate, he will be required—To know how to act in a case of stranding. To answer any questions respecting currents and aids to navigation which the examiner may think proper to ask. To answer any other questions the examiner may think necessary to ask him concerning the duties of a master of the particular class of sailing vessels or steamer for which he desires a certificate.

There are times when Fortune begins but cannot complete her work.—Balzac.

The thing in this world I am most afraid of is fear.—Montaigne.

The grand secret of success is that successful men take one hundred times the trouble that men usually do.—Parton.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Accident Prevention Best.

"It is much better to prevent deaths from accidents than it is to provide compensation for dependents on account of deaths," says George H. Webb, commissioner of industrial statistics, in his report on the Rhode Island workmen's compensation law. During the two years' operation of the act \$370,557 have been paid for injuries or deaths. Up to the present time 2371 concerns have filed acceptance of the law. The accidents for the two-year period to employees in these companies total 23,062, and 95 deaths have been recorded.

In urging the development of a "safety first" sentiment in industry, this State official says:

"In an industrial community where approximately 11,000 accidents and more than 50 deaths occur yearly during the course of employment pursued by more than 150,000 wage earners, every precaution should be taken to prevent the occurrence as well as recurrence of avoidable accidents. Such precaution should be taken, not simply as an economic feature of manufacture, but also as an even more economic feature in connection with those dependents who are forced in many cases to suffer privation and hardship."

Unions Are Uniting.

At the recent American Federation of Labor executive council meeting President Gompers announced that the referendum vote of the Cigar Makers' International Union and the Stogie Makers' League was favorable to an amalgamation of these organizations.

The Amalgamated Glass Workers has amalgamated with the Brotherhood of Painters. President Gompers states that: "One of the conditions of the amalgamation is that the president of the American Federation of Labor shall underwrite, or guarantee, the maintenance of the terms of the agreement."

The executive council decided that A. F. of L. officials shall continue efforts to secure a basis for amalgamation between the sheet metal workers and the stove mounters' international unions.

Textile Workers Advance.

The Brookside Manufacturing Company of Knoxville, Tenn., employing 1368 good standing members of the United Textile Workers' Union, has signed an agreement with that organization which is bound to have a moral effect on anti-union mill owners in this vicinity.

The agreement contains these features:

Operatives failing to report for duty at the usual hour shall not be docked the last day's wages. Operatives shall not be charged for defects caused by machinery or anything beyond their control. The company will notify employees of any changes in or addition to these rules at least two weeks before same takes effect. Seniority provisions are agreed to. Wages will be increased one-half for all overtime. All brushes for cleaning purposes shall be furnished by the company. Any operative breaking any parts of a machine or win-

dow panes through an accident shall not be fined for same. A committee representing the workers will have the right to take up grievances with the company. This committee shall have the power to collect reinstatement fees at any time.

The union committee shall consist of one in each room. His duty shall be to investigate all grievances and report findings to the executive committee at noon time. He shall have the right to investigate such grievances during work hours.

All operatives shall become members of the union within thirty days from date of employment.

No machinery shall be stopped pending settlement of grievances.

The contract runs for one year and both parties to the agreement request that "justice be accorded to all operatives in cases arising which are not provided for in these rules."

Defends Their Demand.

In a letter to the Chicago Board of Arbitration that is considering wage differences between contractors and carpenters, officials of the latter say:

"The contractors say they are willing to pay a wage scale equal to that of any big city in the country, while we contend that the living conditions in Chicago are based on the wages paid here; and when you take the eighteen basic trades in the building industry in Chicago, they average 71 cents an hour; we ask for 70 cents. Here are the wages paid to these eighteen trades by agreement with the contractors:

"Hoisting engineers, 75c; tile setters, 75c; plumbers, 75c; steam fitters, 75c; gas fitters, 75c; bricklayers, 75c; structural iron workers, 68c; ornamental iron workers, 67½c; plasterers, 75c; lathers, 71c; marble setters, 68¾c; painters, 70c; sheet metal workers, 68¾c; electricians, 75c; roofers, 65c; cement finishers, 65c; elevator constructors, 65c; pipe coverers, 67½c."

Big Strike Is Impossible.

"A general strike of wage earners now would end in failure," is the opinion of the Toronto Industrial Banner, in discussing a world-wide stoppage of work, so ardently favored in some quarters as an anti-war remedy.

The Industrial Banner is the official paper of the Trades and Labor Council. It says:

"It is all right for well-intentioned people to delude themselves with such impracticable hobbies that never will be realized, for newspapers must be filled, you know.

"The day will assuredly come, however, when the workers of the world will be in a position through more thorough organization and a growing solidity of internationalism to refuse to serve, and thus make it impossible for autocratic rulers to wage wars of aggression in the future.

"We believe the present deluge in Europe will pave the way for a universal world peace when the already rising democracy will assuredly assert itself and in-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurationers Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Victorian Minister for Public Works has informed the representatives of the leading municipal councils that the State government had made arrangements to advance £450,000 to the metropolitan municipalities for the purpose of carrying out necessary works, and so relieving the unemployed.

The Victorian Minister for Labor has decided to proceed against an employer for paying his employees less than the minimum wages fixed by the Wages Board. The system adopted in this case, was for the employee to sign for the full amount of his wages, and afterwards to shake hands with the "boss," and hand back part of his pay.

In Brussels prior to the war there were 750,000 inhabitants; now there are approximately 600,000, and of these 150,000 have to be fed daily by private or municipal charity; they receive one meal per day at a cost of 1½d. each. Even those who are fortunate enough to be at work are only working for a very few hours per week and at reduced rates.

At a special meeting of the Melbourne Building Trades Federation to consider the question of unemployment, it was resolved that the building trades unions be circularized, asking them to hold special mass meetings to consider the question of reducing the working hours per week, as a means of absorbing the unemployed members.

A jury in the Supreme Court of British Columbia has decided in favor of the local Typographical Union, sued for \$10,000 by Robert Todd, a suspended member. Todd charged a "conspiracy" existed and the case has attracted attention throughout the Northwest and has been considered by the International Typographical Union, in convention, because the question at issue really was: "Can a trade union enforce laws a member agrees to when he joins?" In his charge to the jury Justice Morrison said Todd did not resort to the numerous remedies provided in the laws of the union and that "it is a very simple sort of a case that, personally, I do not think should ever have got into court. . . . It seems to me that this plaintiff has not a leg to stand on and that he should not be encouraged to permit actions of this sort."

Various agencies in England are now taking active steps to promote the employment of women on the land and to develop agricultural industries, and the National Political League is working steadily to this end. The executive council of the County Council's Association has instructed the education committee to circularize the councils with a view to encouraging and giving instruction in milking and light agricultural work to capable women, in order to meet the urgent necessity caused by the shortage of labor, while the Horticultural College for Women, which has done so much useful work in the training of women at Swanley in Kent in the art of horticulture, has arranged special courses in gardening, fruit growing, bee keeping, poultry rearing, and fruit preserving. The central committee on women's employment has under consideration a scheme for starting several new trades for women, such as cottage weaving, tapestry, basket and brush making, and the making of boot-polish.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store and Outfitter

Exclusive Agent for
Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Anderson, Oscar	Lindholm, A.
Anderson, Ernest	Larsen, Hans -1783
Anderson, Enkan	Lindstrom, C.J.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Brannik, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsand, Harald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Eriesson, Otto	Rytke, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johnson, John	Strahle, Chas.
Johansson, Geo. W.	Smith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edvard	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johansen, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johansen, Edvard A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, P.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johanson, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafoed, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Laude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmundsen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The Hawaiian pineapple, which has been used almost exclusively for canning (2,177,000 cases in 1914), is now also being shipped fresh. Fifty cases are going weekly from Honolulu to San Francisco and Portland, Ore., while the Territorial Marketing Division is about to make experimental carload shipments to Chicago.

Captain H. C. Bradford of Seattle, traffic manager of the Border Line Transportation Company, has arranged for the establishment of a line of steamers between Astoria and points in Southeastern Alaska. The steamer "Dispatch" will inaugurate the line, loading at the Sanborn dock, and there will be sailings once a month thereafter.

The Vancouver, B. C., harbor commissioners are planning to reclaim 42 acres of mud flats to be afterwards leased as industrial sites, on the shores of False Creek. The work is expected to give employment to many men once it is started. The "fill" is estimated to require a million cubic yards of earth and to require 80,000 feet of timber bulkhead work.

Announcement has been made that the steamers "F. A. Kilburn" and "Santa Clara" will be placed regularly on a new route between Portland, Coos Bay points, Eureka and San Francisco. The "George W. Elder," now on the Portland, Coos Bay and Eureka route, will replace the "Yucatan" on the Portland-San Diego route, the "Yucatan" having been engaged for overseas business.

Tenders for supplying coal, water and provisions to the cutters of coastguard fleet for the next fiscal year were opened in the office of the Collector of Customs at San Francisco during the week and will be sent on to Washington, where the awards will be made by the Secretary of the Treasury. For supplying coal, the Western Fuel Company and John Rothschild & Co. were the bidders. For supplying water and food supplies there was but one bid, that being of the Rothschild company.

First of the German tramp steamers "borrowed" by the British to make San Francisco is the "C-12," formerly the German freighter "Wotan," which arrived from Newcastle during the week by way of Honolulu, where a full cargo of coal was discharged. The "C-12" is taking a full cargo of fodder for Australia. The steamer was fifteen days on the run from Honolulu, and made especially slow progress owing to the fact that she had no cargo aboard, and was bucking the heavy nor'wester from April 26 until reaching port.

Portland is to be included in the itinerary of a new line comprising six modern freighters, which will go into service this fall between Boston and Pacific Coast ports, operated by the Emery Steamship Company of the Massachusetts metropolis and Hind, Rolph & Co. of San Francisco. At least four or five of the steamers will have capacity for handling 4,000,000 feet of lumber at a trip, as they will be 8,000 tons burden. Announcement of the proposed establishment of the service was made by W. H. Randall, president of the Emery Steamship Company.

A great many Chinese at San Francisco are busy refitting junks and other fishing boats, with which they expect soon to engage in the netting of shrimps in San Francisco Bay. The Legislature has recently passed a law, fathered by Senator D. J. Beban, to permit the taking of shrimps in bay waters. It has been unlawful to take shrimps here for several years. The prospect of again engaging in the lucrative business has started wonderful activity among the Chinese fishermen, and within a few weeks there will be a large fleet of fishing junks ready for business.

The "Yucatan" picked up the power barkentine "Archer" off Point Concepcion in distress and towed her to San Pedro. The "Archer" was hit by a giant comber at 5 a. m. Friday morning and was badly worsted in the gale. One man, the cook, was lost overboard. All lifeboats were carried away and the engine-room hatch stove in, flooding the after hold. With the poop deck awash the crew bailed with buckets continually until the vessel reached port, the pumps being out of commission. The "Archer" was bound for New York from Puget Sound with 500,000 feet of lumber and is awaiting orders here.

One of the most famous yachts in the annals of San Francisco yachting has just been sold, to go to Southern California. This craft is the "Nixie," built by the late Commodore Fulton Berry of Fresno, which has been bought by Morton Adams of Los Angeles from Dr. A. Hirsch at a price reported to be \$2500. The "Nixie," while not built for a speed boat, could show her heels to anything of her inches among California's yachts, and although many years old now is still as sound as the day she was built. She was to have been sold at auction at the Merchants' Exchange, but the private sale took place at an earlier date.

The gasoline schooner "Randolph" of Bandon, Ore., was overturned by a breaker on Coquille bar during the past week, and three lives were lost. The "Randolph" was en route from Rogue River to Bandon. Captain Charles Anderson and Henry Colvin, a member of the crew, were rescued through a hole chopped

in the hull after the "Randolph" had been on the beach among the breakers for an hour. Those lost were Ernest McConnell, part owner of the boat, and Milton Cox and R. E. Knorr, passengers. Chauncey Carpenter, who was at first thought to be the only survivor, saved himself by swimming ashore.

Vancouver, B. C., lumbermen have raised the question of asking the Australian Government to give a preferential tariff on Canadian manufactured lumber. This is due to the fact that nine-tenths of the lumber imported into Australia from the American continent comes from the United States. The Vancouver Trades Council, bearing in mind the attitude of the Australian Government to the products of Oriental labor, has written to the Australian authorities pointing out that British Columbia prepared lumber is almost entirely manufactured by Oriental labor, while in the United States mills only white labor is employed.

Operation of the vessels of the Pacific Mail Steamship Company by the Southern Pacific Railroad, notwithstanding the prohibition of the Panama Canal act against railroad ownership of steamship lines, has been authorized in a formal order by the Interstate Commerce Commission. The order approves application of the railroad to continue operation of the ships and was granted "subject to such further orders as may hereafter be entered by the Commission." It provides that the ships shall not operate through the Panama Canal and that the rates, fares, schedules and regulations of the Pacific Mail Company must be filed with the Commission.

The Norwegian ship "Aggi," grain-laden from San Francisco, struck Talbot Shoals on the west point of Santa Rosa Island, Santa Barbara Channel, and is in a precarious condition, according to information received by G. W. McNear, Inc., the agents for the vessel. Relief tugs and salvage equipment have been sent to the scene of the disaster, but the "Aggi" is resting on the rocks with six feet of water in her hold; so it appears there is small chance of saving her cargo. In tow of the steam-schooner "Edgar H. Vance," the "Aggi" left San Francisco on April 28, bound for Malmo, Sweden, and was to be taken as far as the canal under tow. In the gale outside the ship was left to her own resources, and was next heard from on the rocks. There were in the holds of the vessel 55,070 cents of barley, valued at \$79,852.

The steam-schooner "Edgar H. Vance," badly battered in her six days' battle with the Pacific, was towed into San Francisco on May 4 by the Associated Oil Company's tugs "Navigator" and "Rover," assisted by the Red Stack tug "Dauntless." The "Vance" left San Francisco a week prior with the Norwegian ship "Aggi" in tow. There was a sixty-mile gale blowing outside the heads, and soon after she made the open sea the "Vance" was in serious difficulty. Trying to get a fair distance off the land, the "Vance" struggled with her tow until, in order to save herself, she was compelled to cast the "Aggi" adrift, and that vessel finally piled up in Santa Barbara Channel, having every sail she set blown away by the gale. After the "Aggi" had been cut loose it was discovered that the rudder of the "Vance" had been smashed. Up to their necks in water, the crew of the "Vance" succeeded after strenuous efforts in rigging a jury rudder from a pile and two hawsers. It is expected that repairs will necessitate a delay of about two weeks before she can put to sea again for the trip to Valparaiso.

While massed bands blared and thousands on the banks cheered, the Dalles-Celilo Canal was formally opened at Big Eddy, Ore., on May 5. The opening of the waterway means a free river from the mouth of the Columbia to a distance 500 miles inland. It is the realization of a dream that the earliest settlers looked forward to and which the Government has been working on for the last ten years. It took \$4,850,000 to complete the work. In the presence of almost the entire city of Dalles, which came out on free trains, and the crowded boats of the celebration fleet, Lieutenant-Colonel Jay J. Morrow, United States engineers' corps, and his associates formally turned over the completed project to the people of the Columbia River domains. Senators, Governors and Congressmen responded for their sections. They dwelt more on the future than on the past. "The canal is finished," Governor Withycombe said, "the vision of the old settlers is a reality at last. The duty of the present generation is to see that the great waterway is used to its full capacity." Governor Ernest Lister of Washington and Governor Moses Alexander of Idaho spoke in behalf of their States and told what the new waterway would mean to them.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295
Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

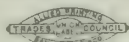
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 12, 1915.

ABOUT "UNFAIR COMPETITION."

Reinforcements for the well-worn batteries of Mr. R. P. Schwerin have arrived at last. Just when the Pacific Mail Company's doughty champion of coolie labor had exhausted his vocabulary in lambasting the new Seamen's law, the venerable "Captain" Robert Dollar arrived upon the battlefield.

"Captain" Dollar has been in the Orient for about six months but immediately upon his return to fair California he girded on the trusty old sword and sailed into his old enemy, the Seamen's bill (now a "real" law) with an undiminished vigor and vim.

Says "Captain" Dollar:

The Seamen's bill is impractical. American shippers can't work under it. Unless a loophole is found in the new law, which is not now thought to exist, the Dollar ships in the foreign trade will be transferred to another flag and we will exclude American ports from all. The world is big and we're not nailed to the United States.

If the United States will allow us to operate under the same conditions as other countries, you can bet your boots we'll fly the American flag. And many other big companies will, too. But we can't be expected to compete upon an unfair basis.

"Captain" Dollar is too old to reform. All his life he has searched for loopholes in the law. If he could not find a hole, why the old gentleman would promptly attempt to make one. At any rate, this was his procedure with the Federal Contract Labor law when it interfered with his importation of a Chinese crew for the steamer "Mackinaw."

"Captain" Dollar's case is simplicity personified. He loves the American flag and wants to operate his ships under that flag. But this unjust republic will not allow him to operate under the same conditions as other countries.

Now, what are the facts? The new Seamen's law says, in effect: We will not allow you to operate American ships under the same conditions as other countries; neither will we allow other countries' ships

to trade to our ports unless they operate under American conditions.

In both cases it is a question of equalizing the cost of operation.

"Captain" Dollar wants to equalize downward, i. e., he thinks American ships can compete only by adopting the cheapest prevailing standards and go down the ladder, ad infinitum, whenever any country discovers something cheaper.

The new Seamen's law, on the other hand, is designed to equalize upward, that is, it aims to compel all foreign ships touching at American ports to come up to American standards and thus take from them whatever advantage has heretofore been on their side in competing for the carrying trade upon the waters.

In these two methods of equalization the difference is mainly noticeable in the net results.

The "Dollar" method will drive every white man from the seas and give to the cheapest men the monopoly in the manning of ships. It will also compel every maritime nation to come down to such standards of safety as shall prove to be the cheapest.

The other method, so much denounced by our worthy mentor, will eliminate cut-throat competition and make it possible for self-respecting Americans to take to the sea for a livelihood. It will compel the "cheap" countries which send their ships to our ports to adopt some reasonable standards of manning and safety—standards which cannot be lowered or modified.

The light of modern times has never penetrated "Captain" Dollar's skin. He is now well on in years. His course is set. He will not change.

But in all fairness he ought to refrain from using that old, old chestnut about "we can't be expected to compete upon an unfair basis."

ROCKEFELLER'S RESPONSIBILITY.

In addition to the volume of unfair criticism which is being heaped upon the devoted head of Frank P. Walsh, by the emissaries of greed and corruption and the reactionary press, John D. Rockefeller, Jr., recently accused the Chairman of the Commission on Industrial Relations of making public certain private correspondence.

In answering the charges Frank P. Walsh stated that:

No matter which has to do with breaking down the civic organism of the State or Nation can be called private.

If these letters that Mr. Rockefeller has sent to this Commission are true, and I believe they are true, then I have violated no confidence inasmuch as the facts in these letters show conditions which have not heretofore been given to the Commission, and which I believe are vital to the understanding of the Colorado Coal strike situation.

Mr. Walsh, it appears, has only pity for young Rockefeller, who is merely the tool of Rockefeller, Sr. The latter is still managing the mines in Colorado from Tarrytown, and he is still building up his investments in the same piratical manner as he was wont to do when building that tiny octopus, known as the Standard Oil Company.

The Chairman of the Commission on Industrial Relations believes that the fortune of Rockefeller and the Rockefeller industries point the way to the solution of industrial unrest in the country to-day.

This conclusion is based on what the

Commission has proven to be facts. The source of the potential employing power of the United States is almost entirely invested in New York City and is very largely subjected to the influence of J. D. Rockefeller, Sr.

The Rocky Mountain Fuel and Iron Company; the Victor Fuel and Iron Company, and other Colorado mines are among the concerns controlled by the Rockefeller group, although this was denied by them at the time when the Commission on Industrial Relations conducted investigations in Colorado.

In replying to the charges of Mr. Rockefeller and briefly sketching the awful situation in Colorado Mr. Walsh gave publicity to the following:

Mr. Rockefeller in his letter to me stated that it appeared singular to him that I was one to disturb the industrial peace. If the trial of Lawson and the Ludlow massacre is industrial peace, then God forbid that we have peace. I fully agree with Mr. Rockefeller that the women and children of Ludlow were smothered to death and I lay this at the door of the Rockefeller group.

The last damaging sentence coming from such an authoritative source, after the most full and careful investigations, lays the onus of the Ludlow holocaust directly upon the Rockefellers. To them in addition is attributed the recent vicious travesty on justice which was consummated in the trial of and conviction of Lawson.

Yet such is the accepted order of things and the depraved conception of "human rights" in Colorado.

Hyenas of the Rockefeller type are not only allowed the fullest opportunity to gorge to the limit upon the victims of their oppression; but they are protected by the courts and the State officials in their nefarious practices. Verily the operators of Colorado are a stench in the nostrils of all decent citizens, and the very corruption of their moral principles must result in their final undoing.

Frank P. Walsh deserves great credit for exposing to public view the vile machinations which made this blot upon the record of the United States and it is high time that matters of such import received the attention they deserve.

The arrogance of the predatory rich in France before the reign of terror is being paralleled in certain sections of the United States to-day. A continuance of such conditions can only result in the same ultimate result.

Shall we turn back the hands of time or shall we take hold and remedy these evils while there is yet the opportunity?

President Wilson has decided that the Atlantic fleet shall pass through the Panama Canal on July 4. And he has made known this decision in positive terms through Secretary of the Navy Josephus Daniels. It appears that the matter of the fleet's passage has been subject to many loose statements that were claimed to be semi-official or authentic. It turns out now that tales have gone forth regarding the unpreparedness of the waterway which have neither official sanction nor foundation. Even now surprise is expressed in some quarters that the President should arrive at such a decision, "in view of what is known about the canal." No doubt the President bases his decision on what he knows about it, and no doubt he is well informed.

THE INSURRECTOS.

A recent issue of the Manila Daily Bulletin contains the following interesting news item:

Another batch of insurrectos, including nearly all the officers of the Union de Marineros, or the Filipino sailors' union, have been turned over to the sheriff by the secret service for safe keeping until their trial.

It appears from information gleaned by the investigation that the entire sailors' organization was closely identified with the independence movement. Jacinto Salazar, the president, was an officer in the Ricarte army, and all the commissions held by members of the sailors' union were signed by him. The members of the union under arrest, who also hold commissions in the insurrecto outfit, are the treasurer of the union, Nicolas Marcasantos, Pedro Masancay, Mariano Espinosa, Tiburcio Maningat and Valeriano Marquez.

The president of the organization secured permission a while ago for the members of the union to go on parade as a military organization, and it is understood that the recent order of the Governor-General forbidding other than legitimate semi-military bodies to hold military drills was aimed chiefly against the sailors' union. The union includes most of the Filipino sailors in the interisland fleet and on the China coast.

To those patriots who maintain a continual eulogy of the great measure of freedom and independence obtained for us by our forefathers; alleged to be enjoyed by this present generation, under the folds of Old Glory, the foregoing observations are enlightening.

The men who fought for the right to govern themselves against the oppression of the British Monarchy in 1776 were patriots of the first order, founders of a great nation, and worthy to become immortal in the annals of history. But the devoted little band of Filipinos who pull off similar stunts in 1915 are a batch of insurrectos, dangerous to the community in which they live, and fit only to be turned over to the sheriff for daring to have their own ideas of freedom. Or (this is an afterthought), can it be possible that these unsophisticated mariners invited extermination by organizing into Unions?

THE CASE OF THE "LUSITANIA."

The "Titanic" disaster cost 1517 lives. Many of these were Americans. All could have been saved but for the lack of lifeboats and a sufficient crew. It was a case of criminal negligence, both on the part of her owners and the British Government which permitted the ship to sail in such condition. Considering recent events it is probably not impertinent to ask: What prevented our jingoistic papers at that time from urging the United States Government to demand immediate satisfaction from Great Britain?

The "Lusitania" disaster cost approximately 1150 lives. More than a hundred of these were Americans.

Both disasters could have been avoided if it were not for men's willingness to "dare" the elements and the enemy, and take a "chance" even when entrusted with human lives. The "Titanic" took her chance with icebergs; the "Lusitania" took hers with submarines. The "Lusitania" sailed for the war zone despite repeated danger warnings, crowded with passengers and loaded with ammunition and military goods valued at more than a quarter of a million dollars.

Did the Cunard Line mean to "dare" those submarines? If not, why did the "Lusitania" mix all that precious human freight with a deadly cargo of cartridges and shells?

Those war-mad American journalists

who have already lodged all responsibility for this awful disaster with the German people, ought to remain calm long enough to inquire into some other facts pertaining to this unfortunate affair. For example, did the "Lusitania" carry boats for all? Did she have a crew sufficient and efficient for such emergency? Did she, in fact, increase her crew after the costly lesson taught in the "Titanic" disaster?

From facts and data available it is evident that she "did not" have boats for all; she "did not" have a sufficient crew, and finally, she "did not" have a greater deck crew than was carried by the ill-fated "Titanic."

What is at the bottom of it all when we sweep aside every hypocritical diplomatic pretense?

It is "ammunition before human lives," or, to use the old phrase: "Dividends before Safety!"

PEARLS OF WISDOM!

An esteemed New York contemporary, which receives its sustenance from the ship-owners' table, emits the following:

The Furuseth-La Follette-Alexander Seamen's bill is a victory for organized labor, not for seamen. Seamen will now exchange a phantom "bondage" and a nebulous "involuntary servitude," alleged iniquities that for twenty years have evoked salt tears from Furuseth before congressional committees, for real bondage and servitude to the International Seamen's Union. The latter is the gainer, not the seamen. If Furuseth hadn't the backing of the American Federation of Labor, and if the A. F. of L. hadn't a membership of 2,000,000 American (?) workmen, President Wilson probably would have vetoed the so-called seamen's bill that he signed. Of course, ruinous expenses will be piled on American vessel-owners—but is that anything new? The slogan of American vessel-owners is: "Lose all hope ye who enter here," a trap no worse than Dante discovered.

A careful perusal of the foregoing proves the truth of the old adage, that "Fools rush in where angels fear to tread." Insipid vapors of this character can only emanate from a source of involuntary ignorance; such as might be expected from an infantile publication edited by a presumptuous person not overburdened with common sense. The JOURNAL's readers have doubtless surmised that the contemporary in question is of rather limited experience, having been inflicted upon the public for a space of less than one year. So we can still derive a certain comfort from the fact that a few more idiotic effusions of like character will soon result in banishing our aspiring contemporary to the realm of journalistic obscurity.

Says our esteemed contemporary, "Shipping Illustrated," of New York:

So great is the shortage of labor on the Clyde that an enterprising firm is said to be in negotiation with a Japanese establishment with a view to bringing men from the Far East to the Clyde. The Japanese engineer is understood to be a very adaptable craftsman, and he has learned a good deal in his own workshops of the methods and machines in use on the Clyde. The experiment, if it comes off, will be watched with much interest.

Yes, it will be watched allright. And if enough of the brown brothers are brought over, there will be some real fun. California's Japanese problem will be relegated to the rear when the subjects of the Mikado begin to settle on the banks of the Clyde.

When we are inclined to be impatient of the small mindedness that sometimes crops up in the labor movement we should reflect that, after all, the fact is a compliment to the intensely human character of the institution.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 10, 1915.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., May 2, 1915.
Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 2, 1915.
No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 2, 1915.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 2, 1915.
Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 2, 1915.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 2, 1915.
Shipping and prospects poor.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 2, 1915.
Shipping fair; few men around.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 26, 1915.
Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 6, 1915.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Donated \$50 to the Wireless Operators' Union.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, April 29, 1915.
Shipping slow.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, April 28, 1915.
No meeting. Shipping very slow; prospects uncertain.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, May 3, 1915.
Shipping quiet.

THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room No. 10. Phone Main 9371.

DIED.

Carl A. Nilson, No. 315, a native of Sweden, age 53, died at San Francisco, Cal., April 30, 1915.

Oscar A. Lepsoe, No. 1605, a native of Norway, age 27, died at New York, N. Y., May 1, 1915.

John Sepp, No. 2309, a native of Russia, age 33, died at San Pedro, Cal., May 4, 1915.

Michael Sullivan, No. 1187, a native of Ireland, age 47, died at Port Townsend, Wash., May 2, 1915.

When the Suez Canal was opened in 1879, Britain at once realized its great importance to her sea routes and trade, and paid Khedive Ismail, father of Prince Hussein, £4,000,000 for his shares.

THE WORLD-WIDE WAR TRUST.

(By Congressman Clyde H. Tavenner.)

I sat recently in the House of Representatives and heard the Hon. Augustus Gardner of Massachusetts make the statement upon his responsibility as a member of the American Congress that—

"If war were to break out to-day it would be found that our coast defenses have not sufficient ammunition for an hour's fight!"

Whether or not Mr. Gardner's statement is correct I cannot say, because I do not know; but this I do know, that we do not have the ammunition and armament that we have paid for and should have in return for the countless millions of dollars of the American people's money that have been expended from the public treasury.

I mean to say that those army and navy officers who do the purchasing of war munitions and who are paid a salary by the people and are trusted by the people to see that the government receives a dollar's worth of material for every dollar expended, have permitted a ring of ammunition manufacturers to outrageously overcharge Uncle Sam for armor, guns, powder and munitions in general.

For instance, the War Department in 1913 purchased seven thousand 4.7-inch shrapnel from the ammunition ring, paying \$25.26 each therefor. At the same time precisely the same shrapnel was being manufactured in the government-owned Frankford arsenal for \$15.45, all overhead charges included.

Mr. Average Citizen, are you willing that the public officials at the War Department who are spending your money should pay \$25.26 for an article that they could have manufactured in government plants for \$15.45?

This instance is not the exception; it is the rule. The army and navy officers in twenty years have purchased \$175,000,000 worth of armor, armament and munitions from four firms which have a monopoly in this country on the manufacture of such supplies and have paid this grasping war trust from 20 to 60 per cent. more than the same articles could have been manufactured for in government plants.

As the result of frequently repeated statements similar to that made by Mr. Gardner, the average citizen is at last beginning to ask: "What becomes of the \$250,000,000 that is being spent annually on our army and navy? Who, pray, is getting the money?"

And it is time the people are beginning to show anxiety, because their money has been squandered like water, and unless Mr. Average Citizen wakes up and removes the wool from his eyes it is going to continue to be squandered.

The American people have never been let into the secret of who the profit makers are in the traffic of war and preparation for war in this country, and the methods by which they help themselves at the public trough. I will go further and venture the assertion that not thirty members of Congress know the identity of the select ring of patriots for profit into whose pockets the millions of the masses are pouring, which gentlemen have a water-tight monopoly in this country on the traffic of war trading and who have drawn down every penny of \$50,000,000 in excessive and extortionate profits from the government by direct virtue of their influential friends in the army, the navy, and in

Congress. Lest any gentlemen in high places should resent the implication of being friends of the war trust, I hasten at the outset to concede their contentions that they are patriots; yes, all of them.

Congress can investigate the war trust until it is black in the face, and it will get nowhere. The Secretary of the Navy can try as he will to get some one to underbid the armor ring, either in this country or abroad, and he will not be able to escape the net; he has tried and has not been able to escape it.

Armor, armament and ammunition contractors are not big enough fools to cut each other's throats. Their business is to supply for a gigantic profit the wherewithal for the peoples of the earth to enjoy a monopoly of throat-cutting and the pulling of limb from limb. As for themselves, they do not indulge in price-cutting warfare. Their game is purely profit-making. They start the ball rolling by making nations distrustful of one another, and then in inducing them to overprepare for war. Does anyone doubt that if the European nations had not been so overprepared for war they would have been so willing to have entered into it?

IN SWITZERLAND.

Every citizen is a member of the army. Before the law, all citizens are equal.

The management of the army, including the clothing, arming, and training of troops, is in the hands of the General Government.

The Government regulates the railroads. The Government has exclusive management of the postal and telegraph service.

The Government has a monopoly of the manufacture of salt and gunpowder.

The power to regulate hours of work, and the age at which children may be employed, is vested in the General Government.

Members of the Supreme Court are elected.

There is no capital punishment, and no arrest for debt.

There is a national referendum law. If 30,000 voters or eight cantons, demand it, laws passed by the Federal Assembly must be submitted to the people.

The President serves one year, and cannot be elected twice in succession.

The Federal Judges, the Federal Council or Cabinet, and the commander of the troops are chosen by the legislative power.

The power to sanction international treaties, to appoint the members of the Government and the General in Chief of the army in time of war, rests with the National Assembly.

The United Mine Workers' Journal writes: "An effort must be made to give employment to the millions who are now idle, at wages proportionate to the living cost. The narrow selfishness of those who would take advantage of the present crisis to force down wages should be considered a treason to the whole community; an effort to profit personally by accentuating a condition already dangerous to the entire community. Whatever we may hope for in the future, the fact must be recognized that a vast army of potential productive workers are meeting unmerited suffering; are deteriorating physically and morally; and that their elimination as possible wealth producers is the concern of the entire nation."

ROCKEFELLER'S DEFENSE.

Pathetic seems the most fitting comment to offer on an article in the Saturday Evening Post by John D. Rockefeller. He devotes considerable space to showing how trust methods are valuable in efficient administration of philanthropies. He does this innocently, believing apparently that he is arguing to the main point, while as a matter of fact he does not speak on essential matters at all. It is clear that recent criticisms have had their effect in leading him to realize the necessity of some defense of his class. But he has made the mistake of neglecting to inform himself of the ground on which these criticisms are based. He thinks that the principal fault found with him is the amount of his wealth. It does not occur to him that the manner in which it was acquired, is more in need of defense, and that the system which enabled him to take unearned wealth, is what is really aimed at by all of his thoughtful critics.

Trust methods may make philanthropy efficient. But why not abolish the need of philanthropy? That does not occur to Mr. Rockefeller. There would be no such need did not conditions exist which produce Rockefellers. Mr. Rockefeller may prove himself to be personally a saint, and all other monopolists to be angels. But that would not to the slightest degree strengthen the defense of monopoly as an institution.

In one place Mr. Rockefeller states a truism, which, if followed to its logical conclusion, would enable him to see that he has overlooked the essential point. He says:

"The best philanthropy is constantly in search of finalities—a search for cause, an attempt to cure evils at their source."

Perhaps Mr. Rockefeller believes that that is the kind of philanthropy in which he has engaged. Yet there is no record that he ever devoted any money or effort toward finding why there should be involuntary unemployment in a country with sufficient natural resources to support the world. There is no record that he ever considered that when he secured special favors from a public service corporation he was getting an unfair advantage. Nowhere does he display any realization of the fact that a pipe-line privilege given to him must be an injustice to all others, denied their equal rights to the use of a highway for the same purpose. He says he considers the search for cause an attempt to cure evils at their source the best philanthropy. But he has never lifted a finger in aid of the struggling movement to cure the evil of poverty at its source. On the contrary he has opposed these efforts.

Will he reply to the criticisms that bring that accusation against him?

The masses of the workers cannot expect any fair measure of justice from the wealthy corporations without combining into powerful unions, ready to defend themselves when the occasion arises. Trades unions can, if backed by a strong treasury, not only demand and receive recognition from the corporations, but they can enforce fair and just treatment.—Cigarmakers' Journal.

The Sihlwald, or city forest, of Zurich, Switzerland, adds to the town's revenues \$7.20 per acre a year, reducing the amount needed to be raised through taxation by more than \$32,000.

A SUGGESTED PRIZE CONTEST.

It is customary for many papers and magazines to print some of the more obscure poems and sayings of well-known writers and statesmen and offer prizes to readers who correctly guess their authorship. This guessing contest is usually a difficult task for even the best informed. The American Economic League therefore suggests that it would be a good idea for any reactionary publication to offer prizes to readers who can correctly name the authors of the following quotations, the contest to be limited, however, to those readers who approve the paper's editorial position:

(1) Whenever there is in any country uncultivated lands and unemployed poor, it is clear that the laws of property have been so far extended as to violate natural rights. The earth is given as a common stock for man to labor and live on.

(2) The land therefore of every country is the common property of the people of that country.

(3) Resolved, that all men have a natural right to a portion of the soil; and that as the use of the soil is indispensable to life, the right of all men to the soil is as sacred as their right to life itself.

(4) I am satisfied that all human beings are entitled to the essentials of life, that is to say, to water, to air and to land.

(5) He who has no clear inherent right to live somewhere has no right to live at all.

(6) It seems to me that the man who tills the land and makes it useful has a better right to it than he who has merely inherited it.

(7) Whilst another man has no land, my title to mine, your title to others is at once vitiated.

(8) The land question means hunger, thirst, nakedness, notice to quit, labor spent in vain, the toil of years seized upon. . . . the despair and wildness which springs up in the hearts of the poor, when legal force, like a sharp harrow, goes over the most sensitive and vital right of mankind.

(9) I believe that all persons have an equal right to the soil. The Maker of the earth has provided one home, not two homes, for each person, not two farms, but one farm for each farmer.

(10) Man did not make the earth, and though he had a natural right to occupy it, he had no right to locate as his property in perpetuity any part of it.

Those who swear by the policy of the San Francisco Chronicle, the New York Times, Philadelphia Ledger, Cincinnati Times-Star, Washington Post, Leslie's Weekly or similar publications would feel sure that all of these quotations are from writers like Henry George, Karl Marx, or, perhaps, even Emma Goldman or other writers about whom they have heard much but know little. Any one of these papers could safely offer the most valuable prize to the faithful believer in their policies who can correctly name the authors. There would be no occasion to award it as long as no radical could qualify to compete.

The authors are as follows:

- (1) Thomas Jefferson.
- (2) Bishop Nulty of Meath, Ireland.
- (3) The National Convention of the Free Soil Party of 1852.
- (4) Robert G. Ingersoll.
- (5) Horace Greeley.
- (6) James Russell Lowell.
- (7) Ralph Waldo Emerson.
- (8) Cardinal Manning.
- (9) Gerrit Smith.
- (10) Thomas Paine.

It would surely help some of the unfortunates who let Tory editors do their thinking for them if they learned what "incendiary" doctrines were preached by some of those held up in conventional circles as examples to be imitated.

The British Admiralty announces that certain ports may be closed without notice. Closing will be indicated by three vertical red lights at night and three red balls by day. When these signals are displayed, vessels must proceed to examination anchorage or keep to sea.

ABOUT TURTLE HUNTING.

Trappers of wild game, big and small, have figured in fact and fiction, furnishing some of the most thrilling tales of this country, but so far the meek and lowly turtle-trapper has not figured in romance, though he is a person of importance, and up in his native haunts in the Muskegon, Michigan, country plies his unique occupation assiduously. On the Muskegon River a few miles from the city of that name there are thousands of acres of marsh lands, turtle pastures in ideal form. Here the turtles grow fat and are easily trapped by the hunters. Every year over 50,000 turtles are shipped from Muskegon to the East for use in the big hotels and other places. The spring and late fall are the height of the turtle shipping season. In Muskegon turtles are most frequently called "water chickens," this name being used as the meat furnished is almost exactly like the white breast meat of a chicken. All sorts of methods are used to capture turtles, but a peculiarly constructed trap is most generally part of the equipment of the turtle hunter. Two common barrel hoops, a little wire netting, and a few short pieces of rope form this trap. The two barrel hoops are placed in about the position they would be on a barrel, and wire is nailed completely around them, with the exception of one end, left open. This end is fitted with a net work of rope, so placed that it is easy enough for the turtle to get in, but practically impossible for him to extricate himself. The bait, consisting of a half-pound or more of raw meat, is placed inside. Some of the turtles caught weigh almost thirty pounds, while the average specimens are about half that size. A single shipment of the specimens, however, is frequently close to half a ton in weight. The men engaged in turtle hunting for the most part live in shacks on the Muskegon River flats the year round.

LAND OF DIAMONDS.

Luederitz Bay, in German Southwest Africa, over which the Union Jack now flies, is a German possession that was well worth securing. It is situated some 200 miles north of the Orange River, and is one of the principal ports of the German territory. Luederitz Bay is practically the only German dependency in Africa suited to white colonization. A discovery of diamonds in the Luederitz Bay district in July, 1908, caused a rush of treasure-seekers. The stones, which resemble the Brazilian variety, are found mostly near the surface of the sandy soil, and are mainly of small size. The total yield up to the end of the year was over 39,000 carats, and during 1909 various companies were formed to exploit the diamondiferous area, the development of which was hampered by the great scarcity of fresh water. The output of diamonds for the year 1909 was valued at over \$5,000,000, and anticipations of the growth of the production have not been realized; but in 1912 the total output was 766,405 carats, valued at £968,423. The total European population of the Protectorate, which has an area of 322,450 square miles, was, in 1913, 14,816 persons, of whom 12,292 were of German nationality.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.
Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.	1401 W. Ninth Street
MILWAUKEE, WIS.	151 Reed Street
CHICAGO, ILL.	314 N. Clark Street
ASHTABULA, O.	74 Bridge Street
TOLEDO, O.	54 Main Street
DETROIT, MICH.	7 East Woodbridge Street
PORT HURON, MICH.	517 Water Street
CONNEAUT, O.	922 Day Street
OGDENSBURG, N. Y.	70 Isabella Street
NORTH TONAWANDA, N. Y.	152 Main Street
SUPERIOR, WIS.	1721 N. Third Street
BAY CITY, MICH.	108 Fifth Avenue
ERIE, PA.	107 E. Third Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

sist in a manner that will stand for no evasion or denial that the voice of the people, the great working class, shall be heard and exercise the power that its numbers entitle it to. Then there will be no further need of war, for the common people will be all-powerful and make their influence felt in no unmistakable manner.

"But that time is not here or now. Posterity is facing no theory at the present moment, but a stern reality, and whether we like it or not, and probably most of us do not like it, we have got to accept the inevitable, no matter how keenly we may deplore the fact.

"With labor organized and the ballot in the hands of the women of the nations, war in the future will be a clear impossibility.

"Unfortunately, however, labor is not organized as effectively as it might be, and except in a few isolated cases the women of the world are yet to be enfranchised and conceded the right to the ballot.

"But those things will all come as assuredly as that night follows day."

Intended Snub a Failure.

The Evening Californian, Bakersfield, Cal., makes the following comment on the refusal of University of Pennsylvania authorities to permit President Gompers to speak in a hall at that institution:

"It is not encouraging to find a great educational institution like the University of Pennsylvania refusing to grant to Samuel Gompers the right to use one of its halls in which to address the students. It is encouraging though to note that, learning of the policy of the university authorities with reference to Mr. Gompers, 500 students showed their resentment by assembling to hear what the president of the American Federation of Labor had to say.

"Pin-headedness is about the only word that fittingly describes the attitude of the Pennsylvania college faculty. Samuel Gompers has been one of the greatest factors for good in the labor movement that the world has ever known. He has been conservative to the extent of nullifying the influence of the reckless element within the ranks of labor and he has been radical enough to steadily bring about a betterment of conditions affecting the working people of the nation. For a university to declare that such a man shall not have the ear of the young men who are being educated there is to declare for a narrow policy that cannot but discredit not only the governing body but the institution itself.

"The Pennsylvania college authorities cannot snub nor humiliate Samuel Gompers by refusing him permission to address the students, but they can write their institution down as one not broad enough to attract the favorable attention of those who have boys to educate."

Weaken Compensation Law.

Despite the united protests of the Workmen's Compensation Commission and organized labor in New York, Governor Whitman has signed the MacDonald and Thorn bills, which provide for direct settlement between employer and employee of compensation for injuries. The MacDonald bill provides for the direct agreement, while

the Thorn bill makes mandatory the payment by the employer to the employee of advance payments, which become a first lien on the final award, whether it be effected by agreement or through the workmen's compensation commission.

No legislation has stirred the organized workers as has these enactments, which the casualty companies are claimed to be behind. There is now in the Assembly ways and means committee a resolution calling for an investigation on the charges of corruption.

The amendments provide, in effect, that the employer shall settle with the employee or his dependents, and that in case of dispute the employer shall advance payments, to be charged against the final settlement. In urging the Governor to veto the bills, one unionist summed up the workers' opposition as follows:

"What chance has an inexperienced woman, who has lost her husband, and who is almost insane with grief, to drive a good bargain?"

Other unionists showed that the new plan would mean that the employee with a job at stake would be pitted against the employer who has the power to take away the job, and that the compensation law was enacted with the sole purpose of protecting the workman and eliminating this bargaining between the injured employee, his employer and the casualty company.

INSURANCE OF DUTCH SEAMEN.

By J. BRANTIGAM.

Compulsory accident insurance does not yet exist for seamen in Holland. Since 1832 there is a bill on the statute book according to which every sick or injured seaman is guaranteed his pay for the term of his engagement, or compensation in case a man is crippled. No provision, however, is made for temporary disablement or for the families of men meeting with an accident.

"Volharding," the Dutch seamen's union, has ever since its formation carried on a campaign in favor of compulsory accident insurance similar to the insurance now in force for industrial and dock workers. One Minister after the other promised redress, several bills were drawn up, but nothing practical has been achieved so far.

"Volharding's" efforts were continued with new vigor immediately after the outbreak of war, when it was shown that even Dutch seamen are liable to lose their lives on account of the war. The Social-Democratic deputy Spiekman therefore, on behalf of "Volharding," put the following question in Parliament:

"Is the government prepared to make provision for the families of seamen who may lose their lives as a result of war measures, provided no other provision has yet been made for same?"

Here is the Minister's reply:

"No affirmative reply can be given to this question at this time. As has been stated before, the subject matter contained in the inquiry is being considered."

Meanwhile the shipowners promised some form of relief by means of insurance. Their suggestions, however, were insufficient.

Deputy Spiekman therefore, on behalf of "Volharding," raised the question anew in Parliament, explaining how insufficient

the scheme of the shipping masters was and why the government should move at once in the matter. The Minister then again promised to carefully inquire into the whole problem. This resulted in a draft of a bill which provides for insurance against accidents arising out of the war, "because (to quote the Minister's own words) it appears from our inquiries that sufficient help is not given." This bill, which is to remain in force only during the war, is very brief and rather primitive. A summary of the measure follows:

"No seagoing vessel or fishing steamer of the Netherlands shall be permitted to sail without sufficient insurance having been provided for the crews and their dependents for accidents resulting directly or indirectly from the present war.

"This insurance shall be considered sufficient:

"If not less than 70 per cent. of the daily pay has been guaranteed in case of permanent or temporary incapacity to work or, in case of partial disablement, a corresponding amount.

"If 30 per cent. of the daily pay is guaranteed for the widow and 15 per cent. for every child.

"If altogether 60 per cent. of the daily pay is guaranteed for wife and children left behind by seamen.

"The daily pay is to be insured up to an amount of 4 gulden.

"Children should be included in the insurance up to the end of their 16th year.

"A ship reported 'missing' is to be considered as lost.

"Owners of ships of more than 200 tons must pay all insurance premiums themselves, the government to pay half of the premium for all others and for the fishing steamers.

"The crews shall not pay anything towards this insurance."

It is generally expected that this bill will be on the statute book very soon. The Seamen's Union has consequently addressed a petition to Parliament claiming the following:

1. Widows desiring to marry again should be permitted to draw two years' compensation in one lump sum.

2. Parents or other relatives of seamen who were fully or partly supported by the deceased, should be permitted to draw a pension.

3. As regards the man's daily pay, all his earnings should be taken into account, such as overtime, his share in the catch, or whatever he used to obtain from third persons.

4. All insured should be permitted to lodge appeals with some higher authority under the trade laws (Beroepswet), similar to the appeals permitted for industrial and dock workers.

5. The government should grant the same pensions to the families of the 53 Dutch seamen who have already lost their lives since August last.

The new bill will be of a temporary nature. We have reason to hope, however, that it will prove the necessity of compulsory accident insurance for seamen even after the war is over.

It is absurd to think that one's own age of the world is beyond correction by the next age.—James.

ENGLAND AND GERMANY.

The various labor questions which have arisen in Great Britain are followed with the closest attention in Germany, and the papers draw from them conclusions which vary more or less according to the views they represent.

While the chauvinist press openly rejoices in the difficulties created thereby for their opponent, and frequently exclaims that such a state of affairs would be impossible in Germany, the section of the Socialist press represented by the "Vorwaerts" welcomes the development from a very different standpoint. It endeavors, indeed, to see in the disputes that have arisen the beginnings of a popular movement in England in favor of peace.

The "Vorwaerts" found it necessary recently to defend itself from the charge of being too optimistic about the matter, and of having overestimated the strength of the anti-war tendency among the British proletariat. The Socialist paper maintained, however, that, while it did not overlook the elements in favor of war among the British working classes, it considered that the strong strike movement in England confirmed its unbiased opinion that the "political peace" had from the first, been regarded in a different light by the working classes in Great Britain than by those on the continent.

Indeed, an article contributed recently by Professor Warschauer to the conservative "Tag," the "Vorwaerts" continued, bore out its view of the attitude of the British working classes towards the war. The professor had maintained that from the beginning of the war it had been clear that the British proletariat did not share the marked hostility of the government and of the wealthier classes towards Germany, and their point of view had been voiced by men like John Burns and Ramsey MacDonald. Latterly the gulf had widened. The entire (British) working class, Professor Warschauer had written, is restless, and various signs of discontent, called forth by the war, are becoming apparent. This is due above all to the increase in the cost of living, of which the demand for higher wages is the direct outcome. Is this wage movement the beginning of a dawning peace movement in England? Such an inference at the present stage would be perhaps too bold, or at least premature.

The German bourgeoisie, commented the "Vorwaerts," has, of course, an interest in representing social differences in England as being very acute. The fact, however, that a strong strike movement exists among the masses seems to us more important in estimating the situation, than the consideration of the chauvinist utterances of isolated members of the English labor party.

Cardiff is the greatest lumber-importing point in the United Kingdom, except London. The annual imports approximate 1,500,000 loads, of 50 cubic feet each. Imports into Newport, the other port in the district, exceed 300,000 loads. By far the larger part of this import is of hewn timber, consisting mostly of the stems of coniferous trees, used for props in coal mines.

Demand the union label upon all purchases!

HISTORY OF THE EARTH.

New details are continually being added by geologists to the known history of the earth, including the development of plants and animals. However, that history, which is recorded in the rocks, is still fragmentary, like a badly mutilated book. One of the great defects in the record in the Atlantic and Gulf Coastal Plain regions of this country is the absence of the later part of the Cretaceous and the early part of the Eocene chapters—perhaps 8 to 10 million years ago. A report recently issued by the Geological Survey as Professional Paper 90-J, entitled "The Cretaceous-Eocene Contact in the Atlantic and Gulf Coastal Plain," by L. W. Stephenson, discusses this missing part of the record and shows that the break must cover a very long period of time. It is known that at that time the continents were at least as large as and probably larger than they are now, and the oceans were accordingly smaller. Any rocks that were then formed in the sea seem to have been weathered and washed away.

Hundreds of kinds of plants and animals that lived before and hundreds that lived after this great period are known, but not one which lived during the period. Strange to say, few if any of the species which existed before the unknown period lived through it. It is like a play in which the places of one act remain the same as in the preceding but the characters are all new, and yet many of the new players resemble the old ones so much that one is compelled to admit that they are close relatives. In each of the States bordering the Atlantic Ocean, south of New York, and the Gulf of Mexico, are layers of rock which were formed before and after the period whose record is missing. In these layers are entombed sea shells of many kinds, but apparently not one species lived through from Cretaceous to Eocene time.

A copy of the report may be obtained free on application to the Director of the Geological Survey, Washington, D. C.

SEAMEN'S ACT IN PRINT.

The following announcement appeared in a recent issue of "Commerce Reports," an official publication of the Department of Commerce:

"The Department of Commerce has had printed for the information of those concerned the text of the act of March 4, 1915, entitled 'An act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion, and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea.' This is the act popularly known as the 'Seamen's Act.' Copies of the pamphlet, Department Circular No. 256, may be obtained free of charge by interested parties upon application to the Bureau of Navigation, Department of Commerce, Washington, D. C."

A new gunnery rating in the British Navy is that of range-taker. It is to be conferred upon a limited number of selected men who, without having reached a higher grade than seaman-gunner, display a marked aptitude in their duties. Ordinary seamen and marines are eligible for the new rating, which is non-substantive.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The University of Wisconsin has started an eight weeks' special study course for mechanics. The class is limited to twelve skilled workers who desire to be trained to teach industrial arts. They will get free training and in addition be paid \$60 each for their eight weeks' study.

The board of arbitration at Wilkes-barre, Pa., that wild settle differences between the street car company and its employes has organized and began holding meetings in that city May 6. The men were on strike ten days and then agreed to refer their wage demands to this Board.

Frank Duffy, secretary of the Brotherhood of Carpenters and seventh vice-president of the American Federation of Labor, has been appointed a member of the Indiana State Board of Education by Gov. Ralston. The appointee was a member of the Commission on Industrial and Agricultural Education last year and recommended that the Board be abolished in the interest of efficiency. The suggestion was accepted and now Duffy has been appointed on the new Board.

Fear is expressed by the Alaskan Engineering Commission that a stampede of workers to Alaska, looking for work on the Alaskan government railway, will result in thousands of laboring men reaching the territory and finding that there is no work to do. Chairman William C. Eddes is authority for the statement that about 400 positions will be open during the next few months, and that about 40,000 applications have been made for these positions.

Farmers in Georgia are awakening to the necessity of organization as a result of a recent decision by the executive committee of the Georgia Farmers' Union. Each county will be solidly organized during the coming year and an effort made to secure the adoption of remedial legislation. The farmers and the State Federation of Labor are working together and both the agriculturists and industrial workers are agreed that only friends among the law-makers will be supported.

The executive council of the A. F. of L. has instructed President Gompers to appoint a committee, to include himself, to investigate the establishment of a National Bureau of Employment in the Federal department of labor. The same committee will investigate the proposition of establishing a Board of Mediation and Conciliation in the A. F. of L. to consider jurisdictional disputes. This question was discussed at the last convention of the A. F. of L. and is favored by some members of the A. F. of L. executive council.

The Attorney General of Wisconsin has ruled that the laws creating the State life insurance fund and providing for State management of the life fund for policyholders in the State is constitutional. He also rules that the laws providing for insurance of State and municipal and school district property by the State and creating the public school teachers' retirement fund are constitutional. He declined the State Treasurer's request to bring suits to test these laws. The first claim against the State life fund, which is \$1,000 on the life of Dr. George Keenan, of Madison, who recently died, has been filed and now will be paid by the State Treasurer.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO. 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.	Lewis, Geo. H.
Andersen, A. -1797	Lersten, John
Andersen, J. -330	Larson, H. -1677
Andersen, M. -1894	Madsen, Johannes
Arbuckle, D.	Meyerdelks, H.
Arenane, James	McWhister, James
Bach, Johannes	McPherson, James
Bekker, Geo.	Miller, Ben
Bishop, Patrick	Moen, Robert
Brynnliffsen, Halvor	Moen, Tryger
Berg, Vilhelm	Muier, J.
Buckham, Jack	Monroe, Wallace
Bartlett, H. N.	Mikkelsen, K. -1620
Christensen, Trygve	Nickerson, Arthur
Carlson, Adolf M.	D.
Coakley, J. N.	Nas, John
Eaton, I. N.	Naro, H.
Erdmann, Louis	Nordenberg, J.
Evanger, Nils	Olson, Hans
Elsted, John	Olson E. -366
Framnes, Iver	Olsen, Harald
Gustafson, Taro	Olsen, Petter
Granqvist, O. A.	Pedersen, Carl M.
Gustafson, K. J.	Pedersen, Anton
Hansen, Oscar	Pertson, J.
Hansen, W.	Pederson, E. A.
Hansen, H. T.	Pederson, Conrad
Herman, Axel	quigley, R. E.
Hughes, W.	Reinink, H.
Haltberg, E.	Rieck, F.
Iversen, Ole	Sarger, E.
Jahnke, Otto	Sorensen, Geo.
Jensen, Hans -2014	Staff, K. O.
Jones, James J.	Stolsvik, John
Johnson, Andrew	Strasdin, A. W.
Jansewitz, John	Swanson, John -1331
Jacobsen, Torgils	Samuelsen, W. L.
Johansen, Ole	-1346
Johnson, C. W. -61	Saxley, C. H.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Jegstrop, H.	Simmonds, A. E.
Kalning, Jacob	Smith, T. A.
Kuschert, John	Thersen, Johannes
Kruse, R.	Tornqvist, H.
Larsen, Kirsten	Thomsen, R.
Larson, E. G.	Thullisen, Hans
Larsen, John	Travers, John E.
Livingston, E. J.	Wilen, Toivo
Lotis, Jimmy	Wickstrom, A.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Wilcor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

AT

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anyone knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernhardsen, Chas.
Beck, Johannes A.
Bugge, Mr.
Christensen, Otto
Cherniavsky, Mike
Christensen, H. P.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Engstrom, John
Engstrom, Richard
Elisen, Sam
Felsh, Henry
Gasch, Willy
Gunther, John
Holm, Peter
Hellman, Albin
Helenius, Oskar
Holm, Aage
Hendrikson, Wm.
Handt, Wm.
Henriks, Waldemar
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
King, J. L.
Kernagoret, Antach
Kelly, Patrie
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
McLellan, John
Muenchemeier, Herbert
Muller, P.
Mathson, Nils
Metts, John
Mathiassen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdierk, Heinrich
Moller, L.
Meyer, Chas.
Neuling, Albert
Ohlson, J. W.
Oleson, J. W.
Oglive, Wm. A.
Olsen, Oscar
Olsen, John Andreas
Olsen, Arthur
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rod, Halfdan
Reyborg, S.
Rimmer, Chas. S.
Rasmussen, B. S.
Rasmussen, Thor
Staff, Fred
Svenningsen, S.
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Solberg, P.
Smedsvig, Andrew
Simons, O. L.
Stuardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urvso, Geozep
Wickman, Ernest
White, Harry
Walter, John
Westengen, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172
Andersen, -1776
Andersen, Andrew H.
Andersen, -1118
Arnell, John
Batchall, Alex
Bowen, J. J.
Carlson, Sven
de Lange, Ingolf
Ellefson, Otto
Eriksson, -333
Evensen, Krist
Forde, B. C.
Gronroos, Oswald
Gueno, Pierre
Hansen, Ove Max
Hvid, Elner
Hylander, Gustaf
Jacobson, Arthur
Johansen, Hans
Kustel, V. J.
Latz, K.
Maim, Gust
Munsen, Fred
Nordgren, Chas.
Peterson, Axel
Pettersen, Karl
Peterson, J.
Peterson, Nels
Rundblad, Oscar
Slattery, Wm.
Schmidt, Heinrich
Simonsen, Isak
Echeftner, Bernhard
Thomsen, Th.
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION



THIS IS OUR LABEL

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS
Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Headquarters for UNION MADE GOODS

Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.

ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF
UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobaccos,
and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Home News.

The Hawaiian House of Representatives has passed a bill for compulsory military training.

Governor Whitman of New York has signed the bill for widows' pensions.

Governor Rye of Tennessee has vetoed a bill abolishing the death penalty, expressing the belief that it would tend to increase mob violence. The Governor also vetoed an anti-tipping bill.

Grazing permits on National Forests for 1915 will contribute to the public revenues \$1,200,000. The forests will furnish forage for 1,983,775 cattle and horses, 8,747,025 sheep and goats, and 64,040 swine.

No epidemic of typhus fever has ever been threatened in the United States, according to surgeons of the public health service, who say that typhus comes from unsanitary living conditions, principally lack of facilities for bathing.

President Wilson has ordered the creation of Naval Petroleum Reserve No. 3, comprising 9481 acres of land in Natrona county, Wyo. No wells have yet been drilled in this area, but experts believe the new reserve will prove a productive source of fuel oil for the Navy.

After many investigations under the Pure Food and Drugs Act, of many preparations advertised as consumption cures, the U. S. Department of Agriculture has been unable to find a single one that can in any sense be regarded as a "cure" for tuberculosis. Some contain drugs that may at times relieve distressing symptoms of the disease, but this is all, the department says. Since passage of the Pure Food and Drugs law, forbidding false and fraudulent claims, there has been a marked tendency to label these preparations "remedies" instead of "cures" or "infallible cures."

Columbia Lodge No. 174, composed of 1,400 navy yard machinists in Washington, has appointed a committee to present grievances against conditions at the Washington yard to the proper officials. The workers charge that the "Taylor" system, under another name, is being used. One of the innovations is a so-called "progressive section," which, while alleging to keep close tab on production, merely harasses the workers. The machinists will show Government officials that the "system" had reached an unnecessary point and that a great deal of it is not only useless, but it adds to the cost of production.

The Constitutional Convention called for the purpose of revising the organic law of the State of New York is in session at Albany. Elihu Root who was elected President of the Convention, sounded a typical reactionary warning note against any changes so radical as to involve the tearing down of the institutions which have grown out of tradition and historic development. Mr. Root said: "We must preserve as well as improve. We must improve the machinery of Government, but we must preserve the great body of rights and liberties which have grown through many centuries of political and judicial development and under which we have so long been blessed by peace, order, justice, and individual liberty and opportunity. We must remember that the burden of proof is always on the advocate of changes."

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15

Domestic and Naval.

It is now unlawful for any inspector of the Steamboat Inspection Service to impart, other than to his superiors, the name of any licensed officer of vessels who may report defects in a vessel, or her equipment, boilers or machinery. Violation of this provision is sufficient cause for removal from the service.

Vessels with their national flag painted amidships or at the bows have ceased to be an unusual sight in Atlantic coast harbors. It is a custom that might well be continued after the war, although it may be discontinued on account of expense. At the present time, however, the flag on the hull is more or less of protection against undersea raiders.

Assistant Secretary of the Treasury Newton has awarded the contract for furnishing the U. S. Coast Guard five supply boats at \$510 each and two supply boats at \$540 each to the Camden Anchor-Rockland Machine Co., of Camden, Me. The boats will be 20 ft. long and equipped with Knox 5½ H. P. engines. The delivery will be 120 days.

The latest addition to the United Fruit Co.'s fleet launched from the yard of Messrs. Workman, Clark & Co., Belfast, is due for delivery to the owners at the end of May, by which time a sister ship will be in the water. An interesting point about these vessels is that the port of registry is now New York, instead of Glasgow.

The estimates for the year's Newfoundland seal fishery now indicate a total of about 60,000 seals, against 240,000 last year. The steamer "Florizel," flagship of the fleet, arrived at St. John's April 15, with 3,500 seals. The largest catch among the ships now out is the "Eagle" with 8,500. The seal hunt this year will be the worst in the island fishery. The nearest approaching it was 1897, when the total was 127,000 seals.

The Lighthouse Service of the Department of Commerce is now installing radio equipment on five additional lighthouse tenders, two of these vessels being stationed on the Atlantic coast, two on the Pacific coast, and one in Alaska. The tender in the Hawaiian Islands had already been equipped with radio apparatus. The range of these radio equipments is from 100 to 300 miles. Three of the most important light vessels on the Atlantic coast of the United States are now equipped with radio apparatus, namely, the vessels on Nantucket Shoals, Mass., Diamond Shoal, off Cape Hatteras, N. C., and Frying Pan Shoals, off Cape Fear, N. C.

The report of H. H. Rumble, special master, in the admiralty actions arising out of the collision between the steamers "Julia Luckenbach" and "Indrakuala" January 3, 1913, during which the first named was sunk, was filed April 10 in the U. S. Court at Norfolk. About \$90,000 in claims has been allowed for loss of cargo, freight and personal effects, personal injuries and loss of life, against \$175,000 asked for. Judge Waddill in an opinion rendered some time back, held both vessels at fault and guilty of negligence and permitted the defendants to limit their liability to the value of their interest in the "Indrakuala" and the pending freight for the voyage of the total amount of \$397,671.97.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest
Ahlstrom, Harry
Albors, Arne
Albrecht, Charles M.
Allan, W.
Andersen, A.
Andersen, Alfred
Olaf
Andersen, A. S.
Andersen, C.
Andersen, Chr.
Andersen, Gust.
Andersen, N.
Andersen, N.
Andersen, N.
Andersen, E.
Boers, M.
Bowden, Chas.
Bowman, Jack
Brander, W.
Brandt, Birger
Bredemeyer, Elmer
H.
Bravick, Johan
Bruun, Axel
Bryning, Walter
Buckly, J. J.
Bucow, C. W.
Bunnett, E.
Burke, Andrew
Bye, Fernando
Byglin, Olaf
Byrd, O. O.
Byloff, Charles

Calson, Fred
Campbell, George
Campbell, S.
Carey, Arthur L.
Carl, Waldemar
Carlson, A.
Carlson, Jack
Carlson, Axel George
Carlson, Charles
Carlson, Charles R.
Carlson, Julius
Carlson, Martin
Carlstrom, John
Carrira, Peter
Dahlkvist, Fred
Daniel, J. C.
De Hayes, F.
Dennis, I.
Earling, Gus
Eckhoff, Otto
Edwardsen, Anton
Einardt, John
Elsner, M.
Ferguson, J.
Ferguson, Will
Fischer, W.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Follan, Thomas
Forshu, Alex.
Foss, John

Gardan, Geo.
Gendo, G.
Gibbons, Joe
Gravit, Karl J.
Griffith, Hugh E.
Gronthal, Arthur
Halvarsen, Henry
Halvarsen, Olaf
Hampel, Will
Hansen, Adolf
Hansen, Charles
Hansen, Charlie
Hansen, Fred
Hansen, H. C.
Hansen, Henry W.
Hansen, Himer
Hansen, M.
Hansen, Martin
Hansen, Niels
Hansen, Niels S.
Hansen, Olaf
Hansen, Thomas
Hanson, Charles G.
Hanson, Gustaf
Hanson, Henrik
Ikonom, Joe
Insunso, Francisco

Jacobson, Martin
Jacobson, T.
Jade, H.
Jakobsen, Anders
Jameson, J. E.
Jensen, Ed
Jensen, Ernest
Jensen, H. E.
Jensen, Jon
Jensen, J. R.
Jensen, O. L.
Jensen, O. L.
Jensen, Hans
Jensen, A.
Jensen, Anton
Jensen, H.
Jensen, Billy
Azevedo, Manuel T.
Boers, M.
Bowden, Chas.
Bowman, Jack
Brander, W.
Brandt, Birger
Bredemeyer, Elmer
H.
Bravick, Johan
Bruun, Axel
Bryning, Walter
Buckly, J. J.
Bucow, C. W.
Bunnett, E.
Burke, Andrew
Bye, Fernando
Byglin, Olaf
Byrd, O. O.
Byloff, Charles

Ellingsen, Fred
Erickson, Andrew
Erickson, E. R.
Erickson, George
Evansen, Martin
Franklin, John
Fredricksen, M. W.
Fredricksen, F. M.
Fredricksen, L. H. G.
Friedrich, H.
Fricke, Willie
Furth, Richard

Gulbrandsen, Ans
Gulbrandsen, Jens
Gulliken, Amandus
Gundersen, Andrew
Gustavsen, Olaf
Hauan, Karl
Hartog, John
Haugen, H. C.
Havard, O.
Heldt, Charles F.
Helberger, M.
Helnaz, C.
Helnen, H.
Hermanson, Fritz
Hine, Jack
Hogan, A.
Hohlen, Karl
Holden, Nels
Hole, Sigurd
Holmquist, F.
Holst, R.
Hoverson, Carl
Hubertz, Emil
Hubner, Carl

Isberg, Wiktor
Iversen, Iver
Jarl, H.
Jaroslinski, Feliks
Jenkins, John R.
Jensen, Charles
Jensen, Halford

Jensen, Jens
Jensen, O. M. B.
Jensen, Oskar
Johansen, Alex. H.
Johansen, Carl J.
Johansen, Thos. W.
Johansen, Aug.
Johansson, J.
Johansson, Bernard
Johnsen, John
Johnsen, Walter
Johnson, C.
Johnson, E. G.
Johnson, Eric
Johnson, John
Johnson, C. J.
Johnson, Peter
Johnson, Robert
Jones, Berthon
Jonsen, E.
Jordan, O.
Junge, Heinrich

Kaare, P. Juhl
Kaleva, Gustaf
Kallas, August
Kallberg, Arvid
Kampel, D.
Karlsen, Charley
Karsten, Hugo
Kasperson, H.
Kendahl, Chas.
Kepste, Charles
Kinlock, Wm.
Kive, Karel
Klebingat, Fred
Klemmsen, Adolf
Knudsen, Daniel
Koch, Harry
Kolk, M.
Koning, D.
Koso, Pet
Kramer, Sigurd
Kristensen, K. D.
Kristiansen, Jakob
Kylander, Herman

Lagerquist, Gustav
Lane, Gus
Larsen, A.
Larsen, Alfred
Larsen, George
Larsen, John
Larsen, Julius
Larsen, Louis
Larsen, Pete
"Latimer"
Laursen, Chris.
Lean, H. W.
Leraen, Harry
Lewald, Harry A.
Lewis, Robt. W.
Lill, Charly
Lindberg, W.
Lindgren, Oscar
Lindroth, Carl
Lindroth, Erik
Lorenson, A. L.
Lorentsen, Karl
Lucander, H.
Lundberg, Harry
Lundblad, Ernst
Lundgren, Colmar
Lynch, James

MacAulay, Donald
Machado, W.
Machado, Engrigue
Madsen, Ludvig
Mager, E. H.
Makerv, E.
Manse, Peter
Marguart, Robert
Markson, H.
Marquies, Frank
Martens, Paul
Martin, A.
Martin, H.
Martin, J.
Martinson, E.
Mathiasen, Sigurd
Mathiesen, N. L.
Mathisen, Ludwig
Matson, Maurice
Matta, Humberto
Mattson, Harry
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McLellan, John
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Michelson, M.
Miller, James
Milos, P.
Minner, Albert
Monsen, C.
Monsen, L.
Moore, Albert
Mortensen, George
Muller, Herman
Murphy, J.

Naujack, Fritz
Nelson, Alvin
Nelson, A. W.
Nelson, Ernest C.
Nelson, H.
Nelson, Wm.
Neuling, George
Neuman, Joseph
Nextrom, Aleck
Nicklas, M.
Nicolaisen, Carl
Nielsen, Edwin N.
Nielsen, H. O.
Nielsen, N. C.
Nielsen, Niels
Nielsen, Nils
Niemeyer, Oscar
Nilsen, Andreas
Nilsen, Harry
Nilsen, Hjalmar
Nordstrom, B.
Nordstrom, J. E. V.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nymann, John
Nyman, Axel
Nyman, Oskar

O'Brien, R. F.
O'Brien, Richard
Ojstedt, S. A.
O'Keefe, Ed
Oleman, Henry
Olson, Charles A.
Olson, E. W.
Olson, I.
Olson, Jens
Olson, Martinus
Olson, Ole
Olson, O. P.
Olson, Oscar
Olson, Otto
Olson, Siegfried
Olson, Thomas
Olson, W.
Olson, Andrew
Olson, O. J.
Olson, P.
Olsson, Eric
Olsson, Ernst
Olsson, James
Olsson, Carl
Omn, Tobias
Owen, Fred

Palm, P. A.
Paulman, Geo.
Paulsen, Aksel
Pedersen, Axel
Pedersen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Eliff
Pedersen, P.
Pedersen, W. G.
Perkins, Jon
Petersen, C.
Petersen, Charles
Petersen, Charles
Petersen, L.
Petersen, Niels
Petersen, A.
Petersen, Mauritz
Petersen, M.
Petersen, Tom
Petersen, Carl
Pinkert, C. B.
Plett, Herman
Plom, Charles
Poknandt, H.
Pommer, Jon
Publicatus, August
Punlis, Antoni

Quigley, Robert E.
Ramberg, Barney
Rank, W.
Reinhardt, Werner
Roberts, Frederick
Roden, Knut
Romindahl, C.
Saar, J. A.
Sander, Robert
Sander, S.
Sanderson, Alfred
Sanster, Paul
Schlashte, Alfred
Schmidt, L.
Schneider, H.
Schroder, Willy
Schwencke, Karl

Selbert, Gustav
Seland, H.
Sergo, A.
Sharkey, Tom
Silvialia, Jacob
Simonsen, Sigwart
Skogman, W.
Snell, Adolph
Snider, G.
Solberg, Bernt

Sorensen, Anton
Sorensen, Ed.
Sorensen, J.
Sorensen, Vigo
Spangus, Nick
Spangus, James
Spiller, Henry
Stanton, Jimmy
Steinfart, J. H. F.
Stintman,
Stoff, Fred
Tamsar, P.
Tammola, Walno
Tayra, Augus
Thee, Rudolf
Thoren, Gus
Thoren, Wiktor
Udekull, C.
Vesgaard, Jens
Viljanen, Arvo

Strandquist, Louis
Strasdin, H.
Sundberg, Charles
Sundberg, K. K.
Swenson, C. J.
Swenson, Patrick
Swanson, E.
Swanson, Gus
Swenson, T. H.
Thorsen, Rolf
Tierney, Pat
Tompson, Charley
Tonnesen, A. C.
Traynor, John
Trenkhahn, Martin
Ulmar, John
Vogel, Gus

Wagner, Will
Walker, Erick
Wallenius, Chas.
Walter, J.
Warner, Paul
Weatcroft, L.
Weber, Fred
Wekundstrom, J. E.
Wells, Frank
Weltz, Hill
Wendel, Emil
Wender, Emil
Wejata, Yrjo
Zweiberg, John
Werner, Charles
Wesgaard, John
Westpahl, Ernst
Weyer, Paul
White, Peter
Whitot, J.
Wilhelm, Ewald
Willman, Frank
Willmann, William
Wilson, Charles J.
Winnar, A. A.
Winton, J. A.
Witchurll, Arthur

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michal
Blauert, Willy
Berling, J. B.
Carter, Sidney
Ceelan, John
Ellefson, Otto
Evensen, Louis
Finnelly, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marlus
Hansen, O.
Hansen, O. R.
Hendriksen, Hag-
bart
Henningsway, Geo.
Iverson, Ivar
Jacobsen, Emil
Jenkins, Fred
Johansen, Emil
Jorgensen, Oluv
Klette, E. F.
Matheson, A.
Olsen, Arne
Olsen, Carl
Olsen, Carl
Olsen, Elif
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Rarly, Frans
Rathke, Reinhold
Rehunen, A. L.
Schroder, August
Silver, S. A.
Sorensen, Pete
Strasdin, A. W.
Swanson, Ben
Tanum, H.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14 (Important!) Ludwig Madsen, who two years ago worked on board the schooner "Blakeley," is requested to communicate with the postmaster at Port Townsend, Wash. 4-21-15 Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1863 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day. \$1.25 per Week and
up. Special rates for Housekeeping.
Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated.
Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS
UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks
WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopez

WHEN IN SAN FRANCISCO
Patronize
Charles Johnson's
Cigar Stand
Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

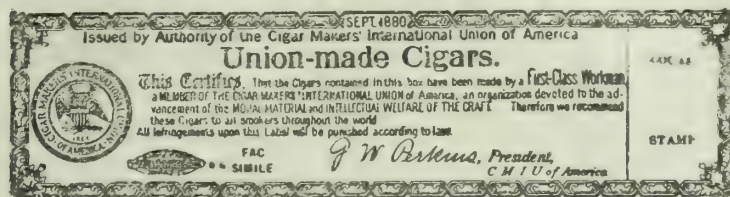
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON

Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more
people, better and faster through the breakers,
than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway. 5-13-14

Willy Blunel, a native of Germany,
is inquired for by his uncle. Anyone
knowing his whereabouts please not-
tify W. Stieglitz, Central Hotel,
Hoboken, N. J. 9-30-14

News from Abroad.

Eighteen of the Latin-American
nations have formally accepted in-
vitations to send delegates to the
Pan-American financial conference to
be held in Washington, beginning
May 24.

Great Britain has placed in Can-
ada war orders of the value of
\$95,000,000.00 (about £19,000,000).
Seventy-two companies are supplying
shrapnel shells. Many representa-
tives of Canadian manufacturers now
are in Great Britain investigating
the possibility of obtaining perma-
nent trade where former sources of
supply have been dislocated.

Chancellor Lloyd-George said, in
answer to inquiries in Parliament
that the British now have 750,000 men
in France and Belgium. He also said,
in attempting to convey an idea of
the magnitude of the present war,
that in the recent advance of the
British at Neuve Chapelle more am-
munition was consumed than in the
whole Boer War in South Africa,
which lasted two and a half years.
The call everywhere is for more
heavy guns and more ammunition.

No decision appears to have been
reached in the Austro-Italian negotia-
tions. Both nations continue to
send troops to the frontier. Italy
is reported to have now more than
400,000 men on the Austrian border,
with troop trains still carrying more
to the front. But no indication what-
ever is given as to the part the coun-
try is to play in the present war.
No further moves have occurred in
the Balkans.

Official news from German East
Africa via Berlin states that the
British forces were beaten in a two
days' battle January 18 and 19 near
Jassin. Four companies are reported
captured, the total British losses be-
ing 700 men, 350 rifles, two machine
guns, and 60,000 rounds of ammuni-
tion. Lord Lucas, in the British
House of Commons, admitted the de-
feat at Jassin, but declared the force
only surrendered after expending all
its ammunition.

Reports from Norway state that
the shipbuilding yards there are very
actively employed. There are at
present under construction at Ber-
gen four large cargo steamers and
one steam trawler, while eight fur-
ther cargo steamers are on order.
Practically no repairing work is be-
ing done, as, owing to the present
high freight rates, every possible
ship is at work, non-essential repairs
being postponed. Norway now owns
527 tons of shipping per 1,000 in-
habitants, which is the world's rec-
ord. Great Britain comes next with
242 tons.

According to the returns compiled
by the Liverpool Underwriters' As-
sociation, 19 British steamers of 65-
544 tons gross and 2 sailing ships,
of 3,712 tons, or a total of 21 ves-
sels of 67,256 tons were lost in
February, as compared with four ves-
sels of 67,256 tons, were lost in
year and five vessels of 14,350 tons
in February, 1913; and 21 foreign
steamers of 48,265 tons gross and
six foreign sailing ships of 8,893
tons, or a total of 27 foreign ves-
sels of 57,158 tons were lost, against
14 vessels of 22,898 tons in February
last year, and 18 of 30,858 tons in
February, 1913. The total losses
for the month were 48 vessels of
124,414 tons, against 18 vessels of
28,744 tons in February last year
and 23 vessels of 45,208 tons in
February, 1913.

ALASKA FISHERMEN.

San Francisco.
Ainery, Carl Jansson, J. Axel
Andersen, E. W. Johnson, John E.
Albertsen, Christian Larson, Alec H.
Hans Magnussen, Magnus
Andersen, Hilding Neil, Edw. O.
Andersen, Gus Nilson, W.
Anderson, T. Osterlund, Carl
Andrade, Manuel Olson, John
Anderson, Eric Petersen, Edward
Blom, A. De Parson, Herman
Colbert, M. J. Peragallo, Antonio
Certz, Emil Hii Schultz, F. J.
Cohn, W. R. Stollenberg, G.
Erickson, Earl Saalman
Ekeland, Will H. Teracison, Ernest
Gundaker, Sam W. Wilson, Herman
Jaona, Carmelo Wallin, E.
Johnson, Martin

Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd Peterson, Andrew K.
sen Phister, Albert
Flister, Johannes Polhome, Mr.
Finnigan, I. H. Ridderstaf, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Slinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wil- Starks, John
helm Steln, George G.
Larsen, Fred Stixrud, Jack
Magnuson, P. A. Stromsness, Oscar
Osterlund, Albert

INFORMATION WANTED.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.
William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Waller, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

With the Wits.

Incredible.—Young Doctor's Wife—Mary, go and tell the doctor there's a patient waiting to see him.

Maid—I wish you'd go, ma'am. He maybe wouldn't believe me.—Life.

Moderate.—Boss—No; we have all the men we need.

Laborer—Seems like you could take one more, the little bit of work I'd do.—Judge.

Misunderstood.—Ship's Officer—Oh, there goes eight bells; excuse me, it's my watch below.

Old Lady—Gracious! Fancy your watch striking as loud as that!—Sailor's Magazine.

Billy—Do you believe in signs?

Milly—Yes, indeed.

Billy—Well last night I dreamed you were madly in love with me. What is that a sign of?

Milly—That's a sign you were dreaming.

A Mean Trick.—The city youth secured a job with Farmer Jones. The morning after his arrival, promptly at 4 o'clock, the farmer rapped on his door and told him to get up. The youth protested.

"What for?" he asked, rubbing his eyes.

"Why, we're going to cut oats," replied the farmer.

"Are they wild oats?" queried the youth, "that you've got to sneak up on 'em in the dark?"—Circle and Success.

A Mixed Blessing.—A gallant Tommy, having received from England an anonymous gift of socks, entered them at once, for he was about to undertake a heavy march. He was soon prey to the most excruciating agony, and when, a mere cripple, he drew off his foot-gear at the end of a terrible day, he discovered inside the toe of the sock what had once been a piece of stiff writing-paper, now reduced to pulp, and on it appeared in bold, feminine hand the almost illegible benediction: "God bless the wearer of this pair of socks!"—Punch.

An Invitation

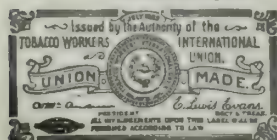
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO.

BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

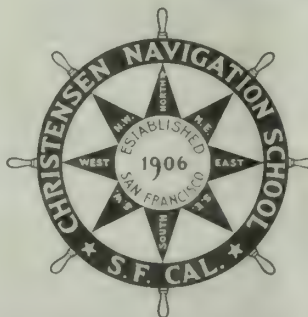
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.

Hale's Great 39th Anniversary SALE

Now offers
Thousands of
Dollars Worth of
Merchandise
UNDER PRICE

Hale's
GOOD GOODS
Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 36.

SAN FRANCISCO, WEDNESDAY, MAY 19, 1915.

Whole No. 2330.

CREDIT WHERE CREDIT IS DUE!

An Appreciation of Senator Robert M. La Follette.

No man can claim exclusive credit for the Seamen's recent victory in the legislative field. And no man has made such claim. There are a few men, however, without whose unselfish and untiring efforts victory would have been impossible at this stage.

Senator Robert M. La Follette was one of those few, and he was not the least nor the last. In fact, if any one man has earned the title "The American Plimsol," that man is Robert M. La Follette.

Born at Primrose, Dane County, Wisconsin, on June 14, 1855, Robert Marion La Follette entered upon a life-long fight with powerful forces of financial and political organization when a mere boy. His public career began as District Attorney of his home county in 1880. In 1884 he was elected to Congress, where he served during the forty-ninth, fiftieth and fifty-first sessions. In 1900 the people of his native State made him Governor, and as Chief Executive he again served three consecutive terms. On January 4, 1906, Governor La Follette took his seat in the United States Senate, and as a United States Senator he is now completing his second term, which will expire on March 3, 1917.

Senator La Follette is a "Progressive" Republican, but in the political sense of the word he is far removed from partisan bias. Never through all his eventful political life has Senator La Follette championed an issue or supported a measure just because it was approved by his party. In the introduction to his recently published biography, Senator La Follette clearly expresses his ideas upon the essence of Progressivism. Those written sentiments are worth quoting; they give in beautiful language thoughts which will strike a responsive chord in many:

"We have long rested comfortably in this country upon the assumption that because our form of government was democratic, it was therefore automatically producing democratic results. Now, there is nothing mysteriously potent about the forms and names of democratic institutions that should make them self-operative. Tyranny and oppression are just as possible under democratic forms as under any other. We are slow to realize that democracy is a life; and involves continual struggle. It is only as those of every generation who love democracy resist with all their might the encroachments of its enemies that the ideals of

representative government can even be nearly approximated.

"The essence of the Progressive movement,

millions of common men and women who are willing to fight for their ideals, to take defeat if necessary, and still go on fighting."

So, it is not difficult to understand how and why Senator La Follette became interested in the efforts of the organized Seamen to secure freedom and justice at the hands of Congress. His experience, his character, his courage, his thirty years of struggle against just such forces as opposed the Seamen's bill, made him the logical champion of a just cause lacking assistance.

When Senator La Follette becomes really interested in a proposition he gives it his full and undivided support. Half-way measures have no charm for him. Thus, when he had determined in his own mind that there was intrinsic merit and fundamental justice in the Seamen's contention, for him no task was too difficult, no effort too arduous in furthering that cause.

With him it became a test of corporate power arrayed against human rights. And in urging his colleagues of the Senate to act upon the long pending Seamen's bill, Senator La Follette pleaded often and earnestly against further delay.

He clearly understood the reasons which prompted American Seamen to seek redress at the hands of Congress. He knew the other side of the story as well. And everyone knows that Senator La Follette has always had the courage of his convictions and rare ability to show the weakness and the fatal defects in the plausible contentions of "the interests."

Senator La Follette showed how the shipowners had secured from a willing Congress legislation limiting their liability to passengers and to the owners of freight and cargo. He made it clear why to the shipowners—with heavy insurance on the vessel, paid by the public in excessive and unrestricted charges for the transportation of passengers and freight—the loss of a ship at sea had become a matter of less and less concern.

"What mattered it to them," said Senator La Follette, "that the sailors were inferior in character and intelligence? What mattered it to them that there were not half enough life-boats to provide for passengers and crew? What

mattered it to them that the crew were unskilled in handling life-boats or required, even in an hour of supreme peril, the services of interpre-



ROBERT M. LA FOLLETTE

as I see it, lies in its purpose to uphold the fundamental principles of representative government. It expresses the hopes and desires of

ters to make known the orders of the captain? Their liability was strictly limited by the laws of Congress."

To Senator La Follette the Seamen's bill was "the" issue in the last Congress.

"Other legislation," he said in addressing the Senate, "deals with business interests. This legislation deals with the liberty of 130,000 American citizens and with the safety of life of all the people of our country and of other countries who cross the ocean insofar as they are to be affected by it. I can not conceive of anything more important than addressing ourselves seriously to the perfection of this legislation, and to advancing it as rapidly as possible toward a place on the statute books."

That deserved success finally crowned his efforts is now a matter of public knowledge.

In course of time formal resolutions acknowledging and thanking the Senator for his services were adopted by the various unions of Seamen. No formal resolution, however, can ever give voice to the gratitude or express the esteem in which Senator La Follette is held by the men whose cause he championed.

Perhaps the few sentences, which follow, will to some degree lay bare the thoughts that are within us:

You, Senator, came to our support with your weight and power, your marvelous intellect and your unmatched talent just when many of us had almost given up hope.

You found us as chattels, owned by the vessels on which we served. Outside of the domestic trade of the United States we were as much the property of the vessel as were her anchors and masts. Through your efforts we became free everywhere. For this we thank you.

May our gratitude be as great and fundamental as is the change.

You found us in foreign vessels, while in ports of the United States, tied to the vessels on which we served. If we quit the ship we became "deserters"; and as such we were "pursued from State to State, arrested, detained and surrendered back to the vessels from which we had escaped, there to labor against our will."

Through your efforts our harbors became asylums and the soil of the United States became holy ground, bestowing on all the freedom, as yet denied elsewhere. No legal bondage of workmen remains within our jurisdiction.

We, the Seamen, thank you; the workers, who understand, thank you; the American people will thank you some day.

You found seamanship all but dishonored by our race and drifting with its power into the keeping of other races. You restored it to honor and saved it for our people. For this we thank you. The American people will understand and thank you, if not now, then some day in the future.

You found us social outcasts without hope and dwindling strength. You gave us hope and thereby endowed us with strength to reconquer our place among men. And deep in our hearts we feel that this work of yours will go down through the ages.

Again, Senator, we thank you. May the Ruler of the Universe give you health and strength and a long life of happiness.

This is the hope and prayer of all seamen, who know and understand.

A VOICE FROM THE DEPTHS.

When the F-4 is finally recovered from the bottom of Honolulu Harbor, there will probably be nothing found to tell us of the last moments of its crew and captain. Whether they met destruction quickly, or saw it creep gradually about them, we shall not know; all we can know is what each American must feel, that even in the inglorious moment of needless death the men met their fate quite as courageously as though their lives were given in a more spectacular manner for their country. An inkling of their experiences, upon which to found our imaginings, is given in a remarkable document, now preserved in the archives of Japan, of which the *Pittsburg Gazette-Times* prints a partial translation. It is the last report of Lieutenant Sakuma Tsutomu, completed in the ultimate, lingering moments of life, as he sat drowning in his sunken submersible five years ago. Like our men of the F-4, he faced death in the grimmest form. We must believe that he faced it no more valiantly than did they. His report reads:

"Although there is, indeed, no excuse to make for the sinking of his Imperial Majesty's boat and for the doing away of subordinates through my heedlessness, all on

the boat have discharged their duties well and in everything acted calmly until death. Although we are departing in pursuance of our duty to the State, the only regret we have is due to anxiety lest the men of the world may misunderstand the matter, and that thereby a blow may be given to the future development of submarines. While going through gasoline submarine exercise, we submerged too far, and when we attempted to shut the sluice-valve, the chain in the meantime gave way. Then we tried to close the sluice-valve by hand, but it was too late, the rear part being full of water, and the boat sank at an angle of about twenty-five degrees.

"The switchboard being under water, the electric lights gave out. Offensive gas developed and respiration became difficult. The above has been written under the light of the conning-tower when it was 11:45 o'clock. We are now soaked by the water that has made its way in. Our clothes are very wet and we feel cold. I have always expected death whenever I left my home, and therefore my will is already in the drawer at Karasaki. I beg, respectfully, to say to his Majesty that I respectfully request that none of the families left by my subordinates shall suffer. The only matter I am anxious about now is this. Atmospheric pressure is increasing, and I feel as if my tympanum were breaking. At 12:30 o'clock respiration is extraordinarily difficult. I am breathing gasoline. I am intoxicated with gasoline. It is 12:40 o'clock. . . ."

THE ARMOR PLATE MONOPOLY.

(By Congressman Clyde H. Tavenner.)

It would require several volumes to cover all the transactions deserving publicity concerning armor. Let it be sufficient in passing to say that the Government purchase of armor has been a scandal from start to finish. The conduct of the armor ring in dealing with the Government averages throughout at least 80 per cent. rotten.

There have been nine official estimates as to the actual cost of the manufacture of a ton of armor plate. The average estimate is \$247.17 per ton. Yet since 1887 we have purchased 217,379 tons of armor, paying the armor ring an average of \$440.04 per ton, or a total of \$95,656,240. I believe I am well within the bounds of conservatism when I say that if all this armor had been manufactured in a Government plant at least \$35,000,000 would have been saved to the American taxpayers, and armor is only one of the things being purchased by the Army and Navy under similar conditions.

Secretary Daniels has asked Congress for an appropriation for a Government armor-plate factory, but thus far Congress has refused him.

If the Government builds an armor plant and a padlock is placed on its doors as soon as it is completed, and it is never used, it will, in the opinion of Secretary Daniels, pay for itself, simply by enabling him to obtain fair treatment from the armor manufacturers.

Army and Navy officers generally are opposed to complete Government manufacture of munitions of war, taking the position that it is the part of wisdom for the Government to encourage private manufacturers to operate plants so that they may be available in time of war. Experience has

shown, however, that instead of patriotically coming to the relief of the Government in time of war, the war traders take advantage of the necessities of the Government, which is at their mercy, and boost their prices. For instance, when war with Spain was imminent the armor manufacturers practically issued an ultimatum to the Government that they would not manufacture a single piece of armor plate unless the Government should agree to pay them \$100 a ton more than the price fixed by Congress after an investigation as a fair price. And it is also worthy of notice that their patriotism did not prevent them from selling armor to Russia for \$249 a ton, while they were asking their own Government \$616 a ton.

There appears to be no real competition between the armor manufacturers of the various countries. Once, in 1893, the American armor ring made a noise like competition, when it sold armor to Russia for \$249, while charging the United States \$616, and for a time great consternation prevailed in the ranks of the war trusts of the various nations.

But during this period the armor manufacturers of the world met in Paris, and since then there has been little or no competition worthy of the name. The armor manufacturers asked themselves why they should cut each others' throats and why it would not be to their advantage to receive \$500 or \$600 a ton instead of \$200 or \$300.

In the naval hearings for 1914, page 621, the present Secretary of the Navy, Josephus Daniels, used the following language in reference to an advertisement for bids for armor plate for the dreadnaught "Pennsylvania":

"When we came to the armor we rejected all the bids, and were then absolutely in a situation from which it appeared there was no relief. Though you can not establish it in black and white, there is no doubt of an Armor Plate Trust all over the world. That is to say, the people abroad who make armor plate will not come here and submit bids, because they know if they do our manufacturers will go abroad and submit bids. They have divided the world, like Gaul, into three parts."

California, with an area of 158,000 square miles, is the second largest State in the Union. It exhibits wide geographic diversity, for it includes the lowest area in the United States—Death Valley, 276 feet below sea level—and the highest—Mount Whitney, 14,501 feet above the sea. Similarly there is a great diversity in scenic effects, climate, and vegetation. Records obtained at meteorologic stations in the Salton Sink indicate a maximum temperature of 130 degrees in the shade, the highest recorded within the continental United States, while it is probable that minimum temperatures on the higher peaks, like Mount Whitney and Mount Shasta, approach the minimum within our boundaries, a total difference of nearly 200 degrees. Records of rainfall in the most arid sections of the southern deserts of the State represent the extreme of aridity in the United States, showing an annual average of less than 3 inches and periods of 12 months or more with only traces of rain, whereas the precipitation in northwestern California is very heavy, an annual average of close to 100 inches being recorded at a few stations in Mendocino and Del Norte counties.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

D. Douglas Wilson Passes Away.

D. Douglas Wilson, editor of the *Machinists' Journal*, official paper of the International Association of Machinists, died at his home in Washington, D. C., on May 8. Deceased was one of the very remarkable men the labor movement has produced. For twenty years he was editor of the *Machinists' Journal*. Eleven years ago he was stricken with blindness and locomotor ataxia. During all this time he never left his house, being confined in a chair. His devoted wife was his principal aid, counsellor and assistant. She made it possible for this sightless invalid to keep in close touch with not only the labor movement, but all other phases of human activity.

Deceased was born in Scotland, where he joined the Amalgamated Engineers as an apprentice. He came to this country thirty years ago and for forty-three years had been a continuous good standing trades unionist. He leaves a wife and two daughters.

His funeral, last Wednesday afternoon, was attended by large numbers of trade unionists and other friends. In honor of his memory, the offices of the American Federation of Labor and the International Association of Machinists were closed Wednesday.

Unionist Scores Railroad.

The Pennsylvania Railroad was put on the rack during the week by President Perham of the Order of Railway Telegraphers for the enlightenment of the United States Industrial Relations Commission, which is holding hearings in Washington.

The following are some of the charges made against this trunk line:

Denies the right of organization to all employees except those directly engaged in transportation. Discharges men if they belong to a labor organization, and coerces and intimidates those who have known trade union sympathies. Maintains a spy system and has been known to hire every hall in certain localities to make this anti-union policy more effective.

In its unorganized branches of service wage rates are below the living standard. The company maintains sham labor organizations that are tools of the management "designed to obstruct the progress of legitimate labor organizations." Refused to mediate or arbitrate recent difficulties with its telegraphers and arranged to place inexperienced men in charge of its signal towers without regard to public safety. Compels employees to contribute to and largely support a so-called "Voluntary Relief Association," so organized and operated as to intimidate and defraud employees.

Collusion with certain local officials in some communities for the purpose of endeavoring to provoke a display of force and thus create disorder in peaceful localities.

Wages are low, many telegraphers and station agents receiving less than \$2 a day, and some even much less than that. The wage situation, it is stated, "is without a parallel in the United States." Blacksmiths receive as low as \$1.50 a day, while

the prevailing rate for car repairers is from \$1.25 to \$1.50 a day. The much advertised "red cap porters" receive no wages for the first two years of their service and depend entirely on tips.

Against Child Labor Law.

The Union Labor Bulletin of Little Rock, Ark., makes this comment on the opposition of the American Cotton Manufacturers' Association to the Palmer-Owen Child Labor bill, which will be reintroduced in the next Congress:

"The association has once more declared itself in favor of sacrificing the lives of children on the altar of greed. The average life of a child after it commences work in a cotton mill is said to not exceed four years, and agents of the factories are constantly on the hunt for more children to fill the vacancies caused by death and accidents, so that cotton mills can fairly be compared to grist mills where corn is poured into a hopper and is converted into meal, with the only difference that in the case of the cotton mill, children are poured into the hopper and are converted into dollars, the process taking a little longer time. In seeking immigrants into cotton manufacturing communities, agents give preference to those families which have the greatest number of children for obvious reasons."

The Palmer-Owen bill, which is protested by the cotton manufacturers, passed the House of Representatives February 15, by a vote of 233 to 43. Congress adjourned before the Senate took action. The bill will be again introduced in the next Congress. It is intended to exclude from interstate commerce the products of cotton mills and canneries, tenement workshops and miscellaneous industries in which thousands of young children under 14 are now employed; the products of glass factories where boys work on night shifts, and the coal mined by workers less than 16 years old.

Vacation With Pay for Chicago Union.

The Milk Wagon Drivers' Union of Chicago, affiliated to the International Brotherhood of Teamsters and Chauffeurs, has secured a new wage scale, covering the 2600 members of this organization, which provides for a two weeks' vacation with full pay each year for every man in the service of the company on April 1.

Prior to 1902, when the union was organized, milk wagon drivers were working for \$35 a month. Last year the membership averaged \$22.85 weekly for the fifty-two weeks. Under the agreement just signed it is also specified that during the six months of cold weather drivers shall not hitch up or leave the dairy before eight o'clock in the morning. For the six summer months, drivers may start any time they see fit after three o'clock in the morning, but must be through and put up in the stable by noon under penalty of being fined by the union. To this the employers agreed.

The milk wagon drivers are elated over

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Textile workers throughout the Commonwealth of Australia are agitating for a uniform wage scale.

The principle of day-baking has been agreed to by the Master Bakers' Association of Sydney, N. S. W.

According to an official return there are approximately 5,405 unemployed in New South Wales, of whom 1,550 having registered themselves as able and willing to work.

During the month of March a total sum of £7,077 1s. 5d. was paid by the British Government to trade unions by way of emergency grants in aid of exceptional expenditure on unemployment benefit owing to the war.

The following motion has been carried by the miners employed in the Victorian State coal mine at Wonthaggi: "Seeing that the cost of living has increased enormously it is the opinion of this committee that the men employed in the coal mining industry are justified in asking for an equivalent increase in wages and contract prices."

At a recent special meeting of the Victorian branch of the Operative Painters' Union it was resolved to impose a levy of 2s. per week upon all members in employment for the benefit of those out of work. Over 100 members are registering daily, and it is proposed to utilize their labor in improving the Trades Hall property. Wages at full rates will be paid out of the proceeds of the levy.

Government officials of Porto Rico have rejected the plea of Porto Rico trade unionists that a commission be appointed to investigate the improper actions of police officers and others during the recent strike of agriculturists. The Government tells the workers to present evidence, backed by affidavits, for it to act on, but a commission means expense "and delay in the despatch of public business." The unionists insist that the commission be appointed so full publicity may be given the denials of liberty and other rights suffered by them.

The current issue of "The Seaman" of London, England, contains the following: At South Shields the sailing ship "Lord Templeton" wanted men to take the places of some of the crew who had been paid off. The last rate paid by a sailing vessel which signed on in the port was £4 10s. per month, namely, in June, 1914, and £6 was now offered. This, however, was declined, the men asking for £8 per month or £1 per month less than for steam. Terms could not be arrived at. The "Lord Templeton" is bound for San Francisco, through the Panama Canal.

The London correspondent of the Auckland "Star" writes: Wages earned by dockers, stevedores, sailors, firemen, carmen, vary from two to five pounds a week. There is work for practically every man in the east of London. It is the professional man, the artist, author, and actor who is becoming a burden to the community. People are asking whether sons of our unemployed tragedians would not be better off in clearing ships' cargoes at £5 a week. But the mummer, who will cheerfully carry a twelve-stone stage heroine down the ten-story gutter-pipe of a burning building, jibs at the notion of lifting potatoes from the ship's hold.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Westervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, C.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buanik, L.	Nordlund, Gust
Baein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Willhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Eriesson, Otto	Rytko, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johnsen, John	Strahle, Chas.
Johannson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edvard	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johnson, Edvard A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Iverson, S. B.
Anderson, O.	Johanson, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafoed, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmundsen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The Japanese armored cruiser "Asama," which ran ashore on the coast of Lower California on February 4, has been refloated, according to official announcement made at Tokio. The "Asama" probably will be docked and repaired at San Francisco.

The Robert Dollar Company has purchased the former coaster "Mackinaw" from the Mackinaw Steamship Company at terms held private. The "Mackinaw" formerly ran on the Coast, but has recently been under charter to the Dollar Company in the Orient trade.

The American yacht "Ramona" of San Diego was wrecked at Tepoca Bay, on the Gulf of California, 200 miles north of Guaymas, but the five passengers on board are reported to have been rescued. The "Ramona" was chartered for a hunting and fishing trip, and left San Diego April 14.

The schooner "Oregon" has been purchased by Thomas Crowley, who will install a gasoline engine in her. The schooner formerly operated in the lumber trade between this port and the Columbia River and has a carrying capacity of about 500,000 feet. She was built at Prosper, Ore., in 1905, and is of 304 tons register.

Captain E. W. Harrison, of Baltimore, Md., is in San Francisco to discuss the possibilities of towing lumber schooners from the Pacific Coast to Atlantic Coast ports. The plan being considered by Captain Harrison embraces the use of a tug of not less than 500 horsepower, which would tow three schooners.

The contract for the construction of the new lighthouse tender, bids for which were opened a few days ago in this city, has been awarded to the Craig Shipbuilding Company of Long Beach at a bid of \$234,500. The new tender is to be christened the "Cedar," and is to be built especially for service on the Alaskan station. Specifications call for a steel vessel of 1750 tons displacement, which shall be 200 feet long and have 1300 horse-power engines.

That the Norwegian ship "Aggi," which drove ashore on Santa Rosa island during the recent gale, will be a total loss, is the latest information received by the agents of the vessel here. Advices to the marine department of the Chamber of Commerce stated that the main and mizzen masts have fallen and that the vessel is breaking up rapidly. The "Aggi" was laden with a cargo of California barley for the United Kingdom and was in tow of the steamer "Edgar H. Vance" when she left San Francisco.

An order has been placed by the Union Oil Company for a modern tank ship, with a carrying capacity of 80,000 barrels of oil and to cost approximately \$1,000,000. The ship is to be launched within the next year. The contract was let to the Union Iron Works of San Francisco. Embodying many new features, the new tanker will be one of the finest and most modern oil carriers operating in the Pacific Ocean. Its propelling machinery will be of the geared steam turbine type. The tanker will measure 453 feet long, with a depth of 33.6 feet, and breadth of 56 feet.

The \$600,000 harbor improvements of the Port of Coos Bay, under way for about two years, will soon be completed. Coos Bay now has a 25-foot depth of water at low tide from the bar to the C. A. Smith mill, a distance of more than eighteen miles. The project has been handled by the dredge "Seattle" of the Puget Sound Bridge & Dredging Co. The craft will now be taken south to begin on the improvement of the Coquille River from Bandon to Coquille, a distance of twenty-six miles, twenty-four of which must be dredged. The project will give a 11-foot depth of water at low tide between these points, enough for the heavy river traffic.

The probable loss of the gasoline launch "Edith G.," which left Juneau with four men aboard April 12 for Knik and has not made port, was reported by J. Snow, special agent of the Internal Revenue Service. At Yakutat, Snow learned that the "Edith G." was last seen April 16 fighting huge seas in a terrific gale off the southwestern coast. Other vessels which encountered the storm made port many days ago, but no word has been received of the "Edith G." and little hope is held out for her safety. Besides Captain Green, who is in command of the launch, those on board the "Edith G." were John Helry, John MacDonald and Tony MacDonald of Juneau.

In keeping with the increasing purchases of coal by vessels using the Panama Canal, and pending the readiness of the large permanent coal handling plant at Cristobal for partial use, probably in September or October, the facilities for handling coal to vessels from lighters are being extended at both Cristobal and Balboa. Three more barges of 500 tons capacity each are now being placed in order for transfer to the Cristobal service from the Dredging Division, and one barge of 300 tons capacity is to be added to the equipment at Balboa. This will give an immediate capacity of 2,600 tons on the water at Cristobal and 1,100 tons at Balboa, in addition to the facilities for supplying from cranes and cars on the wharves.

After lying idle for nearly a year at Eagle Harbor, the barge "General Fairchild" has been sold by the Thlinkett Packing Co. of Portland to James Griffiths & Sons, Seattle. She was built in Freeport, Me., in 1874, and was originally a ship in the tea trade between China and New York, along with a number of other famous ships that also have been converted into barges in recent years. Later she operated for years as a lumber carrier from Pacific Coast ports. Two years ago the Thlinkett Packing Co. acquired possession of the former clipper and converted her into a barge for operation between Puget Sound and its Shilkoot cannery in Alaska. A year ago she was withdrawn from that service and laid up in Eagle Harbor. It is understood that Griffiths will operate her in the Alaska trade.

The Canadian North Pacific Fisheries Co., of Victoria, has closed its doors and the plant, whaling vessels, the tender "Gray" and all other properties of the company will be offered for sale. Upon the return of the fleet from its operations last season the company found itself in difficulties, being unable to dispose of the year's output of whale oil and fertilizer. The company at present owns four whaling plants, situated at Rose Harbor and Naden Harbor on the Queen Charlotte Islands, and Kyoquot and Sechart on Vancouver Island. The company was formed a number of years ago by former sealing masters and Victoria business men. The original fleet was composed of the whalers "Orion," "St. Lawrence," "William Grant," "Germania" and "Sebastian." Later the company sold out to Mackenzie & Mann, who incorporated the company under the Canadian North Pacific Fisheries, Ltd., and the capital was raised from \$1,000,000 to \$3,000,000, and five new whalers, the "Blue," "Brown," "Black," "Yellow" and "White," were purchased.

That the motor engine will give a new lease of life to sailing vessels is apparent from the plans which are being considered to install power in a number of sailing craft. Several schooners have already been thus equipped and brought satisfactory results to their owners. According to Captain Wikander of the American barkentine "Hawaii," now loading in the north for South Africa, the vessel will be fitted with power upon her return from Cape Town. It is planned to have two sets of Diesel engines of 300 horse-power each. The crude oil necessary for the engine consumption will be carried in tanks in the hold of the vessel. With auxiliary power installed it is understood that the "Hawaii" will be returned to the sugar trade between the islands and the Golden Gate. While auxiliary power may be an asset to a sailing vessel in time of calms, the "Hawaii" has shown on more than one occasion that she is capable of making smart passages without it. The vessel has a number of excellent sailing performances to her credit.

Lumber movements from the Northwest are brisk at present, and several charters have been made recently to take full cargoes to Australia and to the United Kingdom. Freight rates are strong and the charters just reported presage more at the same rates or higher during the European war. Vessels chartered for the Australian trade are wind-jammers and those to carry lumber to the United Kingdom are steamers. The American barkentine "Benicia" is to take lumber from the North Pacific to Australia at 70 shillings to Sydney and 80 shillings to Melbourne. Hind, Rolph & Company are the charterers. The American schooners "H. D. Bendixen" and "H. K. Hall" are under charter to the same company at 75 shillings to Sydney and 85 shillings to Melbourne, and the American schooner "M. Turner" at 70 and 80 shillings to Sydney and Melbourne respectively. Other lumber charters made are the schooner "C. S. Holmes," the schooner "Kona" and the schooner "Salem" by J. W. Vance & Co., to load lumber in North Pacific ports for Australia, the rate on the first two being 70 and 80 shillings for Sydney and Melbourne, respectively, and 80 shillings on the latter for Melbourne. Hind, Rolph & Co. have chartered the schooner "M. Turner" for a second trip with lumber to the two Australian ports at the same rate, and the schooner "W. H. Marston" is to go out under charter to J. J. Moore & Co. with lumber for Sydney and Melbourne, at 70 and 80 shillings. Other charters reported were the American steamer "Mackinaw," taken by M. H. Houser, to load grain at Portland for Australia, and the schooner "Oregon" for Mexico, by W. R. Grace & Co. Charters to the United Kingdom are the British steamers "English Monarch" and "Gryfevale," both of which will load at Puget Sound, and which are under charter by Neame & Company at a rate not quoted.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 19, 1915.

LABOR IS FOR HUMANITY.

The sinking of the Cunard liner "Lusitania" by a German submarine has already had a momentous aftermath. What is yet to come is wholly problematical.

President Wilson has made the last move by specifically demanding that the German navy immediately stop the use of submarines in the blockade of British and French ports. The reply of the German Government is not expected for several days. When it does arrive further comment will be in order. In the meantime some things have happened which indicate clearly that all participants in the present indefensible war of nations have subordinated reason to passion. This unfortunate state of affairs has led to the adoption of the slogan "revenge," or the milder but just as menacing term "retaliation." And in practical application *lex talionis*, the ancient law of retaliation has brought modern (?) warfare to a stage of hopeless degradation.

So far as ordinary mortals and non-combatants are able to judge, Great Britain started the endless chain a-moving when formal steps were taken to prevent foodstuffs from other countries reaching Germany, either by direct shipments or through neighboring neutral countries. The Germans tried to retaliate by destroying all vessels and cargoes bound to England, including the heavy shipments of food which are constantly passing from the United States and other countries to England and France. Each side declared that it had determined to finish the war by starving the other country out. England does it by declaring a blockade which is not a blockade, and is contrary to the rights of neutral countries. Germany does it by declaring the seas adjoining England to be "a zone of war," though the war operations consist of the rather irregular movements of submarines.

Neither power, it would appear, has the naval strength necessary to strangle the

other. Both sides to the controversy, however, flagrantly disregard all legal, moral and human rights of neutrals. The British attitude is tantamount to an order forbidding the United States to ship any goods of any kind—contraband by the recognized law of nations or not contraband—to Germany, Austria or Turkey, or to buy any goods from either of those countries. In addition, the United States is forbidden to ship manufactured goods or foodstuffs to neutral countries when, in the opinion of British naval officers, these shipments might afterwards find their way from the neutral country to Germany or Austria.

The German attitude toward neutrals is similar, with the position of the belligerent countries reversed.

Eliminating non-essentials and the British "we dare you" taunt which was in evidence beyond the question of a doubt, the "Lusitania" tragedy is the result of "too much" retaliation. That this wanton disregard for human life should create world-wide indignation is not surprising. Two wrongs never make a right. Human life is still regarded sacred in quarters where the finer instincts of man have not been dulled by brutal and merciless warfare. And the taking of life in this manner can never be justified because the submarine is the only effective weapon whereby Germany can "get even" with her enemy.

Viewed from any angle, the situation confronting the American people presents a grave and delicate problem. Germany insists upon its right to use the submarine as the only available means of carrying on a retaliatory warfare against the British naval war. It warns American ships and American passengers on British ships, that they are in danger when they enter the war zone and advises them to keep away. Our own government stands for the rights of American ships and American passengers on British ships as those rights were defined before the war broke out. In similar manner our government insists, in the face of British aggressions, on our right to carry non-contraband to the civil population of Germany, which right Great Britain, under plea of war necessity, refuses to recognize. Thus, both combatants are aggressors against American rights. Necessarily, the German aggression, because of the much harsher conditions attending submarine warfare, carries with it the possibility of far graver menace to continued peaceful relations with neutral powers.

Most American journals have referred only incidentally to the deadly cargo of the "Lusitania." It has not been denied, however, that she had in her hold ammunition and military goods valued at more than a quarter of a million dollars. Just why "responsible and respectable" newspapers should boil over with indignation when a suitcase of explosives is carried on an American passenger train, and entirely ignore the same offense against humanity when almost an entire cargo of explosives is taken from an American port on a passenger-carrying liner, is rather difficult to understand.

Again, is it not somewhat strange, in view of the cargo, in view of the public notice given, and in view of the torpedoing of British vessels in the same region only the day before, that the "Lusitania" was left without protection by the British admiralty?

Great Britain's navy includes not only battleships and fast cruisers but a swarm of torpedo-boat destroyers. It is difficult to imagine why a safe convoy was not insured the ship, especially after it had reached British waters. It would seem that the German notice of intention to sink the "Lusitania" would have been accepted as a challenge to British naval pride and efficiency, and that no effort possible in war would have been spared to frustrate the German plan. But it is fruitless to theorize or speculate upon things that might have been done.

President Wilson's note to Germany speaks for all Americans. And whatever may transpire, the JOURNAL and those for whom it speaks will stand loyally behind the President.

Labor in America is opposed to war because war is opposed to the interests of Labor, but in this crisis the working people of our country are with the President. They are backing President Wilson (first) because he is the Chief Executive of the Republic, (second) because they have confidence and faith in Wilson, the "man," who only a week ago addressed a mass meeting of newly-naturalized citizens in this inspiring language:

My urgent advice to you would be not only always to think first of America, but always also to think first of humanity. You do not love humanity if you seek to divide humanity into jealous camps. Humanity can be welded together only by love, by sympathy, by justice, not by jealousy and hatred. I am sorry for the man who seeks to make personal capital out of the passions of his fellow men. He has lost the touch and ideal of America, for America was created to unite mankind by those passions which lift and not by the passions which separate and debase. We came to America, either ourselves or in persons of our ancestors, to better the ideals of men, to make them see finer things than they had seen before, to get rid of things that divide and to make sure of the things that unite.

The American workers, native-born and naturalized, stand ready to accept President Wilson's advice. Labor is for humanity and against war—but Labor can not and will not refuse to sanction war if that be necessary to maintain humanity.

THE PACIFIC MAIL COMPANY.

No statement has ever been more industriously circulated than Mr. R. P. Schwerin's recent announcement that the Pacific Mail Steamship Company would have to go out of business because it could not meet with the "unreasonable requirements" of the new Seamen's Act.

Every journal devoted to shipping and maritime affairs, every standpat newspaper and even many independent and progressive publications seem to have accepted Mr. Schwerin's announcement upon its face value. As a natural sequence numerous denunciatory editorials appeared in print either condemning the new legislation or dwelling upon its alleged deplorable tendency to drive Mr. Schwerin's company "out of business."

The JOURNAL has from time to time replied to these inspired editorial writings. Every old criticism and every new objection raised against the Seamen's Act by the Vice-President and General Manager of the Pacific Mail Company has been met and answered over and over again. In fact, the thing has become monotonous. Still, the JOURNAL now proposes to show just "once again" that the new Seamen's Act is not responsible for the decision (?) of the Pacific Mail Company to go out of business. And this

time the showing will be made by language out of Mr. Schwerin's own mouth.

The Pacific Mail Company has never been a money-making concern except as an adjunct to the Southern Pacific Railroad, which holds the majority of stock. However, as a feeder to a trans-continental railroad it had its distinct value until the Panama Canal was completed. Then conditions changed and long before the Seamen's bill was enacted into law the Pacific Mail Company had threatened to go out of business.

To quote from testimony given by Mr. Schwerin before the House Committee on Merchant Marine and Fisheries, February 1, 1913:

MR. AYRES—Mr. Schwerin, there is one thing I wish you would elaborate a little more, please. In your statement you seemed to be rather hopeless of the possibility of ever building up the American merchant marine. What makes you feel that way?

MR. SCHWERIN—If you had struggled for twenty years as I have, taken a line that was a million and a quarter in debt, and practically in the hands of a receiver, doubled that line up by slow, hard process, until you had gotten into Korea and Siberia, which you were told would be your graveyard, and then you got Mongolia and Manchuria, and were told that would settle it; and then, against all the better judgment of your associates and friends, you raised \$12,000,000 to build four 37,000-ton ships to put in the trade from New York to the Philippine Islands, and a million and a half to change these four ships to the latest modern types, and you were defeated by Congress—prohibited by Congress from building those ships—I think you would be a little discouraged. I want to say that I am done with the American flag forever. I would not raise my hand to raise a dollar for the American flag. My interest in this business before this committee to-day, gentlemen, is absolutely because I am practically subpoenaed here. I have no interest in the shipping business. I am about to retire. I have given twenty years of my life, morning, noon, and night,—slept and breathed with it—to see that flag on the ocean, and I am just as certain as I sit here that if those four ships had been built I would have had four more for the coast of South America, and four more equal to the "Imperator" that is going to run to Europe, all under the American flag.

MR. AYRES—What do you mean by "being prohibited by Congress from being able to build those ships"?

MR. SCHWERIN—What is the use, gentlemen, of going back into that? You thrashed it out here last winter, and prevented any ships having railroad affiliations going through the canal—tangled the thing up—so that you are practically a criminal here—

MR. AYRES—I did not understand what you meant at the time.

MR. SCHWERIN—No more American ships for me; I am done.

* * *

THE CHAIRMAN—Tell the committee how many ships the Pacific Mail now has—the number of ships and the amount of tonnage.

MR. SCHWERIN—I could not give you that. We have been breaking up some and tying up others; I do not remember what we have in operation in the last three months. We have condemned some.

THE CHAIRMAN—Approximately?

MR. SCHWERIN—I think there are about seventeen ships, which would probably run about 90,000 tons; maybe not as much as that.

* * *

MR. (W. B.) WILSON—Do I understand that you are going out of the shipping business, so far as the American flag is concerned?

MR. SCHWERIN—Yes, sir; and your bill will wind up the American flag on the Pacific Ocean. That ends it.

MR. WILSON—I was simply going to ask a question as to whether it was your intention and you had your mind fully made up to go out of the business whether the Wilson bill passed or not?

MR. SCHWERIN—Why, I do not think there is anybody who could have any more enthusiasm than I had when I came to Washington with this money in my pocket to spend for American ships. I never dreamed I would get turned down, and such a thing never entered my head. On top of that, when I saw what I was up against, I heard of the bill that abolished the Chinese crews.

MR. WILSON—That bill is not yet passed.

MR. SCHWERIN—It passed the House.

MR. WILSON—Yes; it passed the House, but it has not yet passed the Senate, and I was simply curious to know whether you had made up your mind to go out of the business whether that bill passed or did not pass.

MR. SCHWERIN—Mr. Wilson—

MR. WILSON—In other words, is it your

purpose to stay in the business if that bill does not pass?

MR. SCHWERIN—Mr. Wilson, I explained before that the canal bill will put the Pacific Mail out of business, so far as the Panama route is concerned, by law. You understand that, do you not?

There is an abundance of similar testimony in the records. But the foregoing ought to be sufficient to show the real reason why the Pacific Mail Company is considering going out of business.

The Pacific Mail Company is owned and controlled by the railroad company. Congress, for very excellent and obvious reasons, prohibited railroad-owned vessels from going through the Panama Canal. Therefore, if Mr. Schwerin's company is going out of business it is due to the Panama Canal Act.

Mr. Schwerin himself has said so; yet, he is now trying to "make believe" that the Seamen's Act is the criminal guilty of the offense.

We leave it to a discerning public. Is Mr. Schwerin a prevaricator? Is he a fibber, or is he just a plain falsifier?

"CREATING" A CONDITION.

(By Andrew Furuseth.)

"The shipowners are deliberately hiring any kind of men—Curacao negroes, Kanakas and Southern Europeans, without any knowledge of the English language. The shipowners do not seem to care and are as hostile as ever."—Report from New York, May 12th.

Taking the foregoing with other indications it would appear as if the shipowners are trying to "create" a condition and then exhibit that condition to show that the Seamen's act is impractical, and therefore must be amended.

With reference to this a few pertinent facts should be given as much publicity as possible. In the latter days of October last year, I was on the Atlantic coast while awaiting the time to go to the convention of the American Federation of Labor at Philadelphia. I took that opportunity to visit the shipowners in New York and some in Boston and told them that the Seamen's bill was going to pass. I brought to the shipowners the same information that I was bringing to the seamen. I suggested that there was an abundance of men around the Atlantic coast at that time, who in knowledge of language and skill were fully up to the standard set by the Seamen's bill and that all they had to do was to employ those men and thus attach them to the vessels and the companies. The owners' answer was that they would think it over. Three weeks later I went back to them again and asked what would be their position. Would they permit representatives of the Seamen's Union to go on their docks and vessels to give the men the information that the men needed? What, if anything, were they willing to do to prepare themselves for the passage of the bill? The unanimous answer of the shipowners of New York was: "We have not yet decided what to do."

There could be but one understanding of this answer; they did not believe that the bill would pass and if it did pass they would try to defy it. Since the passing of the bill they have over and over again expressed the opinion that it is so impractical that it cannot be obeyed.

Men who follow the sea for a living cannot stay idle forever. If they cannot find employment on the vessels, they are usually strong and healthy enough to do other work, and, of course, they get work wherever they can. The shipowners deliberately fill their vessels with men who are below the standard set by the new law and when the law goes into force they tell the Government that these are all the men they have been able to obtain and that they must be permitted to disregard the law, at least until it can be so modified that it can be obeyed.

Congress gave to the shipowners eight months in which they might prepare to obey the law. It was not the intention to give them sufficient time to organize a condition under which it could not be obeyed. There is no difficulty about getting the men who can measure up to

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 17, 1915.

Regular weekly meeting came to order at 7 p. m., Aug. Seaman presiding. Secretary reported shipping dull. It was decided to send a full quota of delegates to the International Seamen's Union of America convention, which will be held at San Francisco, Cal., beginning on August 2. Nominations of delegates will be made at Headquarters and Branches the first regular meetings in June; the election will be held the first meetings in July, 1915.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., May 10, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 10, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 10, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 10, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, May 10, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 10, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 10, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 2, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 13, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, May 6, 1915.

Shipping quiet; plenty of men ashore. The agency announced having reoccupied its old quarters in the Grand Trunk Dock, Room 203.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, May 5, 1915.

No meeting. Shipping slow; prospects poor; many men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

The United Mine Workers' Journal has just entered upon the second quarter century of its useful and eventful existence. On this continent the Mine Workers have the strongest organization numerically, and a great percentage of the membership is foreign born and foreign speaking. For this reason the Mine Workers' Journal is printed in three languages: United States, Italian and Slovak. It is published weekly in 32 pages and well edited, illustrated and newsy. We congratulate our contemporary upon its achievements of the past and wish it and the organized mine workers continued and lasting success.

THE DALLES-CELILO CANAL.

With the completion of the Dalles-Celilo Canal, which removes the last barrier to the free navigation of the Columbia River and its tributaries from the Pacific Ocean 479 miles inland to Lewiston, Idaho, the people of the Columbia basin have fittingly commemorated the importance of the event in a series of celebrations which were participated in by Government and State officials, representatives of commercial, agricultural and civic organizations, and the citizens of all the communities along the great waterway.

The watershed of the Columbia River and its tributaries embraces an area of approximately 250,000 square miles in the United States and an additional 50,000 in British Columbia, making a territory larger than the German empire. The soil, resources and climatic conditions of most of this region are such that when fully developed it will be capable of supporting one of the most heavily populated areas on the globe. The opening of the Lower Columbia and its tributaries to craft of the sternwheel type will furnish the needed element of a low transportation cost and greatly stimulate the movement to bring this vast region to its highest point of productivity. Transshipment at Portland or Astoria of wheat and wool cargoes designed for ocean transportation will of course make a big increase in the exports of these shipping centers.

The two most important tributaries of the Columbia in Oregon are the Des Chutes and Willamette Rivers, the former is paralleled by rail lines penetrating into the central Oregon country, where lies much government land which is still open to entry. The great timber belt of the Des Chutes begins at Bend, Ore., and extends nearly to the California line. The Willamette drains the valley of that name—a district about the same size as Belgium but having less than one-tenth the population of that country. It is rich in undeveloped opportunities.

The object of the Dalles-Celilo Canal is to make possible all-water transportation from the upper Columbia basin to the ocean. The canal, which is on the Oregon side of the Columbia, parallels the river for eight and one-half miles, taking the place of the old Portage railway and offering a passageway around natural barriers in the river between the towns of Celilo and The Dalles. It makes unnecessary transshipment by rail around the obstacles in the way of navigation.

With the completion of the canal the Columbia River and its tributaries will have approximately 2136 miles of water navigable for river craft, most of which lies in the United States.

From the head of Priest Rapids, the present head of navigation on the Columbia, to Arrowhead Landing, a distance of 488 miles, there is 255 miles of navigable river, 113 navigable at favorable stages and only 11 miles considered unnavigable. The Columbia is navigable for deep-draft, ocean-going vessels as far as Vancouver, Wash., 106 miles from the sea, and for lighter-draft ocean vessels 40 miles further. Above Bonneville, Ore., navigation is limited to river steamers of eight-foot draft and above The Dalles to Priest Rapids on the Columbia and Lewiston on the Snake only light-draft steamers can be used.

The water in the new canal will have a

depth of eight feet at low water and as much as 14½ feet before the locks at Celilo and Ten Mile rapids are necessary. The locks are located in solid rock and lined with concrete.

The gates are of steel. The principal of the five locks is at Big Eddy, where three gates form tandem locks, which give a lift of 70 feet in the 90-foot rise that the canal overcomes. Other locks are at Celilo Falls, Ten-Mile rapids and Five-Mile rapids. The locks are 45 feet in width and 300 feet in length. Eight passing basins have been constructed to allow boats going in opposite directions to pass one another and nine steel swing bridges cross the waterway. The canal had to be drilled out of solid rock for half of its length, and is lined with concrete where it cuts through sand and gravel.

Actual construction work on the canal began in October, 1905, under contract. Appropriations were made by Congress and contracts let for different sections of the work until 1910, when \$600,000 was set aside with a view to its completion under the supervision of government engineers within six years.

The construction of the canal has involved the removal of about 1,300,000 yards of solid rock and 1,500,000 cubic yards of sand and gravel; and the use of 120,000 yards of concrete masonry, 60,000 cubic yards of reinforced concrete linings and 3,000,000 pounds of metal work.

The estimated cost of the canal is \$4,845,000, the method of handling the work under government engineers having proved more economical than the original plan of letting out the excavation and construction work under contract. Maj. Jay J. Morrow has been the supervising engineer in charge, with Captain H. H. Robert on the ground at the canal from 1910 to May, 1913, and Captain T. H. Dillon after the latter date.

That the opening of the upper Columbia and its tributaries to navigation, taken in conjunction with the impetus given to water transportation by the Panama Canal, must inevitably result in the rapid building up of the great inland empire is the confident expectation of all who are familiar with the undeveloped resources of the region and the importance of cheap transportation as a factor in the working out of the problem of development.

It is estimated that with the completion of the canal, wheat can be transported from the Walla Walla district to tidewater for \$1.25 per ton, the present rate being \$2.75 per ton. With the construction of highways from the wheat country to the river, and the building of wharves at convenient points, the river will bring in a new era of transportation in the Northwest.

The bulk of the traffic which is produced throughout the Columbia basin has always been, and will probably continue to be, lumber, grain and grain products, nearly all of which finds a market either on the Pacific or Atlantic seaboard. Hence the added importance of the development of water transportation.

Statistics show that for the calendar year of 1914 the port of Portland received from the inland empire 21,281,000 bushels of wheat. Receipts of flour during the year were 5,158,800 bushels. Barley receipts from the same source were 82,880 tons and oats 45,400 tons.

With the deepening of the Columbia bar and the river, conditions are, in the judgment of shipping authorities, entirely pro-

pitious for the building up of a wonderful water-borne commerce, which shall contribute to the success of all the communities along the great waterway. In anticipation of this increased activity all of the cities which expect to benefit by the growth in traffic are spending money liberally in order to be prepared for their opportunity when it comes.

The port of Portland has spent upward of \$4,000,000 in the removal of shoals and the construction of shipping facilities in order to make the most of the added millions which the Federal Government has spent in opening a 30-foot channel from Portland to the sea. The port of Astoria is also spending large amounts in the construction of seawalls and municipal piers and warehouses, while the Hill lines are building up an important terminal at Flavel, three miles below Astoria, to operate in connection with their new line of coastwise passenger steamers.

Simultaneously with this activity there has been a marked increase throughout the whole of the Columbia region of interest in and provision for the construction of new highways, indicating an awakened consciousness of the necessity and importance of transportation facilities to a section of the country which is just now coming into its own.

JAPANESE WHALERS.

Many of the Japanese whalers are most expert and daring men. After a whale has been cornered, harpooned, and is slowly giving out from exhaustion, the nimble expert of the whaling crew must prove his mettle. The skilled Jap, after jumping upon the animal's back and cutting two gashes in the head, one on either side, through which a rope must be run, and tied, cannot always perform his work in one trial. Often the animal makes a deep dive. But the little Jap must hold fast to his quarry, and dive also, trusting to the fates that his own air supply in his lungs will last as long as that of the whale's. The Jap is safer from being drowned than from being crushed by the infuriated animal's tail. If the little Jap lets go, it usually means his death—so he hangs on to the diving quarry. Frequently these whalers lose their lives from drowning, but the members of their crew look upon this misfortune with something of a fatalistic regard.

But the main business in hand is the capture of the whale. As the fight progresses, and the maddened, frightened mammal grows weaker and, finally, is dying, the boat crews row closer to the body and pray for the ease of his departing spirit. Members of the crew will call out the words, "Joraku! Joraku! Joraku!" and on the third day after the mammal has been hauled ashore a service is held and prayers offered for the animal's future contentment of spirit. As soon as the animal has been towed to the shore line he is cut up, the Japs making huge excavations and penetrating inside the animal's body as though entering a mine shaft or gallery, and eventually making their exit all covered with blood. It is a gruesome sight, but is looked upon purely as a matter of course among the Jap whalers.

Demand the union label upon all purchases!

THE PRIBILOF ISLANDS.

On February 17 the Secretary of Commerce transmitted to the Speaker of the House of Representatives report of the scientific assistants of the Bureau of Fisheries on the Fur Seals and Other Life on the Pribilof Islands in 1914, sending with it the following communication to the Speaker:

"I transmit herewith for the information of Congress a report of Wilfred H. Os-good, Edward A. Preble, and George H. Parker, scientific assistants of the Bureau of Fisheries, on the fur seals and other life on the Pribilof Islands in 1914.

"When the present Administration took charge it found in full force and vigor the existing law providing for a closed season for the seal herd belonging to the United States on the Pribilof Islands. This law was approved August 24, 1912, effective immediately, and will expire by its own limitation August 24, 1917.

"The Department has felt that it had two duties in this important matter. The first was to enforce the law in letter and in spirit and this has been done. The second was to ascertain from unprejudiced and dispassionate sources the effects of the law and to inform Congress about them as fully as possible. This is now done.

"In view of the sharp controversy that has existed on the subject of the fur seal herd it was deemed necessary that the persons selected by the Bureau of Fisheries as scientific assistants to study this problem should be persons who were free from all previous connection with the subject but who were qualified by training and experience to determine and present the facts. It was required also that they should be severally qualified to carry on as separate individuals the particular lines of scientific study necessary to a full understanding of the problem.

"Under these circumstances the president of the National Academy of Sciences, the secretary of the Smithsonian Institution, and the Secretary of Agriculture were requested to make nominations of persons who might be temporarily employed for the purpose. The National Academy of Sciences nominated Prof. George H. Parker, of Harvard University, Cambridge, Mass.; the secretary of the Smithsonian Institution nominated Mr. Wilfred H. Os-good, of the Field Museum of National History, Chicago, Ill., and the Secretary of Agriculture nominated Mr. Edward A. Preble, of the Bureau of Biological Survey, Department of Agriculture. The three persons named were selected by the Department of Commerce and employed by the Bureau of Fisheries as temporary scientific assistants, and were instructed to proceed to the Pribilof Islands, there to ascertain the facts and to submit them to the Department for transmission to Congress. Full details are found in the attached report.

"As Great Britain, through the Dominion of Canada, and Japan are financially interested in the American seal herd under the terms of the treaty abolishing pelagic sealing, these countries also of their own motion arranged to send representatives to the Pribilof Islands in 1914, and two experts from Canada and one from Japan visited the islands while our own inquiry

was progressing. The facts concerning this matter appear in full in the report.

"The report is accompanied by three large traced maps of the Pribilof Islands, of which blue prints have been taken for the records of the Department, and by 21 smaller maps illustrating the report in detail.

"The purpose of the Department has been to provide Congress with an unbiased statement of the actual facts to assist it in the preparation of such further legislation, if any, as it may deem wise to enact. It is my earnest hope that this has been accomplished."

The report referred to has been ordered printed as a Senate document. Copies can be obtained from the Superintendent of Documents at a nominal price.

BUILDING BOATS FOR U. S.

Consul General Thomas Sammons, Shanghai, writes that the Shanghai Dock and Engineering Company is building the largest vessel ever constructed at its yards—a \$372,000 steel collier for the United States Government, to be used in the Philippine Islands. The dimensions of this vessel are as follows: length, 362 feet; breadth, 50 feet; depth, 26 feet. The capacity of the collier is 6,000 tons and the vessel is fitted with single-screw auxiliary machinery, patent coal-bunkering elevators, and automatic weighing machines. This shipbuilding company has a capital stock of about \$5,500,000, and has been paying 6 per cent. dividends thereon. The Chinese mechanics employed are quite satisfactory and receive 50 cents per day, while the ordinary coolie receives approximately \$3.50 per month. As the result of cheap and comparatively efficient labor this company has been able to compete successfully with Japanese shipbuilding concerns in bidding for independent shipbuilding contracts throughout the Far East. During the present year the company erected two shallow-draft gunboats, the "Monocacy" and "Palos," for use by the United States Navy Department on the upper Yangtse River. The dimensions of these gunboats are as follows: length, 165 feet; breadth, 24½ feet; draft, 2½ feet. These vessels are the first of this type to be utilized by the United States Government for the purpose stated. The vessels were originally built at the Mare Island Navy Yard and afterwards dismantled and shipped to Shanghai and assembled by the Shanghai Dock and Engineering Company.

THE STORY OF THE CENSUS.

The Bureau of the Census has just issued an interesting little pamphlet, "The Story of the Census," in which is given a brief historical sketch of the inception and growth of the Federal census from its beginning in 1790 down to the present time, together with a description of the organization of the Bureau and the scope of its work. A few statistics relating to the various lines of inquiry conducted by the Bureau are included, as well as a considerable number of illustrations, principally in the form of diagrams presenting graphically certain of the most significant census results. Anyone desiring a copy of this 36-page publication can obtain it by addressing the Director of the Census, Washington, D. C.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street Telephone South 240.
ASHTABULA, O.	21 High Street Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.	Toledo, O.
Cleveland, O.	North Tonawanda, N. Y.
Milwaukee, Wis.	Superior, Wis.
Ashtabula, O.	Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the advance made relative to vacations. General President Tobin of the International Brotherhood, who assisted in the negotiations, said:

"I believe that we are the first organization that has a signed agreement, recognizing the right of the workingman to a vacation with salary. Our argument with the employers was that the working man needed a rest for the purpose of conserving the human frame just as much as the banker, broker or high salaried officer, and because of the splendid condition of this union of milk wagon drivers we were successful in getting the employers to accept our viewpoint."

THE CALIFORNIA LEGISLATURE.

(Contributed by the State Federation of Labor.)

There seems to be more or less pronounced opinion among the working people of California that the session of the Legislature just closed has been reactionary in thought and deed. This is far from the truth; and a mere reference to the principal labor and humanitarian measures approved at this session will clearly demonstrate the falsity of such opinion.

It is true that in a comparison of results achieved this session can hardly be placed in the same class with the sessions of 1911 and 1913. When compared, however, with the sessions prior to 1911, the 1915 session immediately takes a front seat. In other words, Labor in California never received anything "big" or "worth while" at the hands of the lawmakers until the thirty-ninth session. Remarkable progress has been made ever since and the forty-first session has contributed its share—a weighty and substantial share when we consider the present general trend toward reaction, particularly noticeable in the legislative halls, from Albany, N. Y., to Olympia, Wash.

As in previous years the State Federation of Labor will compile and publish a comprehensive legislative report as soon as all measures now in the hands of the Governor have been definitely disposed of.

This report serves the purpose of supplying advance information upon the net results of Labor's efforts at the forty-first session of the California Legislature.

What Labor Got.

1. A better Workmen's Compensation Act (first) by having the law apply to occupational diseases as well as to industrial accidents. (Second) by removing the ninety-day limit from the time in which employers are required to furnish medical and surgical treatment.

2. Removal of the "property qualification" of jurors. This will make it possible to select jurors from all classes of people regardless of their "tax paying" abilities.

3. A \$40,000 appropriation for University Extension work. This is the first time the California Legislature appropriated funds for the specific purpose of bringing the great work of our State University into the homes of the working people.

4. A \$50,000 appropriation for Free State Employment Bureaus under the control of the State Labor Commissioner. Also a law placing a maximum upon the fees collected from the working people by private employment agencies. Also new legislation

giving the Labor Commissioner further power to regulate and supervise private employment agencies.

5. An improved Child Labor Law; raising the age limit of dangerous occupations, prohibiting children under ten years of age from engaging in street trades, and making other minor improvements.

6. A semi-monthly payday law. Not as far-reaching as it should be, but a good beginning.

7. An improved Labor camp inspection law, and a \$10,000 appropriation for its enforcement under the Immigration and Housing Commission.

8. A new law providing for the prompt Payment of Wages. This legislation became necessary when the present law upon that subject was declared unconstitutional.

9. A law providing for State supervision of tenement and lodging house inspection. Heretofore this subject has been left entirely to the various counties and municipalities, as a result of which policy there was neither regulation nor inspection in many sections of the State.

10. A law creating the office of "Public Defender" in each county at the discretion of the respective boards of supervisors.

11. An improved law definitely prohibiting the issuance of coupons, scrip or other non-negotiable paper or checks, for wages to become due; the present law applies only to wages already due. Also a law prohibiting managers, superintendents and foremen from accepting fees or "presents" from employees; the present law covers only the employer and not his representatives.

12. A law giving labor unions further protection in the use of their labels by making misrepresentation or imitation of labels a misdemeanor.

13. A law placing under the jurisdiction of the Railroad Commission or the Industrial Accident Commission every employer who makes deductions from the worker's pay envelope for so-called "hospital service." Also providing that funds thus collected shall be used exclusively for that purpose.

14. A law regulating Private Detective Agencies and requiring a bond of \$2000. Also a law regulating the treatment of prisoners or persons in the hands of the authorities; commonly known as the bill "to abolish the third degree."

15. An anti-usury law. Limiting the rate of interest which may be legally charged by pawnshops and others. This represents the first real effort in California to curb the pernicious activities of the loan shark.

What Labor Did Not Get.

An Anti-Injunction law; a jury trial for alleged contempt of court, and a definite and clear-cut recognition by law that "Labor is not a commodity or an article of commerce."

Certain desirable and necessary amendments to the Workman's Compensation Act; (first) to reduce the waiting period; (second) to give to the injured workman the privilege of selecting his own physician or surgeon.

An "enforceable" law providing for one day's rest in seven.

An anti-alien law without the leasing clause.

A law protecting the lives and lungs of

longshoremen from the deadly cement dust.

A miner's "collar to collar" eight-hour law.

Also a number of meritorious measures in behalf of the butchers, barbers, bakers, etc.

"Put Over" Despite the Protest of Labor.

Meeks-Owen Convict Labor Law. Authorizing the employment of convict labor in the construction of the State Highways.

A Constitutional Amendment was submitted to a vote of the people aiming to lengthen the terms of Superior Judges from six to twelve years.

LIGHTHOUSES TO LIVE IN.

By a curious coincidence no fewer than three lighthouses have come on the market almost simultaneously as "desirable villa residences." Two of these are at Portland Bill, and the other is at the South Foreland, Dover. "Quite a pleasant bijou residence," says the Dover correspondent of the London Daily Mail, "has been made of the abandoned Lower Lighthouse at the South Foreland. The principal difficulty was the question of utilizing the lantern room, for I was informed recently that Trinity House stipulated that the tenant should never have a light in the lantern house unless a thick green curtain is placed over all the glass. The object, of course, is to prevent any mistake in the lights by shipping. The lantern room has been fitted up as a study and library. The rooms below, which were used by the chief lighthouse man, are not high pitched, but with alterations that have been made the proprietor of the lighthouse has a pleasant residence of the bungalow order." In the other cases, by the erection of the splendid new lighthouse on Portland Bill the Corporation of Trinity House has found itself with two old lighthouses, locally known as the Higher and Lower Lighthouses, on its hands. A Weymouth firm of auctioneers has now received instructions to offer the two buildings for sale by auction early in February. Both stand in small compounds, enclosed by substantial stone walls, and there are two keepers' houses attached to each, with long passages communicating with the tower. According to the auctioneers, they are "most substantially erected, and capable, with a small outlay, of being converted into bungalow residences, the situation being exceptionally charming and the healthiest along the seacoast." These two lighthouses were built in 1869, and the High Light replaced an edifice which was built by Trinity House in 1789.

ARRESTING THE "ENEMY."

A young British officer in charge of a remote station in South Africa received from his superior officer at the base, some time in August, this message: "War has been declared. Arrest all enemy aliens in your district."

Promptly the superior officer received this reply: "Have arrested seven Germans, four Russians, two Frenchmen, five Italians, two Roumanians and an American. Please say who we're at war with."

For fair products of all kinds consult the JOURNAL's ad columns.

LOSS OF THE "GULFLIGHT."

The American steamer "Gulflight," owned by the Gulf Refining Company, was torpedoed off the Scilly Isles on May 1. She was bound for Rouen, France, having sailed from Port Arthur, Texas, on April 10. It appears that she was torpedoed at noon on Saturday, and that the vessel, in a disabled condition, was towed to Crow Sound and beached, her officers and all but two of her crew having been taken off in small boats. The ship was built at Camden, N. J., in 1914, with a length of 383 feet, a beam of 51 feet and a depth of 30 feet. She was equipped with wireless telegraphy apparatus. The United States war risk bureau carried no insurance on the vessel.

Information obtained from survivors is to the effect that the "Gulflight" was flying the American flag when attacked and that she was torpedoed without warning. A member of the crew was quoted as saying that the "Gulflight" was being guided toward Havre by two British patrol boats, which, however, were well ahead of their charge. At 12:45 p. m. the second mate and the quartermaster sighted a submarine a mile and a half off the port bow, the American ship being then 15 miles southwest of Bishop Rock. The submarine flew no colors. Being ignorant of the character of the craft, the "Gulflight" proceeded on her course. Soon the submarine disappeared. Twenty-five minutes later the "Gulflight" was struck on the starboard side. The torpedo hit just aft of the forecabin and pierced an oil tank. Nothing was seen of the submarine at the time the torpedo was fired or afterward. In the excitement following the attack two of the crew jumped overboard and were lost. One was the wireless operator. Both were Americans. Two boats were lowered into the water, which was overspread with oil. The patrol boats came to their assistance, and one, the trawler "Iago," took the "Gulflight" crew on board. The captain of the "Gulflight" passed away the following morning. Thirty-six men, all told, were carried by the vessel; two of them were Swedes, one Dane, the remainder Americans.

"Jim" Larkin of Dublin, Ireland, president of the Transport and General Workers' Union, who has achieved more or less fame as a labor leader, is coming West and will be in San Francisco the first days of June. Larkin came into prominence during the recent disastrous Dublin strike and lockout of dock workers. His conduct of the labor forces during that struggle brought him afoul of the law and he was sentenced to a long term of imprisonment. The sentence, however, was never served, the British Government granting him a full pardon when the labor vote protested against the verdict at the polls. Another encounter with the British Government came when Larkin's paper, "The Irish Worker," the official weekly organ of the Dublin Labor Party, was suppressed on December 6, 1914, its printing rooms having been dismantled and the presses seized. Since the war began, its editorial policy had been fiercely national and equally fiercely anti-recruiting and anti-imperialistic. Editor Larkin advocated that the place for Irish workers was not in the trenches, murdering or being murdered—a policy with which few labor writers will disagree. He is now preaching the same gospel throughout this country.

"CREATING" A CONDITION.

(Continued from Page 7.)

the standard set. Give the men an opportunity to know that the law will be obeyed and they will gladly sail and await the time when it will be in force. Give to the men such treatment as is given to other human beings; let them receive visits at their homes—the vessel is the seaman's home while he is in her—from any persons whom the seaman wants to see. He can then be advised about the law, what he will have to know and do and there will be no difficulty about putting the law into effect. The shipowner on the Atlantic strictly forbids "visiting" on the vessel except to such persons as are in the good graces of the shipowner. He gives no thought to the possibility that the men on the vessels may not want to see the kind of men to whom the shipowner gives the permit.

There is no difficulty about the crimps and boarding masters going on the vessels; they always were welcome; they are welcome now and they are welcome for good and sufficient reasons. If they have not the men around waiting to be employed they send a requisition to some other country. Usually the men are not seamen; they cannot understand the language of the officers; but that does not make any difference; they are willing to take the wages offered and they can be depended upon at least for a time to endure the conditions imposed.

The Seamen's Act was passed to wipe out that kind of condition. Of course the crimps do not like it; there are also a few shipowners who do not like it and they are doing what they can to make it "appear" impractical.

They are making a mistake, to be sure. For there are shipowners who have no sympathy with such policy and it is to be hoped that all of them will soon see the error of the policy; but if they do not, the law will finally compel them to make the necessary change.

All they can accomplish by filling the Atlantic coast with incompetent men is, at the worst, to bring the standard down for the time being. If they really believe that Congress will change the law to please them before it has been given a fair trial they are surely very much mistaken.

They tried the same game with the officers' law, passed in the 62d Congress. They said they could not get the men who were needed to carry out the law; but they were made to understand that they would be compelled to pay the fines and they found the men very shortly.

We have gone to them in perfect good faith, offering to assist them free of charge in getting the right kind of men—men up to the standard set for skill and language—but so far they have refused. I do not believe that all of them will continue to refuse; I believe that some of them will consent to carry the kind of men the law requires, and when they do they will find that the new law is a blessing—even to the shipowner. This was just what happened when Congress in 1898 passed the law abolishing involuntary servitude in the coastwise trade and the trade to nearby foreign countries. Of course, now as then, there will be some grafters who will lose their particular graft, but that cannot be prevented.

There is another story reported from the Atlantic to the effect that the passenger shipowners are going to quit carrying passengers when this law goes into force. The gist of this story is that the Atlantic companies were trying to get the shipowners in other parts of the country with them in this policy; but lately little has been heard of this.

The shipowners had better give us seamen an example in "obedience to law."

The United States is by far the largest copper producer in the world; in fact, we produce more than all the rest of the world together. The growth of the copper industry in the United States has been notable, according to figures compiled by the United States Geological Survey. In 1845 the production was 224,000 pounds; in 1913 it was 1,224,484,098 pounds. The total production of the United States from 1850 to 1913 was 18,857,476,910 pounds.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Gov. Brumbaugh of Pennsylvania has signed a bill which doubles the number of factory inspectors in that State. Under the new law there will be 100 of these officials.

Panama is suffering from a surplus of immigrants arriving there in the expectation of getting work on the canal, according to advices received at the State department. Accordingly the Panama government has passed a law requiring incoming third-class passengers to deposit the sum of \$30 in gold pending the presentation of proof that they have obtained permanent employment.

Sir Courtenay W. Bennett, British Consul General at New York City, says his office has no knowledge of reported requests for workingmen to be sent by this country to Great Britain to take the places in industrial establishments of those who are at the front. The Consul General says he has been deluged with inquiries, but that he knows nothing of the proposed arrangements.

A financial report just issued by the International Cigarmakers' Union, refutes the charge that trade unions are merely "strike machines." The total benefits paid during 1914 were \$606,422.27. The grand total benefits paid in thirty-five years and two months were \$11,954,071.57. The yearly cost per member for these benefits necessarily varies. Last year the charge was \$13.08½, or \$1.09 a month.

During the past year the number of accidents in Wisconsin has decreased from 30 to 60 per cent., largely through the guarding of dangerous machinery, reports the Wisconsin Industrial Commission. It is stated that during the last fourteen months 21,374 accidents causing disability for more than one week occurred in the 10,000 factories and workshops in Wisconsin, costing in compensation for loss of wages and for medical and hospital attendance \$1,936,000.

The Washington State Supreme Court has sustained a Tacoma court in refusing to continue a temporary injunction against the Typographical Union of that city. The order was issued last year on the request of a company the typos were attempting to unionize. The workers combated the injunction, which the court, after hearing the evidence, refused to continue. The company carried the case to the Supreme Court, which has sustained the lower court and assessed all costs on appellants.

Ex-Congressman Littlefield of Maine died in New York last week as the result of an operation. Deceased was the first public official to feel the opposition of the American Federation of Labor, after it agreed, in 1906, to more vigorously apply its political policy of defeating its enemies. In the Maine elections of that year Littlefield's vote for Congress was reduced from 5419 in 1904 to less than 1000, despite all the power a friendly national administration could throw into his district. President Gompers personally led the anti-Littlefield campaign. As a result of the election the following Congress defeated a bill abolishing compulsory pilotage of vessels in and out of harbors. This measure was favored by the deceased Congressman, who resigned his seat shortly afterward.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.	Lewis, Geo. H.
Andersen, A. -1797	Lersten, John
Anderson, J. -330	Larson, H. -1677
Anderson, M. -1894	Madsen, Johannes
Arbuckle, D.	Meyerdeiriks, H.
Arceneane, James	McWhirter, James
Bekker, Geo.	McPherson, James
Bishop, Patrick	Miller, Ben
Brynnulfson, Halvor	Moen, Robert
Berg, Vilhelm	Moen, Tryger
Bucknam, Jack	Muier, J.
Bentlett, H. N.	Monroe, Wallace
Christensen, Trygve	Mikkelsen, K. -1620
Carlson, Adolf M.	Nickerson, Arthur
Coakley, J.	D. Nas, John
Eaton, I. N.	Nas, H.
Erlandsen, Louis	Nordenberg, J.
Evangner, Nils	Olson, Hans
Elsted, John	Olson, E. -966
Framnes, Iver	Olsen, Harald
Gustafson, Taervo	Olsen, Petter
Granqvist, O. A.	Petersen, Carl M.
Gustafson, K. J.	Pedersen, Anton
Hansen, Oscar	Pertson, J.
Hansen, W.	Pedersen, F. A.
Hansen, H. T.	Pettersen, Conrad
Herman, Axel	Quigley, R. E.
Hughes, W.	Reinink, H.
Haltberg, E.	Rieck, F.
Iversen, Ole	Sarger, E.
Jahnke, Otto	Sorensen, Geo.
Jensen, Hans -2014	Staff, K. O.
Jones, James J.	Stolsvik, John
Johnson, Andrew	Strasdin, A. W.
Jansewitz, John	Swanson, John -1331
Jacobsen, Torngils	Samuelsen, W. L.
Johansen, Ole	-1346
Johnson, C. W. -64	Saxley, C. H.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Jegstrop, H.	Simmonds, A. E.
K. J. King, Jacob	Smith, T. Alv.
Kuschert, John	Thersen, Johannes
Kruse, R.	Tornqvist, H.
Larsen, Kirsten	Thomsen, R.
Larson, E. G.	Tullfisen, Hans
Larsen, John	Travers, John E.
Livingston, E. J.	Wilen, Toivo
Louis, Jimmy	Wickstrom, A.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND

REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO, CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John	Metts, John
Allan, Frank	Mathassen, Sigurd
Anderson, W.	Moller, L. D.
Bjorkholm, J. E.	McConnell, David S.
Bernhardsen, Chas.	Marx, Hhorwald
Beck, Johannes A.	Meckermann, Ernst
Bugge, Mr.	Meyerdierck, Heinrich
Christensen, Otto	Moller, L.
Cherniassky, Mike	Meyer, Chas.
Christensen, H. P.	Neuling, Albert
Decas, Herald	Ohlson, J. W.
Dolans, Willie	Oleson, J. W.
Dully, Alex	Olsen, Wm. A.
Erman, A.	Olsen, Oscar
Egenas, Nils	Olsen, John An-
Edstrom, John	Olsen, Arthur
Engstrom, Richard	Peterson, M.
Elisen, Sam	Peterson, P. G.
Felsh, Henry	Perssons, Oscar
Gasch, Willy	Palmer, Jas. H.
Gunther, John	Pensgaard, Emil
Holm, Peter	Rod, Halfdan
Hellman, Albin	Reyborg, S.
Helenius, Oskar	Rimmer, Chas.
Holm, Aage	Rasmussen, B. S.
Hendrikson, Wm.	Rasmussen, Thor
Handt, Wm.	Staff, Fred
Henriks, Waldemar	Svenningsen, S.
Johansen, Christ	Schmidt, Louis
Johnson, Nils	Scott, James
Johansen, Anton	Salvesen, S.
Jensen, V.	Saarinens, W.
Jahnke, Otto	Solberg, P.
King, J. L.	Smedsvig, Andrew
Kermagoret, Antach	Simens, O. L.
Kelly, Patric	Stuardahl, J.
Kjer, Mangus	Swansen, John
Knudsen, Richard E.	Snyder, Jack
Keane, M.	Tamford, B. A.
Luckman, E.	Tasnase, E.
Lorins, Jack	Tully, A.
La Boyle, M.	Tuhkanen, J. J.
Lyle, Alex.	Urvso, Geozep
Morgan, Tim	Wickman, Ernest
McLellan, John	White, Harry
Muenchemeier, Her-	Walter, John
bert	Westengren, C. W.
Muller, P.	Welsen, John
Mathson, Nils	Wilson, R.

Aberdeen, Wash., Letter List.

Andersen, -1172	Munsen, Fred
Andersen, -1776	Nordgren, Chas.
Andersen, Andrew H.	Peterson, Axel
Andersen, -1118	Pettersen, Karl
Arnell, John	Petersen, J.
Batchall, Alex	Peterson, Nels
Bowen, J. J.	Rundblad, Oscar
Carlson, Sven	Slattery, Wm.
de Lange, Ingolf	Schmidt, Heinrich
Ellefsen, Otto	Simensen, Isak
Eriksson, -333	Scheftner, Bernhard
Evensen, Krist	Thomsen, Th.
Forde, S. C.	Toves, H. C.
Gromos, Oswald	Thorne, John
Guano, Pierre	Thompson, S. K.
Hansen, Ove Max	Uahv, Harold
Hvid, Einer	Walder, Olsen N.
Hylander, Gustaf	Packages.
Jacobson, Arthur	Glazer, Y.
Johansen, Hans	Gorgensen, Olaf
Katz, V. J.	Hansen, John
Latz, K.	MacGuire, O. F.
Malm, Gust	Stanners, W. R.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION



DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

Headquarters for
UNION MADE GOODS
Clothing, Furnishing Goods
Boots, Shoes, Hats, Etc.
ALEXANDER'S WHITE HOUSE
401 East Heron St., Aberdeen, Wash.

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Home News.

In 12 months ended May 1, 877
merchant vessels were built and offi-
cially numbered in United States.
Gross tonnage of these ships was
179,450.

Ten thousand dollars has been con-
tributed anonymously for use by the
American Red Cross. This is the
largest anonymous gift ever received
by the Red Cross. The money was
deposited with a Philadelphia bank.

Sixty women lawyers of Chicago
have placed their services at the dis-
posal of Judge Heap, of the munic-
ipal court, who is privileged to call
any of them to defend girls brought
before him. This action followed
the decision of prominent men law-
yers who volunteered to defend poor
boys brought before Judge Dolan in
the boys' branch of the same court.

At the closing session of the New
Jersey Legislature a bill was passed
fixing Tuesday, October 19, the date
for a special election to pass upon
these three proposed Constitutional
Amendments: Woman suffrage, ex-
cess condemnation of lands for pub-
lic purposes and an easier method of
amending the State constitution. The
railroads failed in their attempt to
repeal the full crew law.

The New York Legislature has
adjourned without passing an amend-
ment to the Cannery bill, permitting
women and minors to work more
than sixty hours a week. The bill
passed both Houses, but Gov. Whit-
man refused to sign it because of
State-wide protests of trade union-
ists and sympathizers. Advocates
of the long work week failed to in-
duce opponents to accept a com-
promise measure.

By placing in position the gates
of lock 17 on the Warrior River, the
Government's \$12,000,000 project offi-
cially was declared completed. There
was no official ceremony. The com-
pletion of the lock system of the
river, it is estimated, will insure six
feet of water from Sanders Ferry
to Mobile, a distance of 500 miles,
and permit the development of vast
resources of lumber in the northern
part of Alabama by barge traffic.

The Russian government, it is re-
ported, is in the market of the
United States for the purchase of
steel rails and railroad equipment
for the construction of lines to open
up two new ports in the north, near
Archangel. There is current talk of
an inquiry for as much as 1,000,000
tons. While steel men are disposed
to question this figure, it is known
that negotiations are going on be-
tween representatives of the Rus-
sian government and steel company
officials in New York which are ex-
pected to result in orders for at least
100,000 tons within a comparatively
short time.

The Bureau of Labor Statistics of
the Department of Labor estimates
that 398,000 wage earners in New
York, out of a total of 2,455,000,
were out of employment in Feb-
ruary, 1915. It is noted in the re-
port that the investigation was made
at a time when the building trades
and clothing trades are generally
slack. "It is greatly to be regret-
ted," says the report, "that no com-
parable figures of employment are
in existence which would permit a
comparison of the amount of unem-
ployment in New York City during
the winter of 1914-15 with the
amount of unemployment in other
years, other seasons, and other
places."

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Domestic and Naval.

The Liverpool firm, Messrs. Lamport & Holt, have announced their intention of paying a war risks bonus to their masters and officers, commensurate with their status, the master receiving £3 per month, and officers pro rata.

Owners of private aids to navigation lawfully maintained under the authority of the United States Light-house Service are now entitled to the protection against interference or obstruction afforded by law to Government aids. The law provides a penalty of a fine not exceeding \$500 for each offense, and each day during which the violation continues is considered a new offense.

The owners of the steamer "Wilhelmina," whose cargo was held by the British authorities, have been fully indemnified and have received not only the full value of the cargo at Hamburg war prices, which are more than double those at English ports, but have as well been compensated for the time lost while the ship was held up. It is understood that those interested in the "Wilhelmina's" cargo to the original extent of £36,000, have received approximately £86,000.

The Panama Canal collier "Ulysses," one of the largest colliers in the world, built by the Maryland Steel Co. at Sparrows Point, has been accepted by the Government. The official trial consisted of a series of speed and maneuvering tests under actual service conditions, the ship having on board about 12,500 tons of coal. On the speed tests the ship made 14.99 knots an hour, whereas only 14 knots were required. On the 24-hour continuous run at sea she made 14.55 knots and only 14 were required. The sister ship "Achilles" will be ready for her official test late in May or early in June.

Submarine "L-8," of the Lake type, which is now in course of construction at the Navy Yard, Portsmouth, N. H., will be the first submarine in the world to be equipped with the Edison battery. Work on the submarine "L-8," which is also the first submarine to be constructed by the navy itself, is progressing steadily, although it will probably require eight or nine months' more work before the vessel can be launched. The "L-8," it is reported unofficially, will have a cruising range on its surface engines of 2,500 miles and a total range of 2,650. It will carry six torpedoes, making a 32-knot speed, with a range of between 4,500 and 5,000 yards.

Following a decision recently handed down by Judge A. N. Hand of the U. S. District Court in the "Titanic" litigation, Judge Julius M. Mayer of the same court in an opinion filed April 19, allowed Gilbert M. Tucker, Jr., Malvina H. Cornell, Charlotte L. Appleton, May Futrelle and Hilda Mary Lacon to withdraw their claims in the courts here and sue the White Star Line in the English courts, on account of death claims resulting from the loss of the "Titanic." The advantage of taking these claims to England is that in case the White Star Line's right to a limitation of liability is upheld the claimants would get their pro rata share of about \$3,700,000, whereas under U. S. law liability would be limited to \$97,000, total value of the salvage.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery

Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aderman, Ernest	Anderson, A. -1447
Albrecht, Charles M.	Anderson, Ed
Allan, W.	Anderson, Ernst
Alverson, H. H.	Anderson, H. E.
Amundsen, Albert	Anderson, Henry
Andersen, A.	Anderson, Jon
Andersen, Alfred	Anderson, J. R.
Olaf	-1246
Andersen, A. S.	Andersson, O. L.
Andersen, C. -1823	-1363
Andersen, Chr. -1765	Annus, Alexander
Andersen, Gust -1109	Antonson, H. -1783
-1526	Azevedo, Manuel T.
Andersen, N. -1549	
Backmon, Paul	Boro, S. S.
Bakker, Haakon	Bowden, Chas.
Barz, Herman	Bowman, Jack
Bartelsen, Alf -1325	Brady, Jack
Baumann, A. O.	Brander, W.
Belling, Oskar	Brandt, Birger
Bellig, Paul	Bredemeyer, Elmer
Bendicksen, Nick	H.
Bensen, G. -1919	Brown, Thos.
Berghalm, Edward	Brusbard, E.
Bergman, E. Ivar	Bruun, Axel
Berklind, Gus	Bryning, Walter
Berlin, Werner	Buckley, J. J.
Bessesen, Olaf	Bunnett, E.
Beyerle, Rupert	Bye, Fernando
Bilke, E. -2049	Bygglin, Olva
Bjornsen, Conrad	Byglin, O. O.
Bodagh, A.	Byloff, Charles
Boers, M.	
Calson, Fred	Cellan, John
Campbell, George	Christensen, Erling
Campbell, S.	Christensen, Louis
Carey, Arthur L.	Christiansen, L. P.
Carl, Waldemar	Christensen, Otto
Carlson, Charles R.	Claus, Charles
Carlson, Martin	Clover, Hugo
Carlstrom, John	Constantinos, Lav
Carrila, Peter	Countedt, Ernest
Carter, J.	Crosigila, G.
Catt, Frederick	Curran, N.
Dahlkvist, Fred	Dehler, Fred
Dahlstrom, Axel	Denis, I.
Daniel, J. C.	Doyle, William
De Hayes, F.	Dracar, Ed.
Dehlen, Gus	
Earling, Gus	Erland, Oscar
Echlin, Lester W.	Erickson, Andrew
Edmann, Oscar	Erickson, E. R.
Edwardsen, Anton	Erickson, George
Elnardt, John	Eskildsen, L. B.
Ellassen, Sigurd	Evans, Stanley C.
Ellisen, Sam	Evansen, Martin
Ellingsen, Fred	
Ferguson, J.	Forshu, Alex.
Ferguson, Will	Franklin, John
Fitzgerald, Wm.	Fredricksen, M. W.
Fitzpatrick, Patrick	-532
Fjellman, Jonas	Fredriksen, F. M.
Follan, Thomas	
Gardan, Geo.	Gulbrandsen, An-
Gendo, G.	Gulbrandsen, Jens
Gerner, Hans	Gulliken, Amandus
Granstrom, Nestor	Gulman, C.
Greenbeck, John	Gumas, Nicholas
Griffith, Hugh B.	Gundersen, Andrew
Gronthal, Arthur	Gustavsen, Olaf
Haase, Frank	Hanson, Henrik
Halvorsen, Henry	Hauan, Karl
Halvorsen, Olaf	Haugen, H. C.
Hampel, Will	Havard, O.
Hansen, Adolf	Heldt, Charles F.
Hansen, Charles	Heiberger, M.
Hansen, Charlie	Helnaz, C. -2117
Hansen, H. C.	Helnen, H.
Hansen, Henry W.	Hermanson, Fritz
Hansen, M. -968	Hetman, Walter
Hansen, Martin	Hine, Jack
Hansen, Niels S.	Hogan, A.
Hansen, O. Rudolf	Holden, Nels
Hansen, Olaf	Hole, Sigurd
Hansen, Oscar	Hollen, Chr.
Hansen, Thomas	Holmquist, F.
-2383	Holst, R.
Hanson, August	Hoversen, Carl
Hanson, Charles G.	Hubner, Carl
Hanson, Gustaf	Hugen, Lars
Hanson, Harald	
Ikonem, Joe	Insunso, Francisco
Ingebreten, Olaf	Isberg, Wiktor
Jacobsen, Martin	Johannessen, Anthon
Jacobson, T.	Johansen, Axel H.
Jade, H.	Johansen, Carl J.
Jakobsen, Anders	Johansen, J. B.
Jamerson, J. E.	Johansen, Thos. W.
Jaroslinski, Felix	Johanson, J. -880
Jenkins, John R.	Johansson, Bernard
Jensen, Charles	Johansen, Walter
Jensen, Halford	Johnson, C. -2392
Jensen, Jens	Johnson, Carl
Jensen, Oskar	Johnson, E. G. -227

Johnson, Eric	Johnson, Peter
Johnson, Henry	Johnson, Robert
Johnson, John	Johnson, R. W.
Johnson, C. J.	Jones, Berthon
-1566	Jones, E.
Johnson, K. E.	Jordan, O.
Johnson, Louis	Junge, Heinrich
Kaure, P. Juhl	Kive, Karel
Kaleva, Gustaf	Klebingat, Fred
Kallias, August	Klemmsen, Adolf
Kallberg, Arvid	Knudsen, Daniel
Kampel, D.	Koch, Harry
Karlson, Charles	Kolk, M.
Karsten, Hugo	Koning, D.
Kearns, N.	Koso, Pet.
Kendahl, Chas.	Kristiansen, K. T.
Keptie, Charles	Kristiansen, Hans
Kinlock, Wm.	Kristiansen, Jakob
Laine, Axel V.	Leraen, Harry
Lane, Gus	Lewald, Harry A.
Larsen, A.	Lewis, Robt. W.
Larsen, Alfred	Lill, Charly
Larsen, George	Lindberg, W.
Larsen, John	Lindgren, Oscar
Larsen, Julius	Lindenau Ernst
Larsen, L. K.	Lindquist, August
Larsen, Louis	Lindroth, Carl
Larsen, Ludvig J.	Lindroth, Erik
Larsen, N. P.	Lorentsen, Karl
"Latimer"	Lundberg, Harry
Laursen, Chris.	Lundblad, Ernst
Lindelof, Gust	Lundgren, Colmar
Lean, H. W.	Lynch, James
MacAulay, Donald	
Macency, W.	Mattson, Harry
Madsen, Ludvig	Mattson, J.
Maen, Trygve	Mayes, Joel B.
Magee, E. H.	McCallum, Chas.
Manse, Peter	McLaughlin, M.
Marquardt, Robert	McLellan, John
Markmann, Heinr	Melander, G. L.
Marquels, Frank	Mertensen, Henry
Martensen, J. C.	Meyer, Ernest
-2191	Meyer, F.
Martin, A.	Meyers, Max
Martin, H.	Miller, James
Martin, J.	Milos, P.
Martinson, E.	Minner, Albert
Mathiasen, Sigurd	Moller, Louis
Mathiesen, N. L.	Moore, Albert
Mathsen, Ludwig	Mortensen, George
Matson, Maurice	Mrisas, Christian
Matta, Humberto	Muller, Herman
	Murphy, J.
Nagel, Adolf	
Nard, Karl F.	Niemela, John
Naumack, Fritz	Niemeyer, Oscar
Nielsen, H. F. -1195	Nilsen, Andreas
Nielsen, Robert	Nilsen, Emil
Nielsen, Ernest C.	Nilsen, Harry
Nelson, H.	Nilsen, Hjalmar
Nelson, Wm.	Nohr, Niels
Neuling, George	Nordstrom, B.
Neuman, Joseph	Nordstrom, J. E. V.
Nextrom, Aleck	Nordstrom, Viktor
Nicklas, M.	Nordman, Alex
Nicolaisen, Carl	Norman, Olaf
Nielsen, Edwin N.	Norris, N. A.
Nielsen, H. O. -1229	Norton, Edgar
Nielsen, Niels	Nurm, John -1151
Nielsen, Nils	Nyman, Axel
	Nyman, Oskar
O'Brien, R. F.	
O'Brien, Richard	Olsen, Oscar
O'Keefe, Ed	Olsen, Otto
Oleman, Henry	Olsen, Siegfried
Olofsson, M.	Olsen, Thos
Olsen, Carl -1315	Olsen, Tom
Olsen, Charles A.	Olson, Andrew
Olsen, E. W.	Olson, O. J. -542
Olsen, I.	Olson, P.
Olsen, Jens	Olsson, Eric
Olsen, Marinus	Olsson, Ernst
Olsen, Ole -1647	Olsson, James
Olsen, Ole 1283	Olsson, Carl
Olsen, O. P. -1141	Owen, Fred
Palm, P. A.	
Paulman, Geo.	Peterson, L. -1389
Paulsen, Aksel	Peterson, Mauritz
Paulsen, N.	Peterson, M.
Paulson, G.	Peterson, Niels
Pedersen, Carl A.	Peterson, Olaf -1595
Pedersen, Carl	Peterson, Tom
Pedersen, Charley	Petersen, Carl
Pedersen, Elfr	Pinkert, C. B.
Pedersen, Henrik	Plett, Herman
-1560	Plom, Charles
Pedersen, P. -896	Poknandt, H.
Pedersen, W. G.	Pommer, Jon
Petersen, Hennig	Publicatus, August
Petersen, J. A. -515	Punls, Antoni
Quigley, Robert E.	
Randropp, John	Quinn, R. C.
Rank, W.	
Rieck, Fredrick	Roberts, Frederick
Ries, Heinr	Rosenfeldt, A.
Reidinger, M.	Reyberg, Sverre
Reinhardt, Werner	Rimmer, C. M.
Reinink, H.	Ritter, R.
Riegel, Billy	Rudt, Walter
Roalsen, Fred	Rundquist, O.
	Ryan, James
Saari, J. A.	
Sanders, S.	Schultz, W.
Sanderson, Alfred	Schwenske, Karl
Sanne, Rudolf	Selbert, Gustav
Sandner, Paul	Seland, H.
Saunders, James	Sharkey, Tom
Schager, Ernest	Shiwalla, Jacob
Schantz, Harry	Silmons, Sigwart
Schneider, H.	Skellenn, A.
Schroder, Willy	Skorman, W.
	Snell, Adolph

Snider, G.	Stoff, Fred
Sonnenberg, J. C.	Strandquist, Louis
Sorensen, Anton	Sundberg, Charles
Sorensen, Ed.	Sundberg, K. K.
Sorensen, J. -2037	Sutherland, William
Spanas, Nick	Svensen, C. J.
Spanos, James	Svensson, Patrick
Stanton, Jimmy	Swanson, Gus
Stratten, H. B.	Swenson, T. H.
Steinfart, J. H. F.	-2055
Tamisar, P.	Thorsen, Rolf
Tayra, August	Tierney, Pat
Thee, Rudolf	Tompson, Charley
Thiem, Erwin	Tonnesen, A. C.
Thoren, Gus	Tonnesen, Trygve
Thoren, Victor	Traynor, John
Thoresen, C.	Trenkhahn, Martin
Udekull, C.	Ulmar, John
Ulla, Ole O.	
Vesgaard, Jens	Vogel, Gus
Viljanen, Arvo	
Waener, Wil	Werner, Charles
Wahl, Robert	Wesgaard, John
Wald, Olaf -1285	Weyer, Paul
Walker, Erick	White, Peter
Warner, Paul	Whitot, J.
Weatcroft, L.	Wilhelm, Ewald
Weber, Fred	Willman, Frank
Weikardstrom, J. E.	Wilson, Charles J.
-1140	Winnor, A. A.
Wells, Frank	Winther, Haakon
Weltz, Hill	Winton, J. A.
Werner, Arthur	Witchurll, Arthur
Yejata, Yrjo	
Zabel, Carl	Zweiberg, John
Zebbe, Gustav	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Matheson, A.
Anderson, Andrew	Nielsen, Hans F.
Athanasie, Michal	Olsen, Arne
Berling, J. B.	Olsen, Carl -1101
Carter, Sidney	Pedersen, Elfr
Ceehan, John	Penningsrud, Ludwik
Ellesen, Otto	Persson, Oscar
Evensen, Louis	Raasch, O.
Finnelly, Wm.	Rarly, Frans
Furth, Richard	Rathke, Reinhold
Hansen, Karl	Relursen, A. L.
Hansen, Marius	Silver, S. A.
Hansen, O.	Sorensen, Pete
Hansen, O. R.	Stradlin, A. W.
Hendricksen, Hag-	Swanson, Ben
bart	Tanum, H. -793
Iverson, Ivar	Thoren, V. A.
Jacobsen, Emil	Wakelv, R. E.
Johansen, Emil	Walters, Albert B.
Jorgensen, Oluf	Wurthman, W. L.
Klette, E. F.	

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO ST., near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION

TAILOR ON THE FRONT

'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-to-date. With all Latest Conveniences and Elevator Service. Rates: .25, .30 and .50 per day. \$1.25 per Week and up. Special rates for Housekeeping, Single or Connecting Rooms.
This Place Must Be Seen to Be Appreciated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks
WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

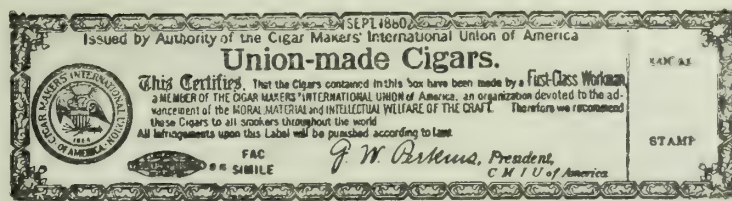
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON
Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more people, better and faster through the breakers, than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

Seaworthy Fishing Launch for Sale Cheap

Complete with Cabin and Beds
Address, Louis Kuhlmann, 59 Clay St., San Francisco, Cal.

INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.
5-13-14

News from Abroad.

An official statement shows that the Russian state savings-banks deposits for the month of February, 1915, during which time vodka has been banned, equal \$22,000,000, as compared with \$400,000 for February, 1914.

The British Postmaster-General has just made the interesting disclosure that British warships cut Germany's cables, thereby isolating her from the rest of the world, so far as direct cable communication is concerned, within four hours of the outbreak of hostilities.

Duval West, the personal representative of President Wilson, has had a long conference with General Zapata at Cuernavaca. This completes his interviews with the several Mexican commanders; and he will now return to Washington to make his report. Of the 5,000 foreigners in Tampico, most of whom are Americans, only 300 availed themselves of the privilege of returning to this country on a United States transport.

The French Government has taken under consideration a suggestion made by M. Leguales de Mezauban, president of the Shipowners' Association of Brittany, that the Minister of Marine replace each merchant vessel owned by the Allies and sunk by a German submarine by a vessel of corresponding size from the German merchantmen detained at French ports. There are now 278 such German vessels under detention in French ports.

It is announced from London that despite the German submarine warfare against British merchant ships, the first month's experience of the Board of Trade in operating its scheme for insuring officers and seamen of the mercantile marine against war risks has proved so satisfactory, that it has been decided to make a fifty per cent. reduction in the rates of the premiums charged. It is said that all six months' policies already issued will remain valid for one year.

Responsibility for detention of American cotton at Gibraltar bound for Switzerland is disclaimed by the British Government, whose representatives say the delay in forwarding shipments is due to lack of transportation facilities. Steamship lines running to Italian ports are said to have declined to convey Swiss owned cotton from Gibraltar to Italian ports on the ground that so many difficulties had been placed in the way of handling the cotton cargoes that the companies did not care to take the trade.

The Secretary for the Admiralty replying to a question in the British Parliament as to the special treatment of German submarine prisoners stated that they were not kept in solitary confinement but were allowed to exercise together, of course, being permitted to use the gymnasium. The dietary was the same as that of the ordinary war prisoners, but additional food was allowed from outside. Facilities were granted to write letters and receive parcels and to get German or English books, and they were not forced to undertake any labor unless they wished and the men were permitted to wait on the officers. In fact the only difference between the treatment of the submarine prisoners and the others is that the former are kept separate from the latter.

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Nell, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Ericksen, Earl	Saalmann
Ekeland, Will Hj.	Teraclson, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacoma, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasm's O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Will-	Starks, John
helm	Steln, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winipeg, Manitoba, Canada.

With the Wits.

Paw Knows Everything.

Willie—Paw, why are there no marriages in heaven?

Paw—So the bachelors won't be able to give the other fellows the laugh, my son.

Maw—Willie, you go to bed.—Cincinnati Enquirer.

The First Farewell.

"So you are going to make another tour?"

"Yes," replied the actor.

"But you advertised your previous engagement as a farewell occasion."

"It was one. We said goodbye to nearly a thousand dollars."—Washington Star.

What He Lacked.

It is related of a South American general, who was extremely well pleased with himself, that once when about to sally forth to a grand dance he surveyed himself contentedly in the mirror and then soliloquized thus:

"Ah! Thou hast all—bravery, wealth, position, good looks. Ah, what dost thou lack?"

Whereupon his orderly, who, unknown to the general, was close at hand, remarked:

"Sense, general, sense!"

Theoretical Activity.

"Lady," said Plodding Pete, "have you any wood you want chopped?"

"Yes, indeed!"

"How much?"

"There's about half a cord that you can start on."

"Thanky, ma'am. Could you lend me a lead pencil and a piece of paper?"

"Don't you want an ax?"

"No. I'm representin' the Association of Industrious Inspectors. The secretary wants me to turn in a report on how much woodchoppin' there is to be done in this township. It'll make a right interestin' paper to read at our next meetin', an' mebbe we can think up some way o' gettin' it chopped."—Washington Star.

Children's Accounts

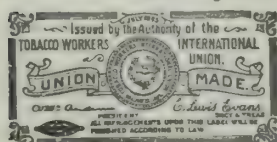
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL
is under the direct and personal supervision
of CAPTAIN HENRY TAYLOR and equip-
ped with all modern appliances to illustrate
and teach any branch of Navigation.

The class of teachers of Navigation in the
past have been those having simply a
knowledge of Navigation, and Navigation
only. Conditions have changed, and the
American seamen demand a man as a
teacher with higher attainments than one
who has only the limited ability of a sea-
man. The Principal of this School, keeping

this always in view, studied several years
the Maritime Law, and is now, in addition to being a thorough teacher of
Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School,
for no matter how ignorant the seaman may be, even in the rudiments of
common education, Captain Henry Taylor will teach and raise him from the
depths of ignorance to the height of the average well-informed man, and in a
comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's per-
sonal and undivided supervision,
pupils of this favorably known
school are taught all up-to-date re-
quirements for passing a successful
examination before the U. S. In-
spector. As only a limited number
of pupils will be accepted at one
time, delay and loss of time will
be avoided while preparing for ex-
amination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen
Pres. and Treas.

Hale's

Great 39th Anniversary SALE

Now offers
Thousands of
Dollars Worth of
Merchandise
UNDER PRICE



Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 37.

SAN FRANCISCO, WEDNESDAY, MAY 26, 1915.

Whole No. 2331.

FACTS VERSUS FICTION.

Some Timely Correspondence Upon the Fine Art of Misrepresentation.

There appears to be somewhat of a concerted effort among certain publications in this country to discredit the new Seamen's Act by deliberately spreading misinformation upon that legislation.

It is generally known, of course, that "spreading of misinformation" is a definitely established policy with a particular class of journalism. Another, constantly growing class of newspapers does not "deliberately" misinform the public. At least, newspapers in the latter group do not "manufacture" misinformation. They print it, however, and consciously or unconsciously help the insidious interests which are the only beneficiaries of such a policy.

In a recent issue, under the caption "More Valorous Ignorance," the Journal published in full a sample of the more vicious attacks upon the new Seamen's Act, together with a suitable and rather conclusive rejoinder by Andrew Furuseth. A subsequent issue of the same publication ("American Industries") would seem to indicate that others took the trouble to call the editor's attention to his sad and deplorable ignorance or, what is worse, to his wilful and inexcusable misrepresentation of plain facts. We quote from the current issue of the Manufacturers' organ:

Congressman Hardy Cites Facts.

"April 13th, 1915.

"To the Editor of American Industries:

"Sir:—I have read with pained interest your editorial in April number—'Freeing the Seaman.' It is impossible to believe that you are ignorant of certain facts that are ignored in your writing. The so-called Seamen's Act was not operative before its passage and therefore is not responsible for any fact that existed prior thereto. Won't you please tell your readers, 'What were the causes of those facts, and what remedy you would prescribe.' The facts were these: The United States had no merchant marine except her coastwise and inland vessels; the United States had no promise or prospect of any merchant marine, other than her coastwise and inland merchant marine.

"In what way do you hope to aid American industries by denunciation of the only act passed in twenty years, whose purpose was to revive our overseas shipping and yet suggesting nothing by way of remedy. Don't you think it just possible that the men in Congress who passed this law, believed it a good one and that it might be possible they are as wise as you, and furthermore, what harm can it do to our overseas shipping since at present we have none?"

"Yours truly,

(Signed) "RUFUS HARDY,

"Member House Committee on Merchant Marine."

An Apology or a Justification?

The justification offered by "American Industries" is a pitifully weak and labored argument. It shows again to what extent the apologists for the "interests" will go in the desperate attempt to manufacture a brief against progress. We let the manufacturers' organ speak for itself:

"Since Mr. Hardy is a member of the House Committee on Merchant Marine it should not

be necessary to point out that at the time of the passage of the so-called Seamen's Act there were still on the high seas a few ships flying the American flag. These it is true were laboring under almost insurmountable difficulties. They were fearfully hampered by the restrictive navigation laws of the United States which give decided advantages to foreign competitors. These ships were all that remained of the once flourishing merchant marine of this country. Even prior to the passage of the Seamen's Act this industry had fallen to such low estate that it is not surprising Mr. Hardy was ignorant of the existence of American ships. Of course the Seamen's Act was not responsible for this condition, it merely makes impossible the revival of our commerce while it is on the statute books, and drives our few remaining ships to foreign registry or oblivion.

The "Melancholy Decline."

"The causes of the melancholy decline of our merchant marine are not far to seek. It need only be borne in mind that oceanic shipping is a competitive business in which the ships of one nation are pitted against the vessels of another in the struggle for trade. The motive which inspires private individuals to enter this field of commercial activity is profit. The competition is keen, and if profits are to be earned the cost of operation must be shaved to a nicety.

"If the laws of one nation make it impossible for citizens to operate ships at a financial gain in competition with the vessels of other nations, the business will not thrive. Owners will transfer their ships to the flag of the nation giving the fairest opportunity.

"So great are the political advantages of a large merchant marine that foreign nations vie with each other in their generosity to citizens engaged in the trade. Obviously no nation may hope to successfully compete which passes laws unfavorable to the profitable operation of ships. This impossible role has been assumed by the legislators at Washington, some of whom, it is reasonable to infer from Mr. Hardy's letter, are unfamiliar with the evil consequences of their acts.

"The navigation laws of the United States make it simply impossible to build up American shipping. To use the language of our accomplished Chief Magistrate, 'we have discouraged and all but destroyed the merchant marine of the country. . . . we have, it seems almost deliberately, withdrawn our flag from the seas, except where, here and there, a ship of war is bidden to carry it or some wandering yacht displays it.

"Many of the provisions of these laws, including the Seamen's Act, bear as Mr. Hardy doubtless knows, the mark of union labor enactments. It is in the case of the sailor that we have most grievously erred. American ships are required to employ more officers and men than are found on the ships of other nations. On an 8,000-ton American ship, even before the passage of the Seamen's Act, seven extra officers and men had to be employed at a cost of \$395 a month and keep. This is an extra and useless burden of about \$8,736 a year from which foreign vessels are free.

"In addition to this our system of calculating displacements makes our tonnage from twenty to thirty-five per cent. higher than ships of other nations. In foreign ports this increases wharfage and dockage fees and port dues from twenty to thirty-five per cent., a burden estimated by experts at approximately \$5,500 a year.

"But this is not all. Higher wages must be paid the crew, and the vessel must be laid up for annual inspection a considerable period each year. In all this unnecessary expense foots up to the very comfortable total of about \$17,236 each year.

The Bugaboo of "Higher Wages."

"It was because of such laws that American overseas shipping died. But now, according to Mr. Hardy, came an effort to 'revive' it. The Congressional mind aided by the Seamen's Union conceived the so-called Seamen's Act.

"Under the provisions of this beneficent measure the labor cost of operating American ships was given another boost. Shipowners are forced to reduce the cargo space and provide larger quarters for the crew, install a hospital and have 'hot and cold water supply and a sufficient number of wash basins, sinks and shower baths,' for their use. The menu of sailors is also fixed by law at additional cost to the owners. Also there must be additional 'lifeboat men' added to the crew, and able-bodied seamen must have diplomas from the Department of Commerce and be able to speak English, thus excluding the cheap labor which makes up the crews of foreign vessels. Having passed such a law Mr. Hardy no doubt expected shipping to revive, but it refused to be revived by heavier operating charges.

"Don't you think," he asks, 'that it is just possible that the men in Congress who passed this law, believed it a good one and that it might be possible they are as wise as you, and furthermore, what harm can it do to overseas shipping since at present we have none?'

Using an Old Chestnut.

"The proof of the pudding is the eating. Observe the working of the law: The Pacific Mail Steamship Company, one of the largest fleets under American registry, has canceled all sailing after November 2. Plying between the United States at the ports of the Orient it can not profitably compete with British and Japanese rivals, and so is driven from the sea by the Seamen's Act which shuts out the kind of labor employed by competitors. The business will now be divided between Great Britain and Japan.

"While never questioning the virtue of Congressional intentions we have long entertained doubts as to Congressional ability to enact business legislation. If there was one thing necessary to confirm our doubts it was the passage of the Seamen's Act, and Mr. Hardy's letter. Suppose that we did have no overseas shipping whatever, is it not desirable to create it? The political, economic and military advantages of marine commerce are too numerous to be enumerated, and a stumbling block in the path of its development should not be tolerated.

"How then may we best go about creating

such commerce? The answer is obvious. Wipe out the present drastic legislation which disgraces our statute books, and consult the owners of the ships, the men who must do the work of re-creation, and not the Seamen's Union, as to what laws best be enacted."

An Instructive Answer.

So, the case is clear in the opinion of our esteemed contemporary. The Seamen's Union should retire from business and leave it all to the owners of ships.

Andrew Furuseth, however, has again taken the trouble to give some facts and data to our friend who wanders in the dark.

Furuseth's reply is more than able to make its case. We therefore quote the "old man's" last letter in full:

"To the Editor 'American Industries,'

Sir:

"In your issue of May 15th you published a letter from the Honorable Rufus Hardy, M. C., dealing with your previous misrepresentation of the Seamen's Act. Your answer to Mr. Hardy displays so much ignorance and in some instances such a want of candor that I cannot refrain from calling attention to some of your statements.

"You say that the remaining oversea vessels are 'laboring under almost unsurmountable difficulties.' You have been told by the shipowners that these difficulties consisted in a handicap against the American vessel in the building amounting to about 35 per cent. You cannot help knowing, if you read at all or look only superficially into the subject that this differential had its origin in the monopoly of the American shipbuilders and that this monopoly was supported by the shipowners and by yourself. Congress relieved this to some extent and would have gone further but for the protests coming from shipowners and from yourself.

The Fake Story of "Big Crews."

"You say: 'American ships are required to employ more officers and men than are found on the ships of other nations.' Nothing could be further from the facts. American vessels carry less officers and especially fewer men than are employed on vessels of other nations. Look up the facts Mr. Editor and you will find that when the steamers 'Paris' and 'New York' were taken under American flag, the number of both officers and men were promptly reduced. Compare any vessels of the same tonnage and rig or machinery and you will find that the American vessel carries a smaller crew than is carried by the vessels of any other nation. The statutes dealing with these subjects are so much alike in all nations that you will have difficulty in finding any difference. You will discover, however, that they provide in each instance where a minimum is provided, a minimum so low that no vessel can be sailed in such way. The vessels therefore carry, either through regulations or voluntarily, more officers than the law actually requires. With reference to men most of the nations leave that to the shipowners or to the government officials, which generally speaking, amounts to about the same thing.

"You speak about the lifeboat men. The 'certificated lifeboat men' are the creation of the shipowners and if that curious twentieth century innovation on shipboard shall not turn out satisfactory you should blame the shipowners for imposing their ideas on Congress in that matter.

"The forecastles of American vessels were permitted by law to be smaller than those of other nations' vessels. The laws of all the leading maritime nations provide for living quarters and sanitary arrangements far superior to the present American standard and the new law on that subject is simply a reduced copy of the laws of England, France, Germany and Norway. What excuse can you offer for the misrepresentation which you indulge in on this particular subject?

About that Tonnage Measurement.

"You speak of the tonnage measurement and here exhibit an ignorance so gross and inexcusable that it is incomprehensible. You say: 'In addition to this our system of calculating displacement makes our tonnage from twenty to thirty per cent. higher than other nations.' If you had taken the trouble to look at the statutes you would have discovered that there is a fundamental difference between the registered tonnage of a vessel, which is the space for carrying cargo and passengers, and the displacement—which is the weight of water displaced by the weight of ship and cargo. In one complaint upon this subject you are partially right. Our system of measuring tonnage puts a burden on our vessels when in foreign ports. This complaint, however, the shipowners could have removed at any time by asking for a change.

"Then you speak again of the difference in wages. If you cared to be just or accurate you would inform yourself on this question before undertaking to blame Congress. A little investigation would have proven to you, if you are susceptible to proof, that upon petition from the shipowner Congress in 1884 tried to equalize the wages in American ships with the wages of their competitors by forcing the wages in American ships down to the European and the Asiatic standards. Please take a look at an Act of June 26, 1884, i. e., An Act to remove certain burdens from American Shipping, etc.

"It is difficult to understand how you can continue to misquote the facts and misrepresent

conditions the way you do and yet continue to get the support that you are evidently getting for your publication.

"You say that the acts of Congress dealing with this question are passed under influence of the unions. No seaman ever appeared before any committee of Congress until 1894. There probably were times when masters or officers testified before committees—but the latter were sent by the owners to speak for the owners. All our shipping laws were passed upon demand of the shipowners and shipbuilders. Those laws drove the American ships and American men from the sea. Then Congress was told some of the errors of the past. It investigated the information, found it true and changed the policy. The policy was changed with the purpose of equalizing the wage cost of operation between foreign and American vessels. Your complaint is that we are now seeking to equalize the wage cost of the foreigners by bringing his cost up to our standard. This was done because the other way to come down to the wage cost of the foreigners has been tried and failed.

"You should change your name. You should call yourself 'Foreign Industries' or 'Foreign Shipping Advocate' or some similar name, which would be expressive of what you really meant.

"Very truly yours,

(Signed) "ANDREW FURUSETH."

CONVENTION CALL.

International Seamen's Union of America.

Headquarters, 570 W. Lake Street, Chicago, Ill., May 15, 1915.

To Secretaries and Branch Agents of District Unions:

Greeting—You are hereby advised that, in pursuance to the action of the Boston Convention, the Nineteenth Annual Convention of the International Seamen's Union of America will be held in San Francisco, Cal., beginning August 2, 1915, and will continue in session until the business of the convention has been completed.

Representation.

Representation at the Convention shall be based upon the average per capita tax paid during the year. Organizations shall be entitled to one delegate for two hundred members or more, three delegates for five hundred or more and one delegate for each additional five hundred or majority fraction thereof.

Affiliated unions shall be entitled to one vote for each one hundred members or a majority fraction thereof. When more than one delegate represents an organization the vote of their union shall be equally divided among such delegates.

Delegates shall have the same qualifications as the elective officers of the organization represented and shall be elected by a general vote of each organization. Provided, no one shall be seated as a delegate in the Convention who is delinquent in or who has been expelled by any affiliated union; nor shall anyone be qualified to act as a delegate who is also a member of any labor organization not affiliated with the International Seamen's Union of America. In case a vacancy in the regularly elected delegation occurs between the election of delegates and the Convention, the various organizations shall have the power to fill such vacancies.

Credentials.

Credentials of the delegates elected should be sent to the International office no later than July 15, in order that the Committee on Audit and Credentials, who meet before the Convention is called to order, can have ample time to complete their work and be ready to submit their report when the Convention is called to order.

It will be unnecessary here to enumerate the important subjects which our next Convention will deal with, but a reminder may

not be out of place that all efforts must be used to enlarge the field and means for the organization of all unorganized seamen, to try and bring about a better condition in the lives of the seamen, to defend and maintain our right to organize for our common advancement, and to assert at any risk the freedom to exercise our normal constitutional activities in order that the seamen may obtain equal rights before the law with every other citizen. These and other questions of great importance will unquestionably occupy the attention of the San Francisco Convention. Therefore the importance of our work, now and for the future, demands that all District Unions send a full quota of delegates to the San Francisco Convention on August 2, 1915.

Do not let favoritism influence you in electing the delegates. Be fully represented. Be represented by your ablest, best, most experienced and faithful members, and do not let economy stand in the way of your union being represented.

All District Unions are respectfully requested to give this Convention Call their earnest consideration.

Fraternally,

INTERNATIONAL SEAMEN'S UNION OF AMERICA,

Andrew Furuseth, T. A. Hanson,
President. Secretary-Treasurer.

U. S. HYDROGRAPHIC OFFICE.

The Hydrographer of the Navy, Capt. Thomas Washington, in his annual report gives a list of the surveys undertaken during the past year and describes the work of furnishing and receiving information to the maritime world by the Hydrographic Office and its sixteen branches. He reports that the reproduction of British Admiralty and other foreign charts by the process of zincography is now well started and it is hoped to be soon independent of foreign chart makers. The office has issued thus far: Hydrographic charts, 2,068; coast and geodetic survey charts, 654; British Admiralty charts, 1,752. This shows that the habit has been to purchase forty per cent. of the charts abroad, a practice which should not be and cannot be continued, as the British Government has put a restriction on their charts. Estimates are being submitted to enable the work to be done here. The force of employes has not been sufficient to provide for the growing demand upon the office.

The adoption of lanes of travel across the Atlantic Ocean has been found of service, and only once during the year were these lanes shifted on account of floating icebergs. The ice patrol has proved a most valuable aid to navigation.

Of the weekly notices to mariners 331,800 have been issued, and 260,000 extracts. There are seventy-seven volumes of sailing directions issued by the Hydrographic Office. More money is needed for printing. There were published during the year 100,544 navigational charts and 185,655 pilot charts. These last are in great demand by the mercantile marine. It is desired to establish branch Hydrographic Offices in Panama and Los Angeles.

The value of all the gold produced in the United States from 1792 to January 1, 1914, is estimated by the U. S. Geological Survey at \$3,549,799,400; the value of the silver at \$1,709,517,600.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Miners' Long Strike Ends.

The thirteen months' strike in the eastern Ohio coal fields has ended with victory for these 15,000 members of the United Mine Workers of America. The strike has been bitterly contested, and its triumphant end is an epoch in American trades unionism, as it again emphasizes the power of economic organization, when backed by determined men.

The cause of the strike was the refusal of operators to accept the Green anti-screen law, which compelled payment for all coal mined before it was screened. Eastern Ohio operators demanded a rate of 44½ cents a ton because of the law. Operators in other sections of the State were paying the union rate, 47 cents, and were accepting the law.

The strike settlement provides for 47 cents, run of mine basis. This has been accepted by the miners' scale committee, subject to ratification by the miners' convention, to be held at Wheeling.

The settlement means that the miners, through their economic organization, have forced recognition of the principle contained in the Green anti-screen law, and which they have urged for the past twenty years. At this writing attempts are being made to repeal the Green law by making it "optional," but some miners say they are now in a position to enforce the run of mine system through their trade unions, without depending on the law.

Other provisions in the eastern Ohio strike settlement call for arbitration of all questions in dispute. This applies to the discharge of miners.

Secretary-Treasurer William Green of the United Mine Workers' Union states that the international union, the miners' State organization, other labor organizations and sympathizers paid \$1,504,500 to the support of the strike, which attracted nation-wide attention because of the tenacity of these loyal unionists during the past winter.

Unionists to Combat Detective Agencies.

"The time has arrived when this wrong to working people can no longer be endured. We must secure remedies to abate, abolish or regulate the detective nuisance by effective State and National legislation."

The above declaration is part of an exhaustive report on detective agencies and so-called employment offices, which was approved by the American Federation of Labor executive council, at its recent meeting in Washington.

The Illinois law governing these evils is recommended as a model for legislation in the various States. The bill introduced by Congressman Baltz in the House of Representatives, February 5, 1914, can be incorporated into law by Congress, the executive council believes, "if our organizations make it an issue."

The report continues:

"The wage earners have been wronged by the misdeeds of strikebreaking agencies. If they undertake to grapple with this problem and its attendant evils, many good citizens in other walks of life will undoubtedly co-operate with us in behalf of a

proper, wholesome regime of law and order, equally and impartially administered and enforced.

"State alliance of executive officials and militia free-booters, with strike-breaking, gun-toting detective agencies and Rockefeller wealth, must cease, if these United States are to be free in spirit as well as in letter."

Will Use Referendum.

Unionists in Washington are actively engaged in securing names to referendum petitions that much of the work of the last Legislature may be undone. Amendments to the referendum law and Senate bill No. 367, which outlaws even the suggestion of picketing, are especially obnoxious and the workers are sure the electorate of this State will reject these enactments. The referendum changes really destroy direct legislation in Washington, as they make it illegal to circulate petitions and compel those who would sign petitions to go to the places where petitions will be held for this purpose.

The anti-picketing law is most drastic and is a blow at both free press and free speech. The act, which has been signed by the Governor, makes it a misdemeanor to call attention to or advertise, directly or indirectly, any industrial controversy.

Other illegal acts are:

Stand or continuously move back and forth, on the sidewalk, street, public place or private property, or within five hundred feet of any place in which any lawful business is conducted by any person, or home or place of abode of such person or his employe, or

Openly maintain, carry or transport on any sidewalk, street, public place or private property, any banner, sign, transparency, writing or printing that an industrial dispute exists.

Want Arbitrator Probed.

Congressional investigation of the appointment of Charles Nagel, as a member of the recent Railroad Arbitration Board is demanded in a resolution adopted at a conference of Railroad Engineers' and Firemen's Brotherhood officials. Nagel is ex-Secretary of Commerce and Labor, and was protested by the representatives of the two brotherhoods just prior to the award's publication. The resolution, which follows, also asks that the award be investigated:

"After careful consideration of all facts in connection with recent arbitration and carefully reading all records in connection therewith, it is the unanimous desire of the chairmen representing all engineers, firemen, and hostlers employed on lines west of Chicago that a Congressional investigation of the entire matter is not only desirable but, in our judgment, necessary, if controversies of this character are to be peaceably adjusted, as we are firmly of the opinion the makers of the law contemplated the neutral members should not be interested in either side, but should be neutral in the true sense of the word.

"And we submit that Charles Nagel was
(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation Nationale des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The organization of farm laborers in New Zealand has resulted in the formation of one of the strongest labor committees in the Dominion, the representatives being prominent labor officials in the various districts.

The British Labor Gazette reports a deficient supply of agricultural labor in the great majority of districts in Great Britain during March, particularly as regards extra labor, for which there was a good demand in the latter part of the month, when the weather improved in most districts. Owing to the scarcity of this class of labor women were being engaged for potato planting in the place of men in some of the English districts. The scarcity of skilled labor proved a more or less serious hindrance to spring cultivation. Reference was made in a number of returns to horses standing idle on account of the scarcity of horsemen. Wages were increased in a large number of districts during the month.

To conform to the provisions of contract in the Immigrants Act, the Broken Hill Proprietary Co., Ltd., recently communicated with the Australian Minister for External Affairs, and intimated that it proposed bringing to Australia under contract a number of workmen from the United States to undertake technical works at the new steel and iron works in Newcastle. Mr. Mahon granted the necessary permission. He has now been furnished with a statement showing the number of men brought out from San Francisco and wages which they are to receive. According to the statement rollers are to receive from £33 6s. 8d. to £52 1s. 8d. a month, melters, £57 5s. 1d., and others from 16s. to £1 12s. a day.

Thomas H. Birch, American minister stationed at Lisbon, Portugal, writes the department of commerce that the maximum working day for Portuguese commercial clerks is fixed at ten hours, for bank clerks and clerks of other credit and exchange houses seven hours. The maximum working day in industrial establishments cannot exceed ten hours, or 60 hours per week. Minors cannot be employed in industrial establishments or in construction works until they have completed their twelfth year. Under certain conditions, however, children of ten years may be employed in specified industries, provided they are physically strong, but they cannot work more than six hours in every twenty-four. Children over 12 years cannot work longer than ten hours in every twenty-four.

The Australian Commonwealth Statistician in his labor bulletin for the last quarter of 1914 shows that during the period November, 1913, to November, 1914, the average cost of food and groceries throughout the Commonwealth increased over 7 per cent., while house rents declined nearly 2½ per cent., the aggregate result being that cost of living increased over 3 per cent. The increase in current rates of wages in 1914, compared with the previous year, 1913, for all occupations combined, amounts to 0.9 per cent. The increase in cost of living, however, amounted to over 3 per cent., consequently the effective wage index number for 1914 shows a decrease of 2½ per cent. If allowance is made for unemployment, the effective wage index number for 1914 is 8 per cent. less than that for 1913.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, Cj.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buanik, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Ericsson, Otto	Rytko, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johnsen, John	Strahle, Chas.
Johansson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edvard	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johnson, Edvard A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johansen, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kafoed, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmussen, E. S.
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The second unit of Portland's public dock system was dedicated during the past week, the Mayor and other public officials taking part in the exercises.

For the salvage of the steamship "Edgar H. Vance" the Associated Oil Company, owner of the tug "Navigator," has begun suit for \$50,000 in the United States District Court.

Test piles have been driven for the new six-story concrete warehouse to be built by the city of Los Angeles on the new municipal dock in outer (San Pedro) harbor. It will be 152 by 40 feet, 75 feet high.

Offerings of cargo for the west coast of Mexico are in excess of available vessels at this time, and as a result all regular vessels are going out loaded to capacity and small steamers are being chartered.

The steamer "Curacao," which was salvaged last year after fourteen months' submersion in Alaska waters, has been repaired at the Wallace yards, North Vancouver. The Vancouver Dredging & Salvage Co., who own the vessel, have not decided what trade the steamer will be placed in.

The G. T. P. pontoon drydock at Prince Rupert is expected to be completed this month, and ships will be docking there regularly during the summer. The drydock will handle with ease two vessels the size of the G. T. P. steamers "Prince George" and "Prince Rupert" end to end.

For the first time in the history of Seattle the total imports and exports for one month, April, 1915, passed the \$20,000,000 mark. It is an increase of \$11,000,000 over April, 1914. This is largely due to unprecedented shipments of war supplies and munitions to Russia and Panama Canal shipments.

Completing a 7000-mile cruise in Alaska waters, the United States coast guard cutter "Manning," Captain F. G. Dodge, has returned to Seattle. The "Manning" left Puget Sound March 4, and during that time boarded 231 vessels and gave medical assistance to thirty-three. The "Manning" worked as far westward as Kodiak.

The United States District Court at Seattle has confirmed the sale of the fleet of vessels of the insolvent Globe Navigation Company of Seattle, which was bid in recently by a committee of stockholders at \$90,000. The vessels include the schooners "Alexander T. Brown," "Wilbert L. Smith," "Willis A. Holden," "J. W. Clise" and "William Nottingham."

An important real estate deal has been completed at Honolulu, through the purchase for \$340,000 by the Inter-Island Steamship Company of the thirty-five acre Dowsett estate property fronting on the proposed Kalihi Channel. Shops, warehouses, and docks will be built. Contracts are signed for three buildings for which bids have already been made.

Reports received at the marine department of the San Francisco Chamber of Commerce were to the effect that all the packers of the Alaska Salmon Company had arrived at Bristol Bay. The two last vessels to arrive were the ship "Standard" and bark "Olympia," both of which were many days in beating through Unimak Pass on account of adverse and light winds.

Federal Judge Dooling ordered Captain Fred Wickman of the river schooner "Mariposa" to pay \$7.50 to Christian Jespersen for acting as cook on the vessel five days last month. The skipper told Shipping Commissioner Walter MacArthur that he would not pay his cook as Jespersen had not been regularly engaged. MacArthur haled him before Judge Dooling. The money was paid in court.

Frank R. Hanlon, former traffic manager of the port of Seattle and previously district freight agent of the Oregon, Washington Railroad and Navigation Company, has taken over, on five years' lease, pier A of the Pacific Coast Company, and will, as an independent, engage in competition with his former employers, under the name of the Washington Street Pier and Warehouse, engaging in general dockage, wharfage and warehousing.

Judge Bean, in a decision handed down at Portland, holds that the bar tug "Oneonta" had not been negligent in handling the French barque "Pierre Antonine" at the mouth of the Columbia River last year, and held the vessel responsible for the damage to the Government lighthouse. The court decided that the port of Portland should be allowed \$510 for recovering the "Pierre Antonine's" anchors in addition to \$650 damages allowed the Government.

Captain Fritz S. Olsen and Captain H. J. Holstad, both of Christiania, Norway, spent several days at Portland looking over the conditions with the view of having their steamers sailing between Norway and the Pacific Coast ports make Portland a regular port of call. They are now building four 10,000-ton steamers for the Pacific Coast trade, and it is expected that the steamer to sail next month from Norway will be scheduled to proceed as far north on this Coast as Portland.

Announcement has been made of a traffic agreement between the International Mercantile Marine Company, which operates the Panama-

Pacific line of steamers from New York to San Francisco, and the transcontinental railroads, permitting the selling of round trip tickets, one way by water the other by rail. It has also been announced by the steamship company that its vessels in the New York-San Francisco service will carry only two classes of passengers, first cabin and intermediate.

Included in the passenger list on the big steamer "Finland" was Senator George L. Chamberlain of Oregon, who was one of the staunchest advocates of the Seamen's bill. He is homeward bound and chose the steamer trip to become thoroughly acquainted with canal conditions. Senator Chamberlain is keenly interested in the developments of the "Lusitania" question and voiced the opinion that President Wilson had taken the proper course in the matter, and that Congress will support the chief executive.

Announcement that a steamship company has completed arrangements for the operation of a direct service between San Francisco and Southwestern Alaska ports, including Seward, is soon to be made by the wholesale trade extension committee of the San Francisco Chamber of Commerce. It will be the result of negotiations that have been carried on for many months by that committee and various shipping interests. Just when operations will be begun and by what company are facts not yet made public. The formal announcement of the final arrangements will be made within the next few days.

Owners of steamers to be available for June-July loading of wheat or barley on this Coast, are asking 90 shillings for the trip to the United Kingdom, according to Abe Cohen, head of the Northern Grain and Warehouse Company, one of the largest exporters of grain at Portland. As a consequence exporters are put to numerous unusual means of getting their grain out of the country. It is reported that one firm has shipped 5000 tons of grain by steamer to San Francisco from Seattle because space was available at the bay city on a Maple Leaf steamer bound for the United Kingdom.

A hearing will be held at San Francisco June 22 upon the question of the ownership and operation of the vessel "Great Northern," owned by the Great Northern Pacific Steamship Co., controlled by the Great Northern Railroad, which carried passengers through the Panama Canal to the Pacific Coast. The Panama Canal act forbids a railroad owned steamship permission to go through the canal and provides a fine for such using of the canal. The hearing planned by the Commission is for the purpose of establishing an official record of the railroad ownership of the vessel and then to impose a fine. It is reported that the vessel was sent through the canal with passengers in order to make a test case of the law and to establish its constitutionality.

Inaugurating the direct passenger service between New York and San Francisco with modern and large steamships, the Panama-Pacific liner "Finland" arrived in San Francisco on May 19, seventeen days from New York, with a short stop at San Diego. The big vessel brought 350 cabin and 200 intermediate passengers, and cargo in her holds amount to nearly 5000 tons. The "Kronland" is to follow the "Finland," both being operated by the Panama-Pacific line, which is a branch of the International Mercantile Marine, the largest American company engaged in ocean shipping. From the prospects now, it appears that the two liners will be kept busy in the coast-to-coast business, and every berth in the two vessels sailing from New York from June 16th until the close of the Exposition has been taken.

A smart piece of salvage work was accomplished by the Japanese in the floating of the steamship "Minnesota," in twelve days after taking over the contract, under the terms of which the Japanese Navy Salvage Company is entitled to \$100,000 as stipulated in the agreement to float the craft on the "no cure no pay" basis. The "Minnesota," which went aground at the entrance to the Inland Sea of Japan April 14, was successfully floated May 1 by the use of dynamite. One of the workmen engaged on the salvage contract was killed by the explosion. The ship was set free after three previous unsuccessful attempts to get her off the rocks. The "Minnesota" was held by pinnacles of rock protruding through the steel plates of her hull, and before the vessel could be released, it was necessary to blast away the obstruction. She is to be drydocked at Nagasaki, and when repairs have been completed will resume service on the transpacific run. Floating the steamer in twelve days is considered a remarkable feat in view of the difficult nature of the operations.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 26, 1915.

THE LUST OF BATTLE.

The awful carnage, the horrible suffering and the unspeakable miseries brought forth by the war in Europe do not seem to have the least deterring influence upon other nations. Italy has just freely and voluntarily entered upon a war, the sole and avowed object of which is her desire for certain territory held by Austria, her former ally. In the case of Italy we cannot even console ourselves by placing all the blame upon the ruling classes. In Italy, according to all available information, the common people shouted for war. In Italy the common people demanded that they be given the opportunity to join the other workers of Europe who have been slaughtering each other for lo—these many months. The lust of battle seems to be in the air. Roumania and at least one other Balkan state are reported to be rather anxious to join in the general extermination of mankind.

Wherever we look the horrors of the modern battlefield stare us in the face. Brutality, barbarism and murder on a "great and glorious" scale is carried on in the name of patriotism, "national necessities" and similar terms.

What hope, then, is there for the future? There is hope only if the common people, the working people of Europe, wearying of the carnage which perverted patriotism, national prejudices and Twentieth Century diplomacy has brought them, realize the folly and madness of war. Only when the masses refuse to fight others' battles war will become impossible. When militarism will be regarded as a plague, when the warring workers will learn to understand the blighting curse of that plague, then there will be hope for the future.

Reformers generally would succeed better if they were to give less attention to the effects of the strike and more to the causes thereof.

HAULING DOWN THE FLAG.

Winthrop L. Marvin, author of "A History of the American Merchant Marine," has joined the staff of knockers presided over by R. P. Schwerin.

In a contribution to a local daily Mr. Marvin asserts that "the American Congress has hauled down the American flag and given Japan a monopoly of the carrying trade across the Pacific Ocean." The "hauling down" process, according to Mr. Marvin, is due to the clause in the new Seamen's Act which provides that 75 per cent. of the crew in each department of the vessel must be able to understand any order given by the officers of the vessel. This clause, Mr. Marvin says, will operate disastrously against all nations' vessels except the Japanese—because the Japanese crews understand the language of their Japanese officers.

The great trouble with Marvin and his collaborators is their apparent inability to consider the Seamen's Act as an entity, i. e., a carefully conceived and somewhat detailed plan to accomplish several things.

The things to be accomplished may be roughly summarized, as follows:

A, to give freedom and better conditions to seamen.

B, to establish a standard of efficiency, etc., and thereby provide for greater safety of life at sea.

C, to equalize the cost of operation between American ships and all other ships touching at American ports, and thereby make it possible for the former to compete with the latter.

Unfortunately, Messrs. Marvin, Schwerin and all those who travel in the same well-worn groove are utterly unable to see anything in the new legislation except those clauses enumerated in the summary under A and B.

Messrs. Marvin, Schwerin and Company know that under existing conditions Japan is slowly but surely driving the vessels of other nations from the Pacific Ocean. This is not due to greater business acumen or to scientific management. It is due solely to the low cost of operating Japanese ships. The Schwerin policy has been an unsuccessful and miserable attempt to meet the Japanese low cost of operation by hiring still cheaper Oriental labor. In a word, it has been a race toward the cheapest of the cheap; it has been equalization toward the bottom.

The new Seamen's Act takes cognizance of this impossible situation and provides for equalization upward. It imposes the same standard of efficiency upon all ships touching at American ports. It also gives the Japanese seamen, and all other low-wage seamen on foreign ships, the right to quit and the right to collect one-half of their wages due when in American ports. This will compel the Japanese and other cheap-labor vessels to pay such wages and give such conditions to their crews as will induce them to stay by the ship. If that is not done the men will quit; even the Japanese will quit, for they are as anxious as any white crews to secure better wages and no one has ever accused them of being backward in this respect, or of overlooking any opportunity to better their conditions. In fact, the only complaints we know of have a decided tendency in the opposite direction.

Thus there will be developed a substantial equality in efficiency, in wages, and in prac-

tically all things pertaining to the cost of operation.

Equality in efficiency, because the United States Government will enforce the safety regulations upon "all" ships coming to our ports.

Equality in wages because the very law of economics will take care of this phase when artificial hindrances have been removed.

Equality in practically "all" things, because there is no difference worth mentioning in other matters. Ships are bought where they can be had for the lowest sum. Supplies are purchased wherever the market is the most attractive from the point of quality and price.

But neither Mr. Marvin nor Mr. Schwerin will ever see any virtue in the new Seamen's Act. They are "agin it" on general principle. Argument will not convert them; let us hope that Father Time will be more successful.

MISPLACED SARCASM.

One of the serious phases of the quasi-peaceful invasion of the Pacific Slope by Asiatics is the inability of our eastern citizens to realize the menace of unrestricted Mongolian immigration.

It is pitiable that the actual conditions in California are unknown and often very much misrepresented in the East. Only grievous ignorance or wilful desire to mislead the public, can be responsible for many unfounded statements which have appeared in a number of Eastern publications. No less an authority than the New York "World" recently attempted to indulge in satirical expression when dealing with the subject of "California's Peril."

For the edification and enlightenment of Western readers the Eastern conception of "California's Peril" is reprinted herewith:

No longer is it possible to entertain any doubts as to the existence of a Japanese conspiracy to annex California. The State Board of Agriculture has uncovered the plot. Silently, secretly, the invaders' plans have been laid for the day when the American flag shall be hauled down and the sovereignty of the Mikado shall be proclaimed over the land that Stockton and Kearny wrested from Mexico.

After diligent search by conscientious officials it has been found that of 101,351,000 acres of land in the entire State, the Japanese own 12,726 acres and hold under lease 17,596 acres more. Worse still, they own 218 town lots. They also have 2548 places of business. They are land-owners, tenant farmers, traders and rent-payers. They are growing strawberries in the Sacramento Valley; they are working as house servants in San Francisco; some are running stores where they sell Japanese and Chinese goods to tourists; some of the more depraved and daring are in school or college.

According to the last census, there were 2,377,549 people in California, a gain of over 60 per cent. in ten years. There were 15.2 persons to the square mile, about as dense a population as that of Texas. With the Japanese holding one acre in every 8000 throughout the State, to say nothing of 218 town lots, what is to prevent them from crowding the Americans to the wall and crusing them out of existence? How can the native sons be saved from immediate extinction, in the face of such terrible odds, except by the help of Hiram Johnson and a mighty army and navy that will stand off the Japanese when Hawaii is lost?

It may be all very well for readers of the New York "World," and others unacquainted with conditions pertaining to the Asiatic problem, to accept just such effusions as authentic. Statistical figures, however, utterly discredit the contentions and ideas conveyed by those individuals who are unable to view matters in any other light, than that of dollars and cents to the privileged class.

According to the pamphlet issued by the Department of Commerce, Bureau of the

Census, October 28, 1914, the total number of Chinese in the United States proper, in 1910 was 71,531, while the total number of Japanese was 72,157. The Japanese increase from 1900 to 1910 was 47,831. In the next four years, i. e., from July 1, 1910, to July 1, 1914, 40,999 Japanese arrived in the United States and 35,415 departed, making a net gain in immigration of 4,584. This is a comparatively small increase but the point at issue is that more than one-half of both Chinese and Japanese were reported from California. Of the 71,531 Chinese in the United States, California reported 36,248 and of 72,157 Japanese, California reported 41,356. The Chinese operated 46,163 acres of farm land in California, no other State having as many as 3,500 acres in Chinese farms; the Japanese operated 99,254 acres in California, 15,735 in Texas, and 11,014 in Colorado, no other State having as many as 10,000 acres in Japanese farms.

The foregoing figures, taken from the most reliable source of authority, proves beyond any question that Asiatic immigration is distinctly a California peril, no other State being affected as much as one-tenth in proportion.

As a striking example of the percentage of Asiatics according to population the States of New York and California can be compared as follows: California with a population of 2,377,549 has 36,248 Chinese, and 41,356 Japanese; a total of 77,604 Mongolians exclusive of Hindoos. If New York with a population of 9,113,279, were to have the same number of Asiatics in proportion to the population the Empire State would have a grand total of 308,000, or 144,000 Chinese and 164,000 Japanese.

It is to be presumed that such conditions would compel the people of the East to realize the existence of the yellow peril. Outside of California, to date, the menace of Mongolian immigration is regarded as somewhat of a bugaboo, created in the minds of irresponsible agitators, and transferred by some mysterious process to the Californian population in general. When the full light of truth is shed upon the actual existing conditions in relation to Asiatics in California and elsewhere, there is no doubt but that not only newspaper editors, but other well-meaning persons in eastern States, will cease to treat our efforts towards Asiatic exclusion as a fit subject for sarcasm.

With a steadily growing immigration (notwithstanding gentlemen's agreements, etc.) and the importation of picture brides, the situation in California to-day is serious. The sooner our sister States realize the importance of the movement for absolute exclusion of all Asiatics from these shores, the better it will be for all concerned and the greater opportunity will be given to preserve the Pacific Slope to the white race.

When the workers will fight their own battles as cheerfully and as earnestly as they now fight the battles of the ruling classes, there will come a wondrous change in the affairs of man. Surely, that day is coming. And we can all hasten its coming by preaching the gospel of unionism. International unionism stands for only one kind of warfare—war upon the exploiters.

Demand the union label upon all purchases!

HAND-PICKED JURORS.

The report of the sub-committee on Mines and Mining of the House of Representatives, which investigated conditions in Colorado, besides scoring the operators in a general way, makes several specific allegations, which are of utmost interest to every American.

After denouncing the militia of the State for its attitude and unlawful aid to the mine operators, and Adjutant General John M. Chase for his overbearing arrogance towards the citizens generally, the testimony of former county officials is quoted to show how elections were controlled by the mine owners in Las Animas and Huerfano counties.

The committee remarks that the manner of selecting juries in those counties "appears to be against the provisions of the law." According to witnesses, in one case at least, seven out of twelve jurors were deputy sheriffs.

After becoming acquainted with conditions in Colorado through such authentic sources, the average citizen of the United States is left little cause for wonder at the farcical travesties upon justice which are being perpetrated in that State even at this present date.

It is to be regretted that Colorado is not the only State or place where an uneven jurisprudence is slowly but surely bringing discredit upon and contempt for our courts, although perhaps not with such absolute disregard for civilized conventions.

AN IDEAL CONCENTRATION CAMP.

In a recent issue the JOURNAL gave some details of the commendable manner and method in which the National Sailors' and Firemen's Union of Great Britain and Ireland is taking care of its German and Austrian-born members during the war.

Joseph Havelock Wilson, President of the British Seamen's Union, who is so well known and respected among seamen both on the Atlantic and the Pacific Coasts, has continued to give practically all of his time and attention to the problem of caring for the "prisoners of war" placed under his immediate care by the British Home Office.

We quote from a letter dated at the Concentration Camp, Eastcote, Northamptonshire, May 3, 1915:

I am still living the life of a country gentleman down at Eastcote. It is a wonderful place. I can assure you that it is one of the finest estates you can find in Great Britain, so well situated, and I have made our camp the best camp in England. It is a perfect model of a place, and I have got close on a thousand men, prisoners of war, of course, under my charge. The only guard I have is ten policemen, and I may tell you that they are not inside of the camp. They are on the outside, so the men are not bothered by them, walking around and spying on them. If this were a military camp there would be a guard of about 200 soldiers and about a dozen officers. Here I am, practically controlling and looking after a thousand men with no guard at all. The secret of the success is to be found in the happy surroundings the men have.

I am prepared to say that you would have given a thousand dollars to see what I saw on Saturday. It was the first of May and the fellows turned out in a demonstration, marching all around the camp with bands and banners. Twenty of them dressed all in white gave a splendid acrobatic performance on the lawn in front of the house. They had a choir of 20 who sang some beautiful songs. The whole thing was very impressive, so much so, that it brought tears to my eyes as seeing I had in front of me men whom I had known for twenty and thirty years, and in consequence of the cursed military system, there they were prisoners.

This has been a very busy week as we had
(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 24, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. The meeting adjourned to meet again Tuesday, June 1, Monday being a legal holiday.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., May 17, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 17, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 17, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 17, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, May 17, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 17, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 17, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 10, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 20, 1915.

Regular meeting was called to order at 7 p. m., E. Burke in the chair. Secretary reported shipping quiet.

E. F. BURKE, Secretary pro tem.

42 Market St. Phone Kearny 5955.

Seattle Agency, May 13, 1915.

Shipping quiet. Plenty of members ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Cal., May 13, 1915.

No meeting. Shipping slow.

HARRY POTHOF, Agent.

P. O. Box No. 54.

Portland Agency, May 17, 1915.

No meeting. Shipping slow; few members ashore.

THOMAS BAKER, Agent.

27½ Second St. Bickle Bldg., Room No. 10.

DIED.

Arthur Erickson, No. 435, a native of Finland, age 38, reported missing from steam-schooner "James H. Higgins," January 7, 1915.

"Ill blows the wind that profits nobody!" As a result of "Lusitania" disaster the American line has been doing a greatly increased business recently. The "St. Louis," the "St. Paul" and the "New York" are reported to be booked heavily for future voyages. There is talk of making additions to the fleet at once. Congress will be asked to lend its aid, it is said. Doubtless, the "aid" expected will be in the nature of a gift, sometimes called subsidy. Just why aid should be asked for when business is booming is another one of those puzzlers much easier propounded than solved.

IN THE SUBMARINE OFF KINSALE.

Some of the earlier German submarine attacks were afterward described at length in the press. The one by Captain Weddigen, of the "U-9," who was responsible for the "Cressy-Aboukir-Hogue" trio, is the best known. The creating of a new verb, "wed-digen," has been discussed in Germany. It means "to sink a vessel by torpedo, with un-failing accuracy." Whether we shall ever have the authentic story of "Das Weddigen der Lusitania" is doubtful; but meanwhile we have the nearest possible substitute. Though the man behind the torpedo-tube at Kinsale may never tell the tale publicly, we can pretty well estimate his side of the story from the story told by an American submarine officer to the New York "Evening Post." On the deck of his craft, in the naval review in the Hudson River, this undersea expert, without attempting to give expression to his view of the humanity of the sinking of the "Lusitania" or to comment upon it in any way, outlines graphically the case for the submarine that is acting under orders and obeying them to the letter. The American officer's remarks on this point are enlightening:

"You will understand that life on a submarine is not especially pleasant or comfortable at any time; not even when you can flock around your parent ship at night, receiving fresh supplies and a chance to stretch your legs on her deck. Away from your base, alone; with fresh meat exhausted the first day; with the necessity of remaining submerged practically all the time, one may imagine that a submarine crew, in time of war, with every human perspective altered, deteriorates for the time being both mentally and physically.

"So with the Germans. They were under orders to sink, above all things, the 'Lusitania.' Arriving at the place to which they had been assigned—they undoubtedly were extended in a long line, fully covering the 'Lusitania's' course—they spent the daytime 'balancing' beneath the surface, allowing their periscopes to appear say every few minutes. At night they would probably arise, eyes strained for the dull blur that would denote against the darkness the presence of a steamship.

"They had their own peril to consider, of course. We have reason to know that the British Government is working feverishly to eliminate the submarine terror, and we have in our possession facts which show that, not long before the 'Lusitania' was torpedoed, the British, through their latest device of netting waters infested by the German submarines, had destroyed three submarines. Then, too, the Germans had to watch out for their greatest enemy—the destroyers—which, being fast and able to turn swiftly, are the only craft now known that can be pitted against the boat that fights submerged."

There is a report, declares the officer, that these destroyers have been cruising the coast in pairs, dragging chains between them. The ignominious fate that a meeting with such a team would mean for a submarine is enough in itself to keep their eyes strained to the periscope—even were it not for the chance of missing their prey, in the fog and the dark. There were perhaps a dozen or a score of submarines waiting, thinks the American. It may be that those on board the "Lusitania" who saw a periscope may really have sighted

several different ones coming to the surface to witness when the blow was struck. Captain Turner has declared that one such came up quite near him as he was swimming in the water. At all events, there were undoubtedly many lingering, dragging hours to be suffered in those hot, narrow, oil-reeking little hulls below the water, before that critical moment came. As this man, who has had his own experience of similar trials, describes it:

"They were at the mercy of the tumbling waves which, even under water, make craft of the sort do all sorts of monkey-on-a-stick gyrations. For example, at Guantanamo our boats were tossed by the ground swell when submerged thirty-five feet. Under such circumstances—what with canned food, and possibly not too much of that; what with the strain of waiting for the liner; with danger also for themselves; with uncomfortable, grimy, smelly quarters, the roar of the Diesel engines constantly dinning in their ears—you may imagine that these officers and men waiting to deal death were not as other men; hardly.

"So the days go on until one morning the men at the submarine telephone-receivers hear the notes of a bell. They listen. Slowly the faint musical sounds bring their telegraphic message to all the vessels of the fleet; one or more of the submarine officers have made out through their periscopes a hull on the horizon—a hull with four stacks. The submarines all rise until their periscopes protrude above the surface. Many, perhaps all, of the vessels have enlargers at the bottom of their periscopes so that pictures of the horizon, 5x7, are shown on a square of cloudy glass—precisely the effect you catch when you look into the back of your camera. Here they can see the 'Lusitania' coming, and coming fast. But there is no hurry. She is going to pass right through the submarines until one of them rises to the surface or the liner's officers catch a glimpse of a periscope, when it is yet time for her to turn and flee. So they keep going up and down, as they have done throughout, say at five-minute intervals.

"The 'Lusitania' is drawing nearer. When she is within 7,000 yards—or about four miles—she is in danger. But they let her come nearer. They are not here to make a mistake, these submarines. She gets within four thousand yards. As to this distance, I will say that our crews are disappointed if they do not hit a target six feet square with a torpedo at four thousand yards. The Germans are preparing to deliver their missiles. Everything is ready. You may ask why the submarines do not warn the vessel. They, of course, fully believe she is armed. A machine gun will sink a submarine, and a man standing on deck when a vessel of the sort is sufficiently near for him to speak to the liner's bridge can easily be picked off with a rifle.

"No; there was no thought of warning. These men had been waiting, undergoing all the dangers and discomforts that submarine work involves, and now the time was at hand. At two thousand yards the Germans may show themselves or not, as they please. In any event, the 'Lusitania' is a dead ship. The officers below sight their torpedoes by means of their periscopes. The tubes and the periscope are bore-sighted—which is to say, on a line. A range-finder on the periscope gives the distance. There is a roar as the pneumatic pressure is applied

to the projectile in the tubes, and the torpedo is on its way.

"How many torpedoes hit the 'Lusitania'? I don't know. Undoubtedly several submarines discharged them. One, containing 300 pounds of guncotton, would do the business for the liner, wherever it hit her, general opinion to the contrary notwithstanding. And so the greyhound is struck and mortally wounded. As soon as the submarines make sure of this, they submerge and race for their base. For there is danger about, and then, too, the men are hungry, nervous, worn-out."

ALASKA'S TRADE.

Merchandise and treasure to the value of \$66,500,000 moved between Alaska and the United States in 1914, an increase of \$4,000,000 over 1913. Our shipments to Alaska last year, according to the Bureau of Foreign and Domestic Commerce, Department of Commerce, aggregated \$22,500,000, including approximately \$14,300,000 worth of manufactures, \$6,200,000 worth of foodstuffs, and \$2,000,000 worth of gold, silver and miscellaneous materials, including foreign merchandise valued at \$500,000. As a market for our products Alaska, having a population of only 65,000, is of equal importance with China with a population of 336,000,000.

Alaska's great purchasing power is a natural corollary of its enormous resources, mainly gold, copper, fishery products, and hitherto undeveloped beds of coal and other minerals. In the period since 1867 Alaska has given to the world 250 million dollars' worth of gold, 183 million dollars' worth of fish, 65 million dollars' worth of seal and other aquatic fur skins, 20 million dollars' worth of copper, nearly 5 million dollars' worth of whale, walrus and fish oils, 2 million dollars' worth of silver, and whalebone, coal, gypsum, marble, tin and vegetables in sufficient sums to bring her total output to more than \$500,000,000. This result has been achieved with a sparse population and an inadequate system of railway and other transportation facilities. With the new era of Government railway construction recently announced by the Department of the Interior the development of Alaska will be greatly accelerated and that territory, which already yields as much gold as the State of California, which produces half the world's salmon, and which includes a domain as large as our area east of the Mississippi River and an acreage for tillage several times that of those sections of Norway, Sweden, and Russia of similar latitude with 11,000,000 souls, may be expected to attain an even greater degree of industrial and commercial importance.

Alaska's commercial relations are chiefly with the United States. Shipments to the United States last year were valued at \$44,000,000. Canned salmon, \$18,000,000; Alaskan gold, \$14,600,000; Canadian gold, \$3,500,000; Alaskan copper, \$3,300,000; fresh salmon, \$750,000; seal and other fur skins, \$600,000; and miscellaneous fish and fish products, \$1,250,000 were the largest factors. Our purchases of fish and fish products from Alaska last year totaled \$20,000,000, or five times as much as imports of this class from Norway. Of salmon alone we bought from Alaska 200 million pounds in 1914, or an average of 2 pounds per capita.

ABOUT "MONOPOLY METHODS."

In the celebrated Danbury Hatters' case the United States Supreme Court has decided that the judgment of D. E. Loewe & Co., of Danbury, Conn., for \$252,000 damages against the 186 members of the United Hatters of North America is good. The hatters began a boycott against the company's product in 1902 and the company brought an action against the union under the conspiracy in restraint of trade clause of the Sherman act. The company secured a verdict against the defendants for \$252,130 for injury to its business. The Court of Appeals sustained the verdict. Now the Supreme Court ratifies the decision.

It is said that many of the homes of the hatters in the union are under attachment to satisfy this heavy judgment. The individual hatters pleaded that they were members of a voluntary association and not responsible for the acts of their officers in publishing boycott notices to the public not to patronize sellers of the hats made by the Loewe Company. Supreme Court Justice Holmes, rendering his final opinion, laughs away the men's contention of their innocence of what their leaders did or meant by their publication of the "We-don't-patronize" list. The Court holds that this particular labor union, at least, in this particular case was guilty of a violation of the Sherman Anti-trust law and therefore subject to the triple damages claimed by the company.

This is the end of a twelve-year fight. It is not a surprise to anyone who knows the history of all the English laws ever passed to prevent engrossing and forestalling. Aimed at the big folks those laws have always been applied with deadly effect against combinations of laborers, as far back as we have English record of such laws and their interpretation and application. We have a law now which exempts farmers' and laborers' organizations from the application of the Sherman act, but it is a specious law, for the exemption specifies only legal acts. The organizations can be prosecuted for acts illegal and the decision we are now considering points out that the boycott is illegal.

Labor unionists have opposed incorporation of unions to escape such verdicts, but now it seems voluntary association can't protect the individual worker from judgments for damages for boycotting. The plea that the farmer and the trade unionist have no privilege such as corporations have, no longer avails to save them from damages for combinations in restraint of trade. The change in the law does not save the unions. The unions could take long chances in State courts because of their political influence with an elective judiciary. They stand little show with the appointive Federal judiciary because—well, because the influences that weigh heaviest in the determination of appointments come from the other side of the house.

There seems to be no way now for the unions to get away from the danger of such damage judgments or other anti-trust law penalties. The law designed to check capitalistic combinations strikes its most effective blow at labor.

"T'was ever thus." And it will be ever thus until labor gets strong enough to destroy privilege. And privilege and combi-

nations of privilege won't and can't be destroyed until they are torn by their roots from the soil. Labor will always "get the worst of it" as long as labor stands for robbery of itself by means of rent of land. The boycott can't beat the closed-shop earth, and the closed-shop earth will always keep five men looking for three jobs and worse in proportion as the earth-shop is closed tighter by land monopoly. And labor can't win by monopoly methods because monopoly methods are wrong and monopoly knows they're wrong when used against monopoly's self.

Union labor fights a losing fight so long as it doesn't fight for free land, and no man knows it better than dear old Sam Gompers, who learned it when bicycle riding with Henry George many years ago.—Reedy's Mirror.

THE "EMDEN'S" PREDECESSOR.

In two years less two months, between August, 1862, and June, 1864, the Confederate cruiser "Alabama" "spoke and boarded" nearly 400 vessels of all nationalities. She sank one warship, destroyed 25 full-rigged sailing ships, 17 barques, six schooners, and four brigantines; held to ransom a steamer, five sailing ships, a barque, a brigantine, and a schooner; released a ship and a barque; commissioned a barque; and sold a barque! In hard cash this represented \$562,250 in vessels ransomed, \$4,353,575 in vessels burned, \$160,000 sunk, \$101,000 commissioned for service, and \$17,500 sold; total, \$5,194,261! She took 2000 prisoners, of whom 1010 were released on parole; she took on board \$28,000 worth of stores; and she consumed 1786 tons of coal. Most interesting of all is the fact that during the last fortnight of her life on the ocean wave the "Alabama" boarded no fewer than 61 ships of the mercantile marine. She knew that swift vengeance was close on her track, and her commander, the famous Raphael Semmes, accordingly redoubled his exertions as he perceived the fatal circle narrowing around him.

FOG SIGNALS.

All the up-to-date light stations possess signals for warning the mariner of the presence of rocks and other dangers in foggy weather. The larger ones are so powerful that their blasts can be heard 25 to 30 miles out at sea. Most of them are worked by compressed air, a gas engine of perhaps 20 or 25 horse-power being brought into requisition for this purpose. The siren is blown periodically every 70, 80, or 90 seconds or so, the actual blast lasting perhaps about two or three seconds. It means that while the siren is running, in the case of the larger apparatus, something like 500 horse-power is being expended in the production of sound.

It is the mission of the trades union movement to arouse the apathetic; to infuse new life and vigor into the sluggish and indifferent; to create a healthy enthusiasm among the active workers; to impress them with the necessity of organization, agitation and education. These efforts must continue till industrial and social justice is established and enforced.—Cigarmakers' Journal.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

not a neutral, inasmuch as it was clearly established that Nagel, appointed by the Federal Board of Mediation and Conciliation as a neutral arbitrator in the recent wage dispute between the engineers and firemen and western railroads, is coexecutor and cotrustee of the estate of the late Adolphus Busch, which estate has large holdings of railroad securities; and further:

"The said Charles Nagel is a director of the Union Trust Company of St. Louis and in the Northwestern Mutual Life Insurance Company of Milwaukee, both of which corporations are even larger holders of railroad securities than the Busch estate.

"In view of these facts this joint committee emphatically and unanimously indorses the action of the chief executives of these organizations in their protest against the continuation of the said Charles Nagel as a neutral arbitrator and fully approves of their efforts to have the said Charles Nagel removed as such arbitrator; and we recommend:

"That the chief executives of these organizations endeavor to obtain a Congressional investigation as to the reason why a man so intimately connected with, and so directly interested in, the economic operation of railroads should have been selected as a neutral arbitrator in a dispute between the railroads and their employees."

English Newspaper Supports Unionists.

In a strong editorial, *The Nation*, London, supports English trade unionists in their opposition to compulsory arbitration which certain government officials favored at a recent conference with these workers, who are insisting on general wage increases because of the war. The editor says:

"The firmly rooted convictions which are shared by the great bulk of the trade union movement are not numerous, but any attempt to break them down is likely to meet with the most stubborn resistance. Among them, no conviction is firmer than the oft repeated determination of the Trade Union Congress to have nothing to do with compulsory arbitration. Any attempt to force a measure through against their opposition would be practically doomed to failure, and it is therefore probable that there will be no general introduction of compulsion."

The *Nation* editor does not indorse the plan that trade unions should set aside all their rules and regulations during the war, unless the workers be assured that "their rights will not be infringed later on." The government and employers are guaranteeing that old conditions shall prevail after the war, but this condition does not exist in the case of the workers, further than the government promising to "use its influence." The *Nation* again supports the unionists, declaring that:

"The workers cannot be expected to abandon their hard won rules—the Magna Charta and habeas corpus of labor—unless they are sure that the general guarantee given by the employer will be enforced in every particular instance. The view seems to be very general that trade union rules form a very material drag upon production, and that their removal will mean a great

impetus to industry. This is very far from being the case."

Tells of Porto Rican Life.

Representatives of the United States Interstate Commerce Commission held a hearing on transportation in San Juan, Porto Rico. Among the speakers was A. F. of L. Organizer Iglesias, who called attention to working conditions in this island.

He said these conditions will never be bettered through Porto Rican legislation, "at least not for many years to come," because of the opposition of politicians and corporations, and because of the ignorance of the working classes who do not know why they are in that position. "Only the Congress of the United States can afford them any proper degree of relief," declared the unionist.

"The life of a workingman is cheap," continued Iglesias. "His value is only 40 or 50 cents a day. The lives or accidents to these people do not amount to much in Porto Rico—they get very little compensation. Generally the families of poor ignorant working people are persuaded by the corporation attorneys to accept a few dollars in settlement for serious injury or death. The workers are helpless, absolutely; they cannot organize or unite because every man who joins a union would be discharged. The railroad companies can get a man for 40 cents a day and in two or three years they can make him an engineer, a fireman, a motorist, or anything. There is no regulation to require engineers, firemen or other railroad employees to pass an examination. Wages for firemen are \$20 and \$25 a month, and for engineers \$45. We have a 12-hour law for these men, but they work 14, 18 and even more, under the pretense of an emergency."

AUSTRALIA'S LABOR PRESS.

"Never yet
Share of truth was vainly set
In the world's wide fallow;
After hands shall sow the seed,
After hands on hill and mead
Reap the harvest yellow."

The Brisbane "Worker," which in 1890 pioneered the Labor press in Australasia and has just celebrated its twenty-fifth anniversary, now counts with pride the under-named co-workers since come to join in the labor of the vineyard:

Dailies—"Truth," Broken Hill; "Daily Herald," Adelaide; "Daily Post," Hobart; "Daily Standard," Brisbane; "The World," Sydney (on the stocks).

Weeklies.—"Australian Worker," Sydney; "Truth," Gympie; "Patriot," Brisbane; "Times," Cairns; "Queensland Leader," Ipswich; "Advocate," Roma; "Guardian," Charleville; "Pioneer," Mackay; "Critic," Rockhampton; "Alert," Maryborough; "Democrat," Innisfail; "Federal," Townsville; "International Socialist," Sydney; "Labour Call," and "Socialist," Melbourne; "W. A. Worker," Perth; "Maoriland Worker," Wellington, New Zealand.

In addition to a number of large sailing vessels there are 57 German and 11 Austrian steamships in American ports. Two of these are war vessels. Their total tonnage is 548,871; their total value is estimated at about \$70,000,000.

AN IDEAL CONCENTRATION CAMP.

(Continued from Page 7.)

a visit from the Home Office Committee, who are responsible to the Government for the camp. Then we had a visit from the House of Commons Committee, who were appointed to inspect the camps, and last we had a visit from the War Office authorities, Generals and others. You would have been delighted if you could have heard the remarks they made on the general outfit of the camp. They said it was perfectly marvelous what we had done to provide for the comforts of the men. There are splendid bathrooms, and a range of wash houses where there are 140 washing basins all in one row with hot and cold water. Immediately in front of these the whole place is laid out like a park, and all this artistic work has been done by sailors and firemen. The visitors who have come to inspect the camp could hardly credit it. We have got a 17-acre field laid out in plots, 19 feet long and 13 feet broad. Two men work a plot. We have given them potatoes, cabbages, onions, lettuce and radishes, and now we are growing all our own produce. We are making our own beer, our own sausage and our own bread. We are mending our own boots, making and repairing clothes, and some of the fellows have become tinsmiths and are making watering cans, and the work they turn out is as splendid workmanship as you can ever imagine. As a matter of fact there is nothing in the camp that we cannot do. The object I have in view, of course, is to keep the minds of the men off the fact that they are prisoners, and the only way that we can manage that is to give them something that interests them. I am sure it would repay you to come here to see the place. Of course, I am keeping my eye on another thing; we are "discovering" from actual experience what it would cost to maintain men in the time of a strike. I am learning a good deal.

We have had several of the Labor M. P.'s here and they really marvel at the place. Now the only thing that worries me is the fact that there are about a thousand of our members interned as prisoners of war in Germany, and as far as I have been able to ascertain the conditions under which they are interned is abominable, and I feel that you and others could be of good service to us now. We are connected with the International Transport Workers' Federation of which Herman Jochade is the Secretary and Paul Muller is one of the Central Council. You are in a neutral country, and I think it would be a good thing if you could write Jochade a letter calling his attention to what we are doing for the German prisoners of war here and to ask if anything can be done to make it easier for the British seamen interned in Germany. I may tell you that we send our members money every week. We shall probably send them anything from £25 to £50 per week, and I think that the policy of the International Transport Workers' Federation should be to secure humane conditions and treatment for all prisoners. When a man is a prisoner he is no longer a combatant and he should have fair treatment.

Of course, I don't believe all the stories that are told, as I know from what I have experienced here that some of the prisoners are not martyrs. I will just relate a little incident that happened in this camp. One young man, about 20 years old, who is interned here, was so impressed with the conditions that prevailed in this camp that he wrote a letter, a column long, to the *Berlin Tageblatt*, giving a description of our camp and expressing a hope that similar treatment would be given to the British prisoners in Germany. The letter was copied from the German papers into the English papers, and one or two of the fellows in this camp resented the letter that the young fellow had sent, so I brought them before me and I questioned them as to why they objected to the letter, touching upon every item. They admitted that everything stated was correct. I then asked them what their complaint was, and this is the explanation they gave me. That some of them had friends in Germany who were not very well off, and they had been writing to them for money, and if they saw in the papers how well they were being treated in our camp they would not send them any money. I told them that they should be ashamed of themselves to send to their friends for money when they could ill afford to send them any, and when they could get everything that they needed in the camp. We give them tobacco three times a week and beer on Sundays."

Comrade Wilson's request to intercede with Secretary Jochade of the I. T. W. F. in behalf of the interned British seamen has been promptly complied with. It is confidently believed that the German officials of the I. T. W. F. will do everything in their power to prevail upon the German Government to reward British kindness to German seamen with similar kind and considerate treatment of interned British seamen.

THE WIRELESS "DID IT."

The extraordinary coincidence of the meeting of the fleet of Sir Frederick Sturdee with that of Admiral von Spee, in the battle off the Falkland Islands, has been the subject for a good deal of surmise. Admiral von Spee, it will be remembered, was steaming straight in on the Falkland Islands when he discovered the "Canopus" standing off Stanley. Knowing, as he imagined, that he had only to deal with a stray cruiser, he held straight on, with the result that it was only when it was too late, he discovered Sir Frederick Sturdee's squadron, which was capable of outsteaming him. What has puzzled the world has been how Sir Frederick Sturdee came to be at the Falkland Islands, and explanations are now being given for the first time. A man in Chile, endeavoring to tap wireless messages, succeeded in overhearing a conversation between the captains of two German cruisers, which divulged the fact that a plan had been elaborated for the capture and holding of the Falkland Islands. The information was at once cabled to the admiralty, doubtless arriving by that innocent arrangement of poles and wires, which creates so much interest to the people sauntering in St. James' Park. The result was the immediate despatch of Sir Frederick Sturdee and his squadron. Steaming hard he beat the German fleet by exactly twenty-one and a half hours, the result being the battle off the Falkland Islands and the destruction of the German fleet.

GERMAN LINE NOT DISCOURAGED.

Considerable public curiosity is evinced regarding the building by the Hamburg-American Steamship line, of seven seventeen-thousand-ton cargo-carrying steamships, contracts for the construction of which are declared on authority to have already been entered into by the company. Mr. Gustav C. Roeder of the New York World, who recently returned from an extended trip throughout Germany, stated that Herr Ballin, Director General of the Hamburg-American line, had imparted the information concerning the building of the seven great cargo carriers, in a recent interview at Berlin.

"Herr Ballin opened a telegram in my presence and allowed me to read the message contained therein," said Mr. Roeder. "It stated briefly that the contracts had been let for the building of the seven vessels. They are to be completed by January 1, 1917, and will be laid down in ship yards in Germany, probably Stettin, among other shipbuilding centers. The vessels—as I gathered from Herr Ballin—are to be of the twin screw type and will ply principally from the west coast of South America, up the Pacific to the Panama Canal, thence into Atlantic waters and across to Europe. Herr Ballin stated that the new fleet of seven steamers will be the largest vessels of their character afloat. I suppose that in due time the plans of the big steamers will be made known, as well as the places where they are building, but at present these facts are not being given to the public. I know that Herr Ballin was enthusiastic over the new vessels, but was cautious not to expatiate at length on their construction, or the plans of the company."

PANAMA CANAL EARNINGS.

The earnings of tolls on vessels using the Panama Canal, up to March 1, fell short of meeting the expenses of operation and maintenance by \$261,098, it is announced in the Canal Record.

From the beginning of the present fiscal year, July 1, 1914, to March 1, a period of eight months, the total expenditures attributed to operation and maintenance were \$2,595,613.33. The total earnings of tolls in the period were \$2,334,515.24. In other words, on a business requiring the expenditure of \$2,595,613.33 the Government has lost approximately 10 per cent.

Detailed analysis of the receipts and expenditures for January and February, 1915, and for the entire 8-month period, are given out by the authorities. For the purposes of general information, it may be stated here that operation and maintenance include all the diversified expenditure necessary for keeping the Canal open and in order, and the work of handling vessels through; and to such expenditures have been added a prorated part of the expenses of the civil government, of the sanitary work, and of general administration. These three items have amounted to \$574,570.82 during the period. Over a third of the total overhead expenses of the Panama Canal is assigned to operation and maintenance.

Operation and maintenance proper are summarized under the following heads: Admeasurement of vessels, local inspection, aids to navigation, pilotage, damages to vessels, maintenance of transportation tracks, Gatun locks, Gatun spillway, Gatun dam, Pedro Miguel lock, Pedro Miguel dam, Miraflores locks, Miraflores East dam and spillway, Miraflores West dam, dredging, and maintenance of Gatun lake, Gatun-Mindi levee, and Naos island breakwater. The total cost of the work in Culebra cut attributed to operation and maintenance is \$1,012,695.39. This includes the work north of Gold Hill, where the channel was once opened, but not the work at Cucaracha slide, which has been considered construction work, as the channel was not clear on July 1.

The Canal was opened to ocean-going vessels on August 15, 1914, a month and a half after the beginning of the fiscal year. Toll collections prior to August 15 amounted to \$11,610.69. However, until August 15 a part of the charges since attributed to operation and maintenance were charged to construction. The total cost of operation and maintenance for the months of July, August and September was \$595,225. The eight-month period includes the first six months of commercial operation, as well as a month and a half prior to the opening, and half a month following the completion of six months' commercial operation, which fell on February 15, 1915.

Tolls earned during March, 1915, amounted to \$560,784.96. The cost of operation and maintenance has not been summarized, but it is estimated that it will be approximately \$425,000. This would carry the total for nine months to about \$3,020,000, as against toll earnings of \$2,894,300.20, and reduce the loss to approximately \$125,000 or \$130,000, about 4 per cent. of the expenditure for operation and maintenance.

Demand the union label upon all purchases!

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Representatives of the Pittsburg Vein Operators' Association of Ohio, and of the United Mine Workers of America have signed the Cleveland scale, adopted by the striking miners of the East Ohio districts.

Officers of the Central Labor Union of Scranton, Pa., have organized teachers employed in the public schools of that city and the new local will affiliate to the central body. There are 510 grade teachers in Scranton, and of the 350 present at the meeting, 329 joined.

After numerous conferences, the Columbus, O., Ice Handlers' Union scale has been signed by local ice companies. The workers will receive \$16 a week during the winter months, and \$17.50 during the summer for a 60-hour week. Employers will endeavor to reduce Sunday work, and have appealed to the public to buy Sunday ice the day before. The contract expires March 15, 1918.

A national conference to consider the work of the federal employment bureau problems of labor distribution and exchanges in the United States has been called by Secretary of Labor Wilson to meet in San Francisco, August 2. State governors, heads of labor bureaus, labor statistics and immigration officials, together with mayors of cities with municipal employment offices, have been invited to attend the conference or designate representatives.

Statistics gathered by the Philadelphia Consumers' League sustain labor's position—if this is necessary—that women must depend upon themselves and organize, if they would raise wages and better conditions. It is stated that one-fourth of the women workers in Philadelphia receive salaries of less than \$6 a week, one-third of them less than \$8, and four-fifths less than \$10. The claim is made that \$8.50 a week is necessary for a woman to step out of the "mere existing" class. Almost seven-tenths of the women in stores receive less than this amount.

The Federal Arbitration Board formed to adjust the wage controversy between 98 western railroads and their engineers, firemen and hostlers has published its decision. The 65,000 men concerned had made demands estimated to be equivalent to an aggregate increase of \$41,000,000 in wages. The board's awards amounts to an increase of less than \$5,000,000 in wages. The board consisted of F. A. Burgess and Timothy Shea, representing the employees; W. L. Park and H. E. Bryan, representing the railroads, and Charles Nagel and Judge Jeter C. Pritchard, appointed as neutrals.

The Michigan Supreme Court has sustained the sentences of four strikebreakers and gunmen imported into the Michigan copper country by the mine managers during the recent strike of miners in the northern section of the State. These gunmen—James Cooper, Arthur Davis, William Groff, and Edward Polkinghorne—were part of a band that terrorized workers in the vicinity of Houghton and Calumet. They were found guilty of manslaughter and sentenced to the Marquette prison in the upper peninsula. Their terms range from seven to fifteen years. Every effort was made to release these thugs, who are now ordered by the State Supreme Court to serve their time.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.	Lewis, Geo. H.
Andersen, A. -1797	Lersten, John
Anderson, J. -330	Larson, H. -1677
Anderson, M. -1894	Madsen, Johannes
Arbuckle, D.	Meyerdelks, H.
Arcenane, James	McWhiter, James
Beck, Johannes	McPherson, James
Bekker, Geo.	Miller, Ben
Bishop, Patrick	Moer, Robert
Brynulfson, Halvor	Moer, Tryger
Berg, Vilhelm	Muler, J.
Bucknam, Jack	Monroe, Wallace
Bartlett, H. N.	Mikkelsen, K. -1620
Christensen, Trygve	Nickerson, Arthur
Carlson, Adolf M.	D.
Coakley, J.	Nas, John
Eaton, I. N.	Naro, H.
Erlandsen, Louis	Nordenberg, J.
Evanger, Nils	Olson, Hans
Elsted, John	Olson E. -966
Framnes, Iver	Olsen, Harald
Gustafson, Taevo	Olsen, Petter
Granqvist, O. A.	Petersen, Carl M.
Gustafson, K. J.	Pedersen, Anton
Hansen, Oscar	Pertson, J. A.
Hansen, W.	Pedersen, Conrad
Hansen, H. T.	Quigley, R. E.
Herman, Axel	Reinink, H.
Hughes, W.	Rieck, F.
Haltberg, E.	Sarger, E.
Iversen, Ole	Sorensen, Geo.
Jahnke, Otto	Staff, K. O.
Jensen, Hans -2014	Stolsvik, John
Jones, James J.	Strasdin, A. W.
Johnson, Andrew	Swanson, John -1331
Jansewitz, John	Samuelsen, W. L.
Jacobsen, Torgils	-1346
Johansen, Ole	Saxley, C. H.
Johnson, C. W. -64	Servik, Harald
Jacobson, Johan	Sennet, Nicolas
Johanson, Carl	Simmonds, A. E.
Jegstrop, H.	Smith, T. Aly.
Kalning, Jacob	Thersen, Johannes
Kuschert, John	Tornqvist, H.
Kruse, R.	Thomsen, R.
Larsen, Kirsten	Tullifsen, Hans
Larson, E. G.	Travers, John E.
Larssen, John	Wilen, Toivo
Livingston, E. J.	Wickstrom, A.
Louis, Jimmy	

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039

UNION SHOP

Big Bargains In Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL

RESTAURANT

Best Meals on the East Side

\$5.50 Meal Ticket for \$5.00

Phone East 406

371 BURNSIDE STREET

PORTLAND - OREGON

CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John	Metts, John
Allan, Frank	Mathiasen, Sigurd
Anderson, W.	Moller, L. D.
Bjorkholm, J. E.	McConnell, David S.
Bernhardsen, Chas.	Marx, Hhorwald
Beck, Johannes A.	Meckermann, Ernst
Bugge, Mr.	Meyerdiel, Heinrich
Christensen, Otto	Moller, L.
Cherniasky, Mike	Meyer, Chas.
Christensen, H. P.	Neuling, Albert
Carlsen, Herald	Ohlson, J. W.
Decas, O.	Oleson, J. W.
Dolany, Willie	Oglive, Wm. A.
Dully, Alex	Olsen, Oscar
Erman, A.	Olsen, John An-
Egenas, Nils	dreas
Edstrom, John	Olsen, Arthur
Engstrom, Richard	Peterson, M.
Elisen, Sam	Peterson, P. G.
Felsh, Henry	Perssons, Oscar
Gasch, Willy	Palmer, Jas. H.
Gunther, John	Pensgaard, Emil
Holm, Peter	Rod, Halfdan
Hellman, Albin	Reyborg, S.
Helenius, Oskar	Rimmer, Chas.
Holm, Aage	Rasmussen, B. S.
Hendrikson, Wm.	Rasmussen, Thor
Handt, Wm.	Staff, Fred
Henriks, Waldemar	Svenningsen, S.
Johansen, Christ	Schmidt, Louis
Johnson, Nils	Scott, James
Johansen, Anton	Salvesen, S.
Jensen, V.	Saarin, W.
Jahnke, Otto	Solberg, P.
King, J. L.	Smedsvig, Andrew
Kermagoret, Antach	Simens, O. L.
Kelly, Patric	Stuardahl, J.
Kjer, Mangus	Swansen, John
Knudsen, Richard E.	Snyder, Jack
Keane, M.	Tamford, B. A.
Luckman, E.	Tasnase, E.
Lorins, Jack	Tully, A.
La Boyle, M.	Tuhkanen, J. J.
Lyle, Alex.	Urvso, Geozep
Morgan, Tim	Wickman, Ernest
McLellan, John	White, Harry
Muenchemeler, Her-	Walter, John
bert	Westengren, C. W.
Muller, P.	Welsen, John
Mathson, Nils	Wilson, R.

Aberdeen, Wash., Letter List.

Arnell, John	Nilsen, -1054
Bleasig, Wm.	Ulsen, Harry
Bowen, J. J.	Nordgren, Chas.
Carlson, Sven	Onu, Tobias
Davis, Frank	Paaso, Andrew
de Lange, Ingolf	Petersen, Karl
Eriksson, -333	Petersen, J.
Evensen, Krist	Peterson, Nels
Forde, S. C.	Risenius, Sven
Gulliksen, C.	Rundblad, Oscar
Gronros, Oswald	Schmidt, Heinrich
Gueno, Pierre	Simensen, Isak
Hansen, Halfdan	Scheffner, Bernhard
Hansen, Th.	Toves, H. C.
Holmroos, W.	Thorne, John
Hansen, Ove Max	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Janson, -2203	Wiksten, Arvid
Janschervitz, -2083	Wilson, John
Junge, Heinrich	Walder, Olsen N.
Kristiansen, Nils	Packages.
Kustel, V. J.	Glazer, Y.
Ludtke, Emil	Gorgensen, Olaf
McLenn, Harry	Hansen, John
Munser, Fred	MacGuire, O. F.
Nordgren, Chas.	Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made



Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F. St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.

5-13-14

Home News.

Total deposits in Boston postal savings bank on May 1 were \$4,686,687, and number of depositors 47,593.

A cloudburst and floods in Texas took twenty lives and caused a \$1,000,000 property loss, near Austin.

The Department of Commerce report for the month of February shows exports of war materials to the sum of \$21,785,976, an increase over February, 1914, of \$18,347,125.

Advices from the California Tuna Packers' Association show that the 1914 pack was about 310,000 cases, valued at \$1,550,000. This was nearly double the 1913 pack.

Henry Ford, of the Ford Automobile Company, declared that, barring a sudden and unprecedented decline in business during the next few months, the Ford Company will refund to purchasers of his cars within the last year \$15,000,000.

It is reported that many of the smaller wage earners in the Treasury Department at Washington have been laid off in the interest of economy. Considerable criticism has been occasioned by the fact that the economy movement hits only those on small pay.

The United States battleship "Arizona" will be launched on June 19 at the New York Navy Yard. On the invitation of the Secretary of the Navy, the Governor of Arizona has nominated Miss Esther Ross, the daughter of Mr. W. W. Ross, of Prescott, Ariz., to act as sponsor, and Miss Ross has been so designated by the department.

Cotton flags will float over public buildings and from coast guard cutters and other vessels of the Treasury Department soon. Tests have just been completed by the department with flags made of American cotton instead of imported bunting, and these have shown that cotton flags are serviceable, durable and more economical than wool bunting.

The Forest Service Bureau of the Department of Agriculture has given additional reason for existence in its latest efforts to conserve the timber supply. By publishing lists of wood manufacturers having waste to sell, and other manufacturers in need of scrap lumber, much material formerly burned is now put to use. A brush factory, for instance, is thus able to secure maple backs for brushes from a furniture factory.

President Wilson's refusal to furnish the industrial relations commission with copies of correspondence with Governor Ammons of Colorado on the Colorado coal strike is explained at the White House with the statement that the President did not care to take any part in the controversy between Chairman Walsh and John D. Rockefeller, Jr., over Mr. Walsh's assertion that Mr. Rockefeller had written a letter to the President for Governor Ammons to sign.

Plans to send the Atlantic fleet through the Panama Canal to San Francisco are said to have been abandoned. Secretary Daniels has had a further conference with Captain Hugh Rodman, marine superintendent of the canal, besides previous interviews with Governor Goethals. Secretary Daniels was told that, although a vessel drawing 34 feet of water could be towed through the waterway at this time, the canal was being used only by day, and dredging was going on steadily every night.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell.

4-3-15

Domestic and Naval.

The steamer "Constitution" has been purchased from the Ecuadorian Government by a New York navigation company. Upon inspection and acceptance of the vessel at Guayaquil, the new owners plan to bring the "Constitution" to the United States with a cargo of Ecuadorian products.

Culebra Cut in the Panama Canal is no more. President Wilson changed the name April 28 to Gaillard Cut as a mark of respect to the late Col. Gaillard, who had immediate charge of the construction of this most difficult section of the canal and whose death was due to hard work and exposure incident to his official duties there.

There is some likelihood that Great Britain may yet decide in favor of the suggestion to confiscate an interned German or Austrian merchantman for every English vessel sunk by a German submarine. Premier Asquith said in the House of Commons last week that while the matter has been put over for the time being, it does not follow that the suggestion may not be acted upon eventually.

The Secretary of the Navy has announced the selection by President Wilson of Captain William Shepherd Benson as Chief of Naval Operations. This office, created by Congress at its last session, has the responsibility of preparing and maintaining the fleet for war. Captain Benson is now commandant of the League Island Navy Yard at Philadelphia. He is to enter upon his duties next Monday.

Increases of pay running as high as \$25 a month have been granted to their officers following negotiations by the Standard Oil Co. of New Jersey, A. H. Bull & Co., Texas Co., Seaboard & Gulf Co., C. L. Dimon, Savannah Line and Luckenbach S. S. Co. Negotiations are proceeding with the Atlantic, Gulf, West Indies Co., Southern Pacific Co., Panama Railroad Co. and U. S. Naval auxiliary service.

The council of the (British) Mercantile Marine Service Association utter a word in deprecation of the continued and extending use in the press of the word "skipper" as applied to the masters in charge of merchant ships. The term "skipper," it is remarked, is quite rightly applied to persons in charge of coasters and fishing vessels, but the "master mariner" has good reason to be annoyed, offended, and disgusted by the application of the low Dutch "schipper" to the rank he holds by Government sanction.

The first cargo of zinc ore brought to Galveston arrived recently in the Swedish steamship "Sydic," from Port Pirie. The shipment is also the first to be received from Australia via the Panama Canal. The cargo, consisting of 6203 tons, is consigned to the Bartlettville Zinc Co., of Bartlettville, Ok., and is imported in its crude state, a bluish-white crystalline metallic element. The "Sydic" made the voyage in thirty-seven days from Port Pirie to the Panama Canal and in six days from Colon to Galveston. Three other steamers are en route to Galveston with zinc ore, for a smelter at Bartlettville, Ok. They are the "C-11," formerly the German steamer "Wildenfels," the "Hackness" and another as yet unnamed.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS



Union Made Shoes for Men

Exclusively

NEW GOODS!
CALL AND GIVE US A TRIAL
Repairing done while you wait by the latest machinery
Work called for and delivered
We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Ahlfors, Arthur	Anderson, Ernst
Allan, W.	Anderson, H. E.
Alverson, H. H.	Anderson, Jon
Amundsen, Albert	Anderson, J. R.
Andersen, Alfred	-1246
Olaf	Anderson, Otto
Andersen, C. -1823	Anderson, Walter
Andersen, Chr. -1765	Anderson, O. L.
Andersen, Gust -1109	-1363
-1526	Andersen, A. -1635
Andersen, N. -1549	Annus, Alexander
Anderson, A. -1447	Antonsen, H. -1783
Anderson, D.	Augustin, Hermann
Anderson, Ed	Azevedo, Manuel T.
Backman, Axel	Bowman, Jack
Backmon, Paul	Brady, Jack
Bakker, Haakon	Brander, W.
Barz, Herman	Brandt, Birger
Bartelsen, Alf -1325	Bredemeyer, Elmer
Baumann, A. O.	H.
Beal, Henry	Brown, Thos.
Belling, Oskar	Brown, William
Bellig, Paul	Brusard, E.
Bergman, E. Ivar	Bruun, Axel
Berkind, Gus	Bryning, Walter
Berlin, Werner	Buckley, J. J.
Beyerle, Rupert	Bunnnett, E.
Bilke, E. -2049	Burke, Andrew
Bjornsen, Conrad	Bye, Fernando
Rodagh, A.	Bygglin, Olva
Rock, Jimmi	Byglin, O. O.
Roers, M.	Byloff, Charles
Bowden, Chas.	
Calson, Fred	Christensen, Erling
Campbell, George	Christensen, Louis
Campbell, S.	Christiansen, L. P.
Carey, Arthur L.	Claus, Charles
Carl, Waldemar	Clever, Hugo
Carlson, Charley R.	Collins, Frank
Carlson, Martin	Comstedt, Ewald
Carrara, Peter	Costantino, Lay
Carter, J.	Countedt, Ernest
Catt, Frederick	Crosiglia, G.
Cellan, John	Curran, N.
Daly, John	Douglas, G. A.
Daniel, J. C.	Doyle, William
Danielson, E.	Dracar, Ed.
De Hayes, F.	Dunn, C. Walter
Dehler, Fred	Duval, Bennett
Denis, I.	
Earling, Gus	Ellefsen, Otto
Ebersole, R. E.	Ellingsen, Fred
Ehlin, Lester W.	Engstrom, Richard
Ehlund, Konrad	Erland, Oscar
Edmann, Oscar	Erickson, Andrew
Edvardsen, Anton	Erickson, E. R.
Einaradt, John	Erickson, George
Elenius, A.	Evans, David
Ellassen, Sigurd	Eskildsen, L. E.
Ellsen, Sam	Evansen, Martin
Fagerli, Ott	Follan, Thomas
Fane, James	Forshu, Alex.
Ferguson, J.	Franklin, John
Ferguson, Will	Fredholm, Folke
Fitzgerald, Wm.	Fredricksen, M. W.
Fitzpatrick, Patrick	-532
Fjellman, Jonas	
Gardan, Geo.	Gulliken, Amandus
Gendo, G.	Gumas, Nicholas
Gerner, Hans	Gundersen, Andrew
Gilholm, Albin	Gundersen, Kristian
Granberg, Fred	Gundersen, L. S.
Granstrom, Nestor	-515
Griffith, Hugh E.	Gunther, Hans
Gronthal, Arthur	Gustavsen, Olaf
Gulbrandsen, An-	Gustvsn, G. B.
Gulbrandsen, Bjorn	Gutman, C.
Gulbrandsen, Jens	
Haase, Frank	Hanson, Henrik
Hafgaard, Hans	Hauan, Karl
Hakansson, Ingvar	Havard, O.
Halvarsen, Henry	Hawkins, Fred
Halvarsen, Olaf	Heldt, Charles F.
Hampel, Will	Helin, John
Hangen, Lars	Helin, Paul
Hansen, Adolf	Heiberger, M.
Hansen, C. -967	Helnaz, C. -2117
Hansen, Charlie	Heinen, H.
Hansen, Fred	Henikson, Chas.
Hansen, H. C.	Hermanson, Fritz
Hansen, Hans O.	Hine, Jack
Hansen, Henry W.	Hogan, A.
Hansen, I. -2156	Holden, Nels
Hansen, M. -968	Hole, Alfred
Hansen, Martin	Halm, Carl
Hansen, Nels S.	Holmqvist, F.
Hansen, O. Rudolf	Holst, R.
Hansen, Oscar	Hoverson, Carl
Hansen, Thomas	Hubner, Carl
Hanson, Harald	
Ikonem, Joe	Isberg, Wiktor
Ingebretsen, Olaf	Iversen, Ivar
Insunso, Francisco	

Jacobsen, Martin	Johnson, C. -2392
Jacobson, T.	Johnson, Carl
Jade, H.	Johnson, E. G. -227
Jakobsen, Anders	Johnson, Eric
Jamason, J. E.	Johnson, John
Jarosinski, Feliks	Johnson, K. C.
Jenkins, John R.	Johnson, Peter
Jensen, Charles	Johnson, R.
Jensen, Halford	Johnson, Robert
Jensen, Jens	Johnson, R. W.
Jensen, Oskar	Johnson, Carl
Jespersen, M.	Johnson, C. J.
Johansen, Axel H.	-1566
Johansen, Carl J.	Jones, Berthon
Johanson, J. -880	Jonson, E.
Johansson, Bernard	Jordan, H. S.
Johnsen, Walter	
Kaare, P. Juhl	Klebingat, Fred
Kaktin, Edward	Knudsen, Daniel
Kaleva, Gustaf	Knut, A.
Kallas, August	Koch, Harry
Kallberg, A.	Kolk, M.
Kampel, D.	Koning, D.
Karlson, Charley	Koso, Pet
Karsten, Hugo	Kristensen, K. D.
Kendahl, Chas.	Kromholz, Edwin
Kepste, Charles	Kruff, P.
Kimeral, Herman	Kruger, Gust
Kinlock, Wm.	Kuhn, John
Kive, Karel	
Lahke, I.	Lean, H. W.
Laine, Axel V.	Leither, Hans A.
Lane, Gus	Leroen, Larry
Larsen, A.	Lewald, Harry A.
Larsen, Alfred	Lewis, Robt. W.
Larsen, George	Lindberg, W.
Larsen, John	Lindgren, Oscar
Larsen, Julius	Lindenau, Ernst
Larsen, Ludvig J.	Lindquist, August
Larsen, N. P.	Lindroth, Carl
Larsson, N. E.	Lindroth, Erik
"Latimer"	Lorentsen, Karl
Latz, Konstant	Lorentzen, J. E. D.
Laursen, Chris.	Lundblad, Ernst
Leirevag, H. J.	Lundgren, Colmar
-2213	Lunggren, John A.
MacAulay, Donald	Lynch, James
Macency, W.	
Madsen, Ludvig	Mayes, Joel B.
Magee, E. H.	McCallum, Chas.
Maki, Ivar	McLaughlin, M.
Manse, Peter	McLellan, John
Markwardt, Karl	Melander, G. L.
Marquart, Robert	Mertensen, Henry
Markus, Bernhard	Meyer, Ernest
Marquels, Frank	Meyers, Max
Martin, H.	Miller, James
Martin, J.	Milos, P.
Martinson, E.	Minner, Albert
Mathiasen, Sigurd	Moer, Trygve
Mathieson, N. L.	Moller, Louis
Mathsen, Ludwig	Moore, Albert
Matsen, Maurice	Mortensen, George
Matta, Humberto	Mrisas, Christian
Mattson, Harry	Muller, Henry
Mattson, J.	Muller, Herman
	Muller, Thorn
	Murphy, J.
Naujaek, Fritz	
Nelson, Ernest C.	Nilsen, Harry
Nelson, H.	Nilsen, Hjalmar
Nelson, Wm.	Nohr, Nels
Neuling, George	Nord, Karl E.
Neuman, Joseph	Nordstrom, B.
Nicklas, M.	Nordstrom, J. E. V.
Nielsen, Edwin N.	Nordstrom, Viktor
Nielsen, Hans	Nordman, Alex
Nielsen, H. O. -1229	Norman, Olaf
Nielsen, Nils	Norris, N. A.
Nielsen, Nils	Norton, Edgar
Niemela, John	Nurm, John -1151
Niemeyer, Oscar	Nurmi, Victor
Nilsen, Andreas	Nyman, Axel
Nilsen, Emil	Nyman, Oskar
O'Brien, R. F.	
O'Brien, Richard	Olsen, Oscar
O'Keefe, Ed	Olsen, Thomas
Oleman, Henry	Olsen, Tom
Olofsson, M.	Olsen, Albert W.
Olsen, Carl -1315	Olsen, Andrew
Olsen, Charles A.	Olsen, O. J. -542
Olsen, I.	Olsen, P.
Olsen, Jens	Olsson, Eric
Olsen, Martinus	Olsson, Ernst
Olsen, Ole -1947	Olsson, James
Olsen, Ole -1283	Olsson, Carl
	Owen, Fred
Palm, P. A.	
Parson, Herman	Peterson, Mauritz
Paulman, Geo.	Peterson, M.
Paulsen, Aksel	Petersen, Nels
Paulsen, N.	Peterson, O. E.
Paulson, G.	-1558
Pedersen, Carl A.	Petersen, Olaf -1595
Pedersen, Carl	Peterson, Oscar
Pedersen, Charley	Peterson, Tom
Pedersen, Elmf	Petrov, Alex
Pedersen, Henrik	Petterson, Carl
	Pinkert, C. B.
	Plett, Herman
	Plom, Charles
	Poknandt, H.
	Potter, Jon
	Publicatus, August
	Punlis, Antoni
Quigley, Robert E.	
	Quinn, R. C.
Raam, Henry	Rosenfeldt, A.
Randolph, J. S.	Reyberg, Sverre
Randrop, John	Rimmer, C. M.
Rank, W.	Rotter, R.
Rieck, Fredrick	Rudt, Walter
Reinink, H.	Rundquist, O.
Roberts, Frederick	Ryan, James

Sanders, S.	Sorensen, Ed.
Sanderson, Alfred	Sorensen, J. -2037
Sanne, Rudolf	Spanas, Nick
Sanseter, Paul	Spanos, James
Saunders, James	Stanton, Jimmy
Savage, Roland	Stratten, H. B.
Schantz, Harry	Steinfart, J. H. F.
Schneider, H.	Stoff, Fred
Schroder, Willy	Stolt, A. J.
Schultz, W.	Strand, Louis
Schwencke, Karl	Strandquist, Louis
Seibert, Gustav	Sundberg, Charles
Seland, H.	Sundberg, K. K.
Sharkey, Tom	Svensen, J. 1903
Siliwalja, Jacob	Svensen, C. J.
Skellem, A.	Svensson, G. A.
Skognan, W.	-1295
Snell, Adolph	Svensson, Patrick
Snider, G.	Swanson, Gus
Sonnenberg, J. C.	Swenson, T. H.
Sorensen, Anton	-2055
Tamisar, P.	Thorsen, Rolf
Tayra, August	Tierney, Pat
Thoe, Rudolf	Thiem, Charley
Thiem, Erwin	Tonnesen, A. K.
Tho, Johan	Tonnesen, Trygve
Thoren, Gus	Torn, Orvid
Thoren, Victor	Traynor, John
Thoresen, C.	Trenkhahn, Martin
Udekull, C.	
Viig, Theodore	
Viljanen, Arvo	
Wacner, Will	Werner, Charles
Wahl, Robert	Weyer, Paul
Wald, Olaf -1285	White, Peter
Walker, Erick	Wick, John
Walter, John	Whitot, J.
Weatcroft, L.	Willi, Max
Weber, Fred	Willman, Frank
Wells, Frank	Wilson, Charles J.
Wells, George	Winner, A. A.
Weltz, Hill	Winther, Haakon
Weltz, Ornuif	Winton, J. A.
Weture, J.	Wolchurll, Arthur
Werner, Arthur	
Yejata, Yrjo	
Zabel, Carl	Zweilberg, John
Zebe, Gustav	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Klette, E. F.
Anderson, Andrew	Matheson, A.
Athanasale, Michael	Nielsen, Hans F.
Berling, J. B.	Olsen, Arne
Carter, Sidney	Olsen, Carl -1101
Ceehan, John	Pedersen, Elif
Ellefsen, Otto	Penningrud, Ludwik
Evensen, Louis	Persson, Oscar
Finnely, Wm.	Raasch, O.
Furth, Richard	Raam, Henry
Hansen, Karl	Rary, Frans
Hansen, Marius	Rathke, Reinhold
Hansen, O.	Relursen, A. L.
Hansen, O. R.	Silver, S. A.
Hendriksen, Hag-	Sorensen, Pete
bart	Stradlin, A. W.
Iverson, Ivar	Swanson, Ben
Jacobsen, Emil	Thoren, V. A.
Johansen, Emil	Wakely, R. E.
K. C. Johnson	Walters, Albert B.
Jorgensen, Oluf	Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS

Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Seaworthy

Fishing Launch

for Sale Cheap

Complete with Cabin and Beds
Address, Louis Kuhlmann, 59 Clay St.,
San Francisco, Cal.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442
Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 7833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: .25, .30
and .50 per day; \$1.25 per Week and
up. Special rates for Housekeeping,
Single or Connecting Rooms.
This Place Must Be Seen to Be Appreci-
ated. Nothing Like It in the City.
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks
WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO
Patronize
**Charles Johnson's
Cigar Stand**
Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

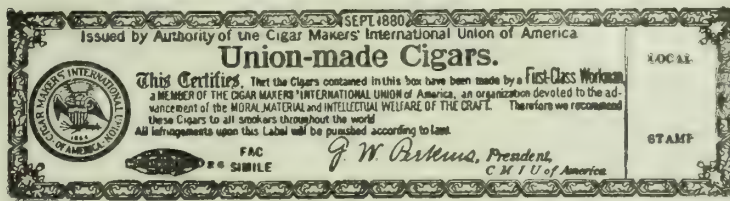
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON
Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more
people, better and faster through the breakers,
than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH
RED SEAL CIGAR
UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of
Hallerna, near Gothenborg, Sweden,
who was sailing on the Great Lakes
about three years ago, is inquired
for by John V. Olsen, Sun Com-
pany, Marcus Hook, Pa. 5-26-15
Adolph Godfred Eriksen, born in
Moss, Norway, is inquired for by
his brother, Herman Eriksen. Any
one knowing his whereabouts please
notify W. Nielsen, 206 Moravian St.,
Philadelphia, Pa. 5-26-15

ALASKA FISHERMEN. San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hil	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Ericksen, Earl	Saalmann
Ekeland, Will H.	Teracison, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacoma, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd- sen	Peterson, Andrew K.
Fister, Johannes	Phister, Albert
Finnigan, I. H.	Polhome, Mr.
Hagen, Gunder	Ridderstaff, Ernest
Jensen, Gustav	Rye, F. M. J.
Johansen, Ingvald	Selback, Chris.
Johnson, Axel	Slinning, Rasm's O.
Nelson, Nels Wil- helm	Spellman, Tom
Larsen, Fred	Starks, John
Magnuson, P. A.	Stein, George G.
Osterlund, Albert	Stixrud, Jack
	Stromsness, Oscar

INFORMATION WANTED.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.
William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

News from Abroad.

Exports from London to the Uni-
ted States for April totaled \$13,-
406,231, compared with \$14,049,412 a
year ago.

Details have reached London of a
recent Indian riot in Singapore, evi-
dently stirred up by Turks, in which
from 50 to 200 whites were murdered
before the Indians were quelled. All
news is heavily censored.

Losses caused by war to Paris ho-
tels are illustrated by annual report
of Grand Hotel, which shows that
profits for 1914 were 12,315 francs
(\$2563), compared with a profit of
1,126,264 francs (\$225,253) for pre-
vious year.

The Cunard Steamship Company
state they have not canceled their
sailings to America as reported, the
sailing of the "Mauretania" being
canceled solely owing to an insuffi-
cient demand for passenger accom-
modation.

It is reported that the Nippon
Yusen Kaisha is about to obtain con-
trol of the China Merchant's Steam
Navigation Co., which is essentially
a Chinese national concern with
large properties in the Yang-tse
Valley, notwithstanding the opposi-
tion of the Chinese Government.

Thomas J. McNamara, Parliamen-
tary Secretary of the Admiralty, an-
nounced in reply to a question in
the House of Commons on May 17,
that 460,628 tons of British shipping,
other than warships, have been sunk
or captured by the German Navy
since the outbreak of the war.

Chinese revolutionists have de-
clared that China's agreement with
Japan will not affect their purpose.
They charge President Yuan Shi-
Kai with seeking to become emperor,
and with effecting this agreement for
the purpose of obtaining Japan's
support in his ambitious design. The
revolutionary movement is still in
the conspiracy stage.

The special War Revenue act
passed by the Canadian Government
became effective April 15. A war
tax postage of one cent is collected
on letters and post cards. A stamp
of 2 cents must be affixed to checks,
drafts, etc., negotiated through banks.
Railroad tickets and a large variety
of proprietary or patent medicines
and perfumes are among the articles
taxed.

The announcement that the de-
stroyers "Crete" and "Chio," building
in the U. K. for the Greek Govern-
ment, will be duly delivered on May
26 next, has a two-fold interest. It
is a practical recognition by the
British Government of the friendli-
ness of the Greek nation. It also
implies that the British Admiralty
are satisfied with the present strength
of the Royal Navy in destroyers
without exercising their right of pre-
emption upon craft building for
friendly neutrals.

General Carranza, in an authorized
interview, said he was desirous of re-
moving the impression that prevailed
in some quarters that the Constitu-
tionalists are antagonistic toward
foreigners and foreign capital. On
the contrary, he says, they purpose
to throw Mexico open to all honest
foreign capital as generously, but
more judiciously, than was done
under President Diaz. General Car-
ranza has issued, under the form of
an executive order, a decree making
all works and constructions erected
on territories of federal jurisdiction
without due and legitimate authori-
zation, national property.

With the Wits.

Fame.—Eighteen enterprising soda-fountains in Philadelphia are serving Billy Sundae.—New York Tribune.

Safe.—"Aren't you afraid of hoi polloi?" the erudite reporter asked Senator Cashem.

"Oh, no," replied the statesman, "we boil our drinking water."—Philadelphia Public Ledger.

Family Pride.—Yale '35—Wheel! my brother got tapped for Bones on Tap day.

Harvard '35—Huh! My brother got touched for five bones on Tag day.—Harvard Lampoon.

A Far Cry.—"Mister, will you give me some change? I'm stranded here, and I want to call up my home."

"Certainly, my good man. Where do you live?"

"San Francisco."—Baltimore American.

No Evidence.—A well-known judge dined recently at a West End hotel, where the man who takes care of the hats is celebrated for his memory about the ownership of headgear.

"How do you know that is my hat?" the judge asked, as his silk hat was presented to him.

"I don't know it, sir," said the man.

"Then why do you give it to me?" insisted the bewildered Judge.

"Because you gave it to me, sir," replied the man, without moving a muscle of his face.—Tid-Bits.

Old Friends.—While visiting the Berlin zoological gardens, little Gretchen saw a great white bird standing on one leg in a cage. She threw in a piece of candy; the bird gobbled it up eagerly, and thrust its head through the wire for more.

Presently Gretchen's mother came along. "O mother, see here! What kind of a bird is this?"

The mother pointed to the sign on the cage, which read, "The Stork."

"The stork!" cried the little girl, enthusiastically. "O mama, do you know, he actually recognized me!"—Lustige Blatter.

Secure and Profitable

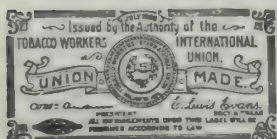
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

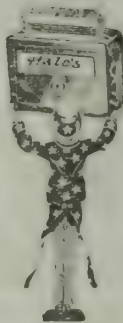
Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



\$1 Value

50c

\$1 Value

50c

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 38.

SAN FRANCISCO, WEDNESDAY, JUNE 2, 1915.

Whole No. 2332.

WILLIAM B. WILSON---MAN AMONG MEN.

The Breaker-Boy Who Entered the President's Cabinet.

When William B. Wilson was appointed Secretary of the newly-created Department of Labor the Journal made the following editorial comment:

"The appointment of Secretary of Labor Wilson is particularly gratifying to the organized seamen of America. As the chief sponsor of the Seamen's bill in the House of Representatives, Mr. Wilson rendered yeoman service to our cause. No man in either house of Congress ever devoted himself more tirelessly and effectively to any cause than did Representative Wilson to the cause of the American seaman. For this he has earned, and will receive, the everlasting gratitude of the seafaring craft. The name of William B. Wilson will ever be associated in the minds of seamen with those of Stephen M. White and James G. Maguire. The seamen are proud to honor these names and proud of the honor done them by the confidence and co-operation of these great men and great statesmen."

The foregoing was written more than three years ago, at a time when the Seamen's bill fathered by "Congressman" Wilson had just been vetoed in the closing days of President Taft's reactionary regime. Less stouter hearts would probably have given up the struggle when with one stroke of the pen all the years of labor and effort by the organized seamen came to a sudden end. But in all the dark hours of the Seamen's struggle for liberty the slogan has ever been: "To-morrow is also a day."

Among those who were very bitterly disappointed with the Presidential veto was William B. Wilson. His disappointment, however, did not lend itself to despair. William B. Wilson ("our Bill," as he was christened at a convention of the American Federation of Labor), knew the aims and aspirations underlying the Seamen's struggle for liberty. So he urged and insisted upon another trial in the Sixty-third Congress, and while no longer a member of Congress nothing was left undone by the Secretary of Labor to further the cause of that ever-declining band of American seamen who had for so many years asked Congress in vain for emancipation from slave laws and relief from unbearable conditions.

Of course, there was a reason for William B. Wilson's deep personal interest in the Seamen's struggle. He knew and understood what so many others failed to grasp because his own

active participation in the trade-union movement had begun early in life.

Having been born abroad, in Blantyre, Scotland, on April 2, 1862, William Bauchop Wilson came to this country with his parents at the age of eight and settled at Arnot, Tioga County,

trade-unionism. From 1900 to 1908 he was international Secretary-Treasurer of the United Mine Workers of America, having been elected each year without opposition. His political career began when he was elected to the Sixtieth Congress in November, 1906. He was twice re-elected, serving also in the Sixty-first and Sixty-second sessions of Congress.

On March 5, 1913, he took the oath of office as Secretary of Labor and has since been a member of the President's cabinet.

To the seamen of the Pacific Coast "Bill" Wilson is no stranger. On Monday, November 10, 1913, he addressed the regular meeting of the Sailors' Union of the Pacific at Seattle, Wash., and on the following Monday he conferred equal honor upon the meeting at Headquarters in San Francisco. At the latter meeting Secretary Wilson was presented with a beautiful loving cup as a token of appreciation and affection from all the Seamen's Unions on the Coast.

All through his long career as a trade-unionist and public official William B. Wilson has been loyal and true to the workers.

He has ever been an exponent of the truth, whether it flattered or hurt. He resents the statement that he "has risen from the ranks" because he insists that he "is still in the ranks and would feel like a fish out of water if he ever had to leave the ranks." And as the years rolled on William B. Wilson ("our" Bill) has grown into the confidence and respect of the working people. He was the one man in public life "outside of Congress" who never, never failed the toilers of the sea if it was within his power to render assistance.

In the performance of his duty Secretary Wilson has from time to time brought the wrath of the plutocratic press upon his devoted head. Once he was bitterly criticized for addressing his fellow workers as Fellow Trade-Unionists, and for certain other statements made during that address. His reply to these traducers, made at the recent convention of the American Federation of Labor, is descriptive of a broad and big man's point of view. He said:

"Immediately following my talk at the Seattle convention I was severely criticized by such employers of labor as the president of the Founders' Association and by some metropolitan newspapers because I had addressed you as 'Fellow Trade-Unionists,' and because of some other statements which I had made to



WILLIAM B. WILSON.

Pennsylvania. When less than ten years old he began working as a breaker-boy in the coal mines, and in November, 1873 (aged eleven) he became a half-member of the Mine Workers' Union.

All through early manhood William B. Wilson was actively and prominently identified with

you at that convention. I want to say to you now that I would not change one iota or tittle of the statements that I made to you then, from the salutation as 'Fellow Trade Unionists' down through to the statement that every title to property is a law-created and a law-protected title. And the same elements that criticized those statements asserted that the Secretary of Labor was partisan to labor.

"It will be forty-three years on the 22nd day of this month since I became a trade-unionist, under our former great leader of the miners' movement, John Siney. In the time that has intervened I have been a member of the various trades-unions as they succeeded each other among the miners of the United States, and am to-day a member of the United Mine Workers of America. During those forty-three years' experience, most of it active experience in the trade-union movement, I have never understood that the trade-union movement stood for anything else than justice to the wage-workers. It has never desired to impose an injustice upon anybody else; and if the securing of justice to those who earn their bread in the sweat of their face constitutes partisanship, then count me as a partisan of labor.

"It has also been said that the Department of Labor has to deal with others than organized labor; that it represents other workers than organized workers, and that is true. The Department of Labor represents and looks after the interests of all the wage workers of our country whether organized or unorganized. The same may be said of every trade-union in our country. There isn't a trade-union in existence in any trade or industry that has made progress that has not, in making that progress, also benefited every man working in the industry who is not a trade-unionist. So far as the Department of Labor is concerned, it will utilize every force that it finds available to its hands for the purpose of promoting the welfare of those who toil. It will use most those agencies which are most effective; and, in my experience, those agencies which have been most effective in improving the conditions of the wage workers have been the trade-unions of this country."

No wonder "the interests" don't like William B. Wilson.

All the more reason, then, why the workers, and particularly the seamen, are proud of Wilson, the man who still lives "in the ranks."

For his services to the seamen William B. Wilson can never be rewarded. As indicated at the beginning of this article, he had earned their everlasting gratitude more than three years ago. To-day we can only repeat that the seamen of America are glad and proud of the fact that such distinguished and invaluable service was rendered to their cause by a trade-unionist who started life as a breaker-boy. May your life be long and happy; may the future bring you still more (if it be possible "to bring more") of the confidence and respect so richly deserved from all who toil—this is our most earnest wish for you, William B. Wilson.

U. S. COMMERCE IN 1914.

The volume of foreign commerce which passed through the various customs districts of the United States in the calendar year 1914 is indicated by the following memorandum prepared in the Bureau of Foreign and Domestic Commerce, Department of Commerce: Owing to the reorganization of the customs service, effective at the beginning of the fiscal year 1914, comparisons with earlier years are not available, but comparing December, 1914, with the corresponding period of the preceding year, it is known that considerable increases in exports occurred at the ports of New York, Galveston, New Orleans, Baltimore, Boston, and Philadelphia, in the closing months of the year.

New York, which does about 40 per cent. of the country's export business, handles practically all lines of merchandise. Galveston, second in point of export sales, handles chiefly cotton, cottonseed oil cake and meal, wheat, flour, and rice. New Orleans is not only a great cotton market, but an important distributor of wheat, flour, mineral oil, lumber, meat products, cottonseed oil, oil cake, rice, and tobacco. Baltimore, fourth in value of exports, handles wheat and other grains, iron and steel, leaf tobacco, copper, and many lines of manufactures. Detroit, the fifth largest exporting center, is an important seller of automobiles and carriages, hides, fruits,

oils, lumber, iron and steel, meats, and miscellaneous manufactures. Buffalo is a great shipper of iron products, coal, and mineral oils. Boston exports chiefly leather manufactures, meats, printing paper, and wheat. Philadelphia, which is the eighth port in point of exports, ships chiefly grains and flour, coal, leather, meat products, kerosene oil, and miscellaneous manufactures. San Francisco, ninth in export sales, is a leading exporter of fruits, salmon, cotton, iron and steel, and leather goods and ships largely of oils to the Oriental countries. The district of Georgia, with headquarters at Savannah, exports a large quantity of cotton and cottonseed oil cake, and is the leading export market for naval stores. Seattle and Tacoma are important distributors of canned salmon, cotton, lumber, oil, grains, and automobiles. Norfolk and Newport News are great coal shipping points. Tampa and other Florida points handle most of the phosphates and a considerable share of the naval stores, tobacco, and lumber exported. Port Arthur exports largely of cotton, cottonseed cake, wheat, and mineral oils and is the leading exporter of sulphur.

These are merely examples of the details obtainable in Table 6, "Exports by Articles from the various Customs Districts," shortly to be issued by the above-named Bureau as a part of the annual report on "Commerce and Navigation of the United States."

The following table shows in millions of dollars the imports and exports of the United States at the 22 leading customs districts of the country, arranged in order of magnitude of exports:

Imports and Exports During 1914.

Customs District.	Imports (Million dollars)	Exports (Million dollars)
New York.....	974	833
Galveston.....	12	197
New Orleans.....	80	181
Baltimore.....	30	107
Detroit.....	26	95
Buffalo.....	30	75
Boston.....	163	72
Philadelphia.....	88	66
San Francisco.....	70	66
Georgia.....	6	52
Washington.....	63	48
Mobile.....	8	32
St. Lawrence.....	39	31
Dakota.....	12	30
Vermont.....	20	28
Port Arthur.....	1	28
Virginia.....	7	27
Florida.....	8	26
Chicago.....	35	26
Oregon.....	4	14
Ohio.....	10	13
Duluth.....	6	11
Other districts.....	97	56
Total.....	1,789	2,114

Since the Crimean War in 1854, British Governments have indulged in no less than forty military campaigns, which have chiefly been land-grabbing expeditions or massacres of native races who objected to their territory being confiscated and filched at the behest of British imperialists and empire-builders. The workers have been robbed of their sons without their consent, to fill the maw of militarism, and to carry out instructions of capitalism, either to slaughter trade unionists during strikes, as at Featherstone, Liverpool, Llanelly, Tony-pandy, and Belfast, or to mow down the native races in all parts of the world, or to carry out a buccaneering expedition against the Boers in South Africa in the interests of diamond and gold exploiters.—Huddersfield "Worker."

ASIATICS IN CANADA.

(By William T. Bonsor.)

An extensive campaign is being waged by those engaged in the laundry industry in Canada against Asiatic competition. It seems that Chinese aliens, who bought the privilege of entry into Canada for a \$500 head tax, have gained a monopoly of the laundry business by the unfair competition of working day and night. According to the available information, unemployment for citizens is as prevalent in Canadian cities as in our own cities. Another similarity is that unemployment does not affect Asiatics, as they are always employed.

The columns of Canadian newspapers are being used to present this condition to the people with the hope that the situation may be relieved and white labor be employed in place of Oriental labor.

We can only wish Canada well in any effort that may be made to improve the industrial welfare of its men and women of labor. However, it must be admitted that Canada is fortunate in one respect in regard to the \$500 head tax. The Exclusion Law of 1882 prohibits Chinese immigration to the United States. The Commissioner of Immigration in annual reports strongly presents the necessity of a sufficient appropriation which will permit the placing of an adequate patrol force on the Canadian border to prevent Chinese, Japanese and others from gaining illegal entry into the United States. The necessary appropriation is never forthcoming and consequently the border is practically unprotected in this regard. Large numbers of Chinese enter this country each year from Canada and enter the laundry industry or some other field of endeavor. In these instances Canada gets \$500 and the United States gets a Chinese.

If we were all loyal to our own people and would employ and patronize them in preference to the Asiatic, the problem would be solved. If the Asiatic's presence here was not made profitable to him by the American people he would not come, or, once here, would not stay. Because so many of us prefer Asiatic labor, it encourages them to get into the country by any means possible.

The Government should appropriate sufficient money to allow the Immigration Commissioner to properly enforce the immigration laws. It hardly seems fair that Canada should receive \$500 for every Chinese smuggled across the border. It looks like good business, from a Canadian viewpoint, but then we are the ones at fault.

An asphalt bed which seems to be practically inexhaustible is now being developed commercially in Leyte Province in the Philippine Islands. The bed lies near the shore line at Tacloban, at which port ships can anchor and take on cargo of the asphalt from lighters loaded at the mines, with practically no overland transportation. The deposits also contain oil of a high grade. The asphalt is almost pure near the surface, and is exceptionally pure at greater depths. The oil deposits—evidenced by oil flowing with water from a spring—contain oil pure enough to be used by the natives for illuminating purposes.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Packed" Lawson Jury Unionists' Charge

Union miners have been convicted of murder by a jury "packed" by the mine owners of this State, is the charge made by the Executive Board of the Colorado State Federation of Labor in a letter to the Industrial Relations Commission, at Washington, which is asked to investigate later Colorado developments.

The unionists say hundreds of miners are now under indictment in the courts of Las Animas and Huerfano Counties, and that the methods pursued by the coal companies to secure convictions "form a horrible example of the extent to which, under the form of law, prosecution can be resorted to.

"Coal company doctors, coal company managers, kin people of coal company managers and men who had participated in battles with the striking miners were selected, and before this jury Lawson and Zancannell were convicted.

"The judge of the court who had presided at these trials, and who proposes to preside at other trials, is a coal company attorney, and was employed in other cases against the miners. To secure the services of this judge, and to prevent the possibility of the trials being heard before an unprejudiced judge, the coal companies secured the passage of an act by the Legislature of the State of Colorado for the appointment of a judge for the district, and they thereupon secured the appointment of a man who had been their attorney in cases against the strikers; and this judge calmly holds, in the face of affidavits setting up the facts, that he is in no way disqualified to try the miners' cases. On the trials he refuses to permit jurors to be asked the question as to whether or not they would give the defendants the benefit of the rule of law which provides that a man accused of crime shall at the outset of the trial be presumed to be innocent. He even permitted to serve as jurors in one of the cases a juror who, according to the undisputed affidavits, had a gambling wager on the result of the verdict.

"We respectfully submit that these matters constitute a fair subject at the hands of your commission."

Girls Secure Eight Hours.

An eight-hour-day with the same pay as received for ten hours, with wage increases over a certain standard, has been secured by the Crown Cork and Seal Operatives' Local Union No. 14,204 of Baltimore. This organization is composed mostly of girls who are employed by the Crown Cork and Seal Company. Because there is no national union in this industry the union is affiliated direct to the American Federation of Labor. The manner in which the business of this union is conducted, together with gains made, proves that women can organize and can improve working conditions, as well as men, without the interference of well-meaning outsiders, who advise girls in all manner of ways except urge them to organize and help themselves.

A. F. of L. Organizer Eichelberger as-

sisted the girls in negotiating their new wage scale, and this trade unionist says:

"The union was formed about four years ago, the present agreement being the second made with the company.

"The first agreement amounted, in the aggregate, to about \$52,000 per year increase in wages; the one just obtained amounts to about \$49,000 per annum. So in a little over four years the American Federation of Labor has procured over \$257,000 for these girls. Does women's organization pay? What other set of working girls in Baltimore have the eight-hour day?"

Stands for Trial by Jury.

Stephen S. Gregory, Chicago attorney, did not "mince matters" when discussing injunctions and boycotts before the Industrial Relations Commission.

The witness told the federal probers that "I have been president of the Chicago Bar Association, the State Bar Association of Illinois and the American Bar Association." With these credentials, the western attorney proceeded to show his knowledge of fundamental rights. He declared that when a judge punishes a worker for violating an injunction, where the charge is criminal, that this denial of trial by jury "is really an evasion of the constitutional guaranties."

The witness diplomatically ridiculed judges who issue these injunctions, and sustained his opposition to a denial of trial by jury by this illustration:

"I might receive, as I leave the room of this tribunal to-day, a threatening letter from somebody saying they were going to kill me for something I had said, or had not said, in a court of equity. Now that involves personal loss, possibly to my wife and those dependent upon me, but no court of equity would listen for a moment to a bill I would file saying 'A' or 'B' or some other blackhand gentleman had threatened to kill me off and therefore there should be an injunction to prevent him from killing me. That would be an absurdity—a legal absurdity; and none the less is it so where a man is enjoined from committing acts of violence in a strike to try him for contempt, without a trial by jury. And that has been an injustice that has rankled in the minds of everybody that has been a victim of it, and justly so.

"Sir Charles Napier says: 'People talk about agitators, but the only real agitator is injustice; and the only way is to correct the injustice and withdraw the agitation.'

"Now, that has been attempted by the Congress of the United States in Judge Clayton's bill. So that in every such case the accused, where the conduct with which he is charged under the guise of an information for contempt is criminal under the laws of the State or of the United States, he is entitled to a trial by jury; and that is, I think, the best we can do."

Attorney Gregory upheld the right of workers to boycott. He said:

"I think that the spirit and genius of American institutions is founded upon the

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Unionism is the best investment a worker can make, declared G. M. Prendergast, in an address before the Melbourne Cold Storage Employees' Union, which started in 1908 with forty members, and has now enrolled 735. At one time wages were 6d (12 cents). The rates now are 1s 3d (31 cents) and is 1s 4d (33 cents), with extra pay for overtime. The speaker showed that the annual dues of 26s (\$6.50) made possible an average increase of \$325 per year, "which was a long way better than any other investment."

Returns received by the British Board of Trade from certain selected ports in the United Kingdom show that during March 41,309 seamen were shipped on foreign-going vessels. Compared with March, 1914, there was a net decrease of 2,772, or 6.3 per cent. The decline was most marked at Southampton and the Tyne ports; at the port of London, on the other hand, and at Cardiff, Newport, and Belfast there were considerable increases. A shortage of men for ordinary mercantile ships was again reported at several ports, including London, Glasgow, Southampton, Bristol, Hull and Newcastle. During the three months ended March, 1915, the total number of seamen shipped was 114,843, a decrease of 11,397, or 9.0 per cent., on the total for the corresponding period of 1914.

The trade unionists of South Africa are now aiming some fine sarcasm at the politicians in power. In the great Transvaal strike last year, Generals Dewet, Beyers, and others, who revolted against the British government, were great loyalists and trained guns upon the labor headquarters and threatened to blow the union men off the map. Now the situation has been reversed. Says the South African Typographical Journal: "While the upholders of 'law and order' of January last are in armed rebellion, attacking the Government, stopping trains, occupying towns, making prisoners of Government officials, and rendering possible the hideous nightmare of civil war, the so-called 'anarchists' and 'revolutionaries' of the same period are fighting and sacrificing their all in support of the Government which has in the past treated the workers with so little sympathy."

The much heralded strike of the Canadian Brotherhood of Railroad Employees did not mature. This organization is a believer in "Canada for Canadians" and does not recognize the American Federation of Labor, whose affiliates in the various sections of Canada have numerous railroad contracts. The Industrial Banner, official paper of the Trades and Labor Council, gives this advice to the "Canadian" unions: "If the members of the Canadian Brotherhood of Railroad Employees, instead of belonging to a weak and visionary organization, were affiliated with the various craft organizations that compose the system federation on the Intercolonial railroad, they would not only remove all cause of friction, but advantage their own interests and strengthen the general labor movement. The Canadian Brotherhood, moreover, is a cheap dues organization, and is not in a position to give adequate financial support to its members in the event of a strike of any magnitude."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, I. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, C.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buank, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Ericsson, Otto	Rytko, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Rennvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johansen, John	Strahle, Chas.
Johansson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edward	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlir, Richard
Johanson, Ole	Voss, Henry
Johnson, Edward A.	Wagner, W.
Johsen, Leonard	Wallin, John
Johansen, Chas.	Willson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Andersen, Anton	Ivertsen, S. B.
Anderson, O.	Johanson, Albin
Burk, Harry -1284	Jorgensen, C. M.
Candia, Theo. B.	Kaloud, George
Chester, John	Nilsen, C. F.
Crantly, C. W.	Olsen, John
Daude, Carl W.	Ostergard, F.
Ekelund, Rickhard	Petersen, Carl
Elofson, John	Rasmundsen, E. S
Erikson, Edward	Sander, Oscar
Eugenio, John	Strand, Conrad
Hansen, Jens	Thal, R.
Hansen, Eugene	Zebe, Gustav

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers. the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

W. R. Grace & Co. have chartered the steamer "George W. Fenwick" to load flour and lumber at Portland and in San Francisco in June.

Contract for a stern-wheel boat has been let by the Alaska Railroad Commission to a Portland firm. It will be used on Cook's Inlet.

Rates for sailing ships from Portland to the United Kingdom with wheat were quoted during the week at 80 shillings. No fixtures were reported at the figure.

A contract for 45,000 pieces of piling for use in building a Government dock at Honolulu has been awarded to the Charles R. McCormick Company and Broughton & Wiggins. The piling will be cut at St. Helens.

The U. S. Public Health Department now requires that any vessel carrying grain or other cargo which attracts rats, must be fumigated before it reaches this port. This order applies to vessels coming from the Orient, the South Pacific or Europe, and consuls in those countries have been notified of the new order and supplied with blank certificates of fumigation.

The steamer "City of Sydney," of the Pacific Mail fleet, which was withdrawn from the Panama run several months ago, is to be relegated to Oakland creek, where she will probably lie, until, like other former Pacific Mailers of long and profitable service, she is converted into a coal or oil barge or sold to junk dealers. The "Sydney" has shifted from Sausalito to the Mail dock, where she is being stripped of various fittings preparatory to being moored in the estuary, the company announces.

The hulk of the sailing vessel "Northwest," sunk at Millington, continues to form the subject of dispute between the Government, the port of Coos Bay and the Courtney Mill Co., at whose dock the hulk lies. No one will assume the responsibility of disposing of the vessel, which has been abandoned for four years. The port of Coos Bay has ordered one more appeal to the Government engineering office at Portland and if no relief is obtained the Secretary of War will be asked to destroy the "Northwest."

Articles of incorporation were filed at San Francisco during the week by the Western Pacific Steamship Company, a \$250,000 concern, the incorporators being W. H. Glensor, C. L. Moore and L. M. Bliss. Mystery surrounds the new company and where it is to operate, and at the office of the attorneys in the Mills building, no word of the company would be given out. Whether it is to operate coastwise, offshore or in the Mexican trade is not known, but as several new men are going into the Mexican trade it is believed that this company is to operate there also.

Amended rules and regulations for the management of the graving dock at Esquimalt, B. C., have been issued as follows: For all vessels up to 1,000 tons, \$300 for the first day of docking and \$50 for each following day, including the undocking day; vessels from 1,000 to 200 tons, \$350 for first day and 4½ cents per ton following days; vessels above 2,000 tons, \$400 first day, 4 cents per ton up to 2,000 tons on following days; vessels exceeding 440 feet in length, \$550 first day, 2 cents per ton on all tonnage above 2,000 on following days. All vessels over 440 feet in length, requiring the keel blocks raised, will be charged for extra pumping \$150.

Lumber exports from Vancouver for 1914 show a falling off as compared with the previous year, 13 vessels carrying lumber cargoes having sailed last year, as against 17 for 1913. Of the total shipments, aggregating over 26,000,000 feet, Australia took 6,159,748 feet; South Africa, 6,758,807 feet; and Great Britain, 3,931,243 feet. Other lumber cargoes from the port were, in feet: Fiji Islands, 859,364; Japan, 955,600, and the United States, 3,500,000. The feature shipment of the year in timber products was 3,000,000 feet of creosoted railway ties to India. The total lumber exports were less than during any twelve-month period for the last five years.

The steam-schooner "Claremont" struck on the rocks of outer jetty at Coos Bay on May 22 and will be a total loss. All aboard were saved after a thrilling experience with the breeches buoy. Captain Benson says that when he started to cross the bar a big sea struck his vessel and the craft sheered, striking the jetty. The steamer "Breakwater," which was first to put out to the rescue, got a rope caught in her wheel and was powerless to aid. Later the dredge "Colonel P. S. Michie" and the coast guard crew came to the rescue. The "Claremont" is a steam-schooner of 747 gross tons. She was built at Aberdeen, Wash., in 1907. She was owned by the Hart-Wood Lumber Company of San Francisco.

That no time will be saved by sailing vessels using the Panama Canal is indicated by a letter from Captain Larsen of the Norwegian barque "Birtha" to Norwegian Consul Cederbergh, of Portland. The captain wrote from Colon stating that sixty-six days were required on the run to Balboa and he gives it as his opinion that it will require about 126 days out from the Columbia River to Queenstown or Falmouth. He says that his vessel got through the calm belt very

well, but headwinds and currents were against up to Panama Bay. From Cape Mala and up to Balboa required three weeks' sailing, which distance the skipper said should be negotiated in twenty-four hours with fair wind. He pays a compliment to the obliging officials at the Canal.

Notice has been received at San Francisco from the Tokyo office of the Toyo Kisen Kaisha Co. that Captain S. Togo is to retain command of the "Tenyo Maru," and that Captain Ernest Bent is to be given leave for another voyage of the liner. Following this information is the rumor that Captain William Woodus Greene of the "Chiyo Maru" is to be relieved when he arrives here by Captain Hineokama, formerly commander of the "Seyo Maru" in the South American service. Along with the white men, the Chinese in the galley of the "Tenyo Maru" have been supplanted by Japanese and the rumor is that within a short time the steamers of the company will have none but Japanese among their officers and crews. The "Nippon Maru," an intermediate steamer, has all Japanese officers except the purser and ship's surgeon, and is the only steamer in the fleet so manned. The course of the company is regarded as the beginning of the end for all but Japanese in the service of the Japanese line.

By the sinking of the steamers "Centurion" and "Candidate" by German submarines the Harrison Line have now lost five ships as a result of the war. The Harrison liner "Diplomat" was sunk last year in the Indian Ocean by the "Emden," the "Wayfarer" was recently torpedoed off the British Coast, but succeeded in subsequently making port in a damaged condition, and the "Crown of Castile," which is owned by Messrs. Prentice, Service and Henderson, of Glasgow, who, jointly with the Harrison Line, maintain the Harrison Direct Service to this coast, was also sunk recently by a submarine. The "Centurion" is the vessel which inaugurated the Harrison Direct Line service from Liverpool to North Pacific ports in 1912, coming here by way of Magellan. When sunk she was outbound from Glasgow. The "Candidate," also sunk, was the first vessel of the fleet to make the passage through the Panama Canal. The "Candidate" was outbound from Liverpool to Jamaica when sunk, while the "Centurion" was heading for South Africa.

The Japanese, who have practically monopolized the Vancouver fishing industry, and who supply that market with fresh cod fish, are accumulating a large fleet of gasoline power boats on the coast, many of which are equipped with expensive motors. These gasoline launches, which play an important part in getting the fish fresh to market, are largely built by Japanese boat builders at Steveston, B. C. These boats ranging between 27 and 40 feet in length, are generally arranged with a small pilot house and cabin forward in which the engine is installed. In the larger ones there is also a small cabin in the stern with additional living quarters for the crew. A large part of the boat amidships is given up to fish wells which are separated from the cabin and engine-room by watertight bulkheads. The fish wells are in most cases kept flooded, the sea water having a free circulation through openings in the hull of the boat below water line. The cod as soon as caught are placed in the water in these wells to be kept alive, while in separate compartments supplies of small perch are also kept alive to be used as bait for the cod.

The United States Geological Survey has issued a monograph on "Lavas of Hawaii and Their Relations." It contains 97 pages and 4 plates, and describes in detail the petrography of the Hawaiian Archipelago, treating each of the larger islands individually. It is an accepted generalization concerning the Hawaiian Islands that they have been built up by a long-continued series of volcanic eruptions beginning at a point far west of the principal islands of to-day. They represent, therefore, the higher summits of a chain of volcanic mountains, mainly submarine, rising from an ocean floor more than 20,000 feet below the surface of the sea and extending for about 1,800 miles in a general northwesterly direction. They appear to form a simple petrographic province whose igneous rocks are clearly consanguineous. The paper also discusses the mineral, chemical, and normative composition of the Hawaiian lavas, as well as their distribution and association, and the theoretical bearings of the data presented. A map of the islands, photomicrographs of the rocks, a diagram illustrating variation in normative composition of the lavas, and a table of normative ratios and symbols accompany the report, which may be had free on application to the Geological Survey, Washington, D. C.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EMERSON, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 2, 1915.

"EFFICIENCY" OF CHINESE CREWS.

The superiority of the Schwerin-Dollar method of manning ships has again been demonstrated.

The American steamer "Mackinaw," recently purchased by the Robert Dollar Company, took fire at sea off Point Reyes, Cal., on May 28. She was manned by a Chinese crew on deck and in the engine-room. The origin of the fire, from all available accounts, was somewhere in the fire-room, where an "ideal crew" of the Schwerin-Dollar type were trying to learn the art of burning oil.

The story of the yellow pets' behavior is best told by excerpts from the San Francisco daily press, which tell a tale full of significance when we think of the glowing praise so freely bestowed upon Asiatic crews by certain patriotic (?) American shipowners.

To quote from the press:

When fire broke out in the engine-room, half the crew were off duty and were summoned to deck hastily. Two boats were lowered and into these Second Officer William Alford and Second Assistant Engineer E. P. Steininger, with Chinese crews, were ordered and told to stand by to pick up other members of the crew in case the vessel had to be abandoned.

In the meantime, Captain Krebs, shorthanded by the loss of his two officers, set to work to fight the fire, and after hours, during which the frightened coolies were practically useless, they managed to get the fire under control.

The antics of the Chinese seamen (?) who were ordered in the boat is told by the Second officer in the following descriptive language:

I was taking a snooze in the second dog watch when I heard somebody shout "Fire!"

I hustled out to be met with a blinding cloud of smoke. I ran to the deck below the bridge and saw Captain Krebs, who ordered all hands to boat stations. Having charge of the after starboard boat, I collected my crew and, with the help of Steininger, swung it out on the davits and lowered away.

It was a beast of a job in that heavy sea and with the wind blowing until we listed far over. But we were on the lee side and with the help of a splatter of oil we made shift to get the boat alongside.

I took an oar and sculled her into steege way the best I could, trailing on until I got orders. Then a huge breaking sea swept us up and, as we went down, the painter parted and we were left to shift for ourselves.

There was nothing to do but get out the oars

and hold the bow near on to the seas so that she would not swamp.

The coolies were so frightened they were useless and I had to do the best I could baling, finally cursing the Chinese into doing it themselves.

It will be observed that the Schwerin-Dollar crews lived up to their established reputation. Further light upon the boat's crews' ability is certified to by the men in the pilot-boat "America" which picked up the drifting mariners and hauled them aboard.

According to the pilots the Chinese in the "Mackinaw's" boats were unable to use their oars and come up under the lee made by the "America." So the pilot-boat had to drift down upon them and drop two of the pilots into the small craft in order to make it possible to hoist their occupants aboard the "America."

What would have happened had the "Mackinaw" been a passenger-carrying vessel is easily imagined.

Yet the Schwerins and the Dollars constantly praise their cheap Mongolian crews and put on an air of injured dignity because Congress has laid down the rule that on and after a certain date all vessels leaving American ports must carry a crew at least partly composed of competent seamen.

ABOUT "GANGSTERS."

A large number of indictments have been handed down recently in New York against gangsters alleged to have been operating in sympathy with certain union officials. As usual in the case of prosecutions of union men, the evidence comes as a result of confessions made by vicious degenerates.

An individual of very ill repute known as "Dopey Benny" has emitted a loud and sustained squeal because certain persons, from whom he expected much, and who would not stand for his blackmail, have failed to bail him out of durance vile.

Of the full evidence in these cases we cannot speak at present; but the usual connection of union officials with crime is through the agency of criminals' confessions. How much reliability should be placed upon such evidence is not problematical as opportunities for blackmail by crooks are numerous when such evidence is permissible in court. The victims of this pernicious system of confessions are always the workers. Legal talent and subservient judges will never permit even the slightest connection of wealth and power with the filthy tools thus employed. The Police Commissioners of New York in a recent interview stated that it would be easier to deal with gangsters if the support of politicians and employers were taken away from them. However, at the present time, the press throughout the country is naively attempting to impress the public with the idea that the gunmen gangsters are the creatures of organized labor.

The average person takes but little notice of newspaper misrepresentations, but to the observing their strenuous efforts at this time would appear in the nature of a backfire; started by the Rockefeller and like interests, in order to distract attention from their own misdeeds. Cruel machinations, and alliance with forces of vice are being proven part of the Rockefeller code of honor by the Federal Commission on Industrial Relations. And it would seem very necessary that vigorous measures be taken to divert attention. When it comes to a review of conditions pertaining to the

employment of gangsters, thugs, assassins, divekeepers, etc., Rockefeller has everything else backed clean off the board. In fact, it is a matter of common knowledge that the Rockefeller interests in Colorado maintain such fraternity with men of the "Lefty Loui" and "Dopey Benny" type as to be analogous. It is just possible, that like the feudal barons of old, young Rockefeller is jealous of his presumed rights in the matter, and resents intrusion thereon.

Gangsters can be clothed with the finest appearance of respectable citizenship while in the employ of corporate greed and predatory wealth; but when they branch out along independent lines their suppression is only a matter of time. If experience had not made us skeptical, we might indulge in the dream that employment of armed gangsters, recruited from the slums of the earth, would be discontinued by the forces of greed in industrial disputes. "Dopey Benny" and his ilk will undoubtedly be removed from future activities for some specified period, but the Rockefellers will remain at large and in a position to stage another Ludlow horror should the spirit move them.

THE GAME OF DIPLOMACY.

Speaking about the "evasive" German reply to President Wilson's note it will be well to bear in mind that President Wilson has made frequent and energetic yet wholly unsuccessful protests against Great Britain's arbitrary and unjustifiable interference with American shipping.

The position of Great Britain is neither sound nor lawful, yet, in the language of the "American Review of Reviews," our Government has "in effect submitted to it in order to avoid a clash with the Allies."

Furthermore, it was Great Britain and not Germany which rejected the sane and sensible American proposal by which the submarine attacks upon merchant vessels could have been ended with justice and honor to both sides. The American proposal was an attempt to call back both sides to a decent observance of recognized international law. In brief, it was as follows:

1. Germany and Great Britain were to discontinue sowing floating mines on the high seas and in territorial waters.
2. Both were to discontinue submarine attacks upon merchant vessels, except to enforce the right to visit and search.
3. Neither was to allow merchant vessels to use neutral flags for purposes of disguise.
4. Germany was to agree that food imported from the United States should be sent to agencies of American destination, and so distributed as to make certain its use for non-combatants.
5. Great Britain, on the other hand, was to agree not to interfere with food shipments consigned to agencies designated by the United States Government in Germany.

Germany immediately accepted the proposals in practically all essential respects.

Great Britain, however, waited two weeks before replying; and finally replied by making sundry charges against Germany, which, to say the least, had no bearing whatever upon the points made in the proposal.

Of course, the JOURNAL does not pretend to understand the game of diplomacy. But we understand plain United States language. And we realize that all the United States sympathy for the Allies is not based upon that hateful attack on Belgium. The Allies are spending some hundreds, or perhaps thousands, of millions of dollars in this country for ammunition and supplies at exceedingly profitable prices; and we have long, long ago

learned that there is a close and intimate relationship between the prosperity of our business world and the tone and attitude of our newspapers—the molders and manufacturers of public opinion. So it is to be hoped that we will not be carried off our feet and rushed into a bloody war by a commercialized patriotism.

SUBMARINES AND CHINESE.

According to an Eastern shipping journal the employment of Chinamen as seamen has been forbidden by the British Admiralty on board vessels requisitioned for Government service.

It may be surmised that this ruling has been made for excellent and obvious reasons. Submarine warfare is altogether too strenuous for John Chinaman. In several instances, it appears, British vessels could have made their escape from the threatening submarines were it not for the absolute and unqualified refusal of the Chinese firemen to stay "down below" during the chase. Particular instances which may be cited are the steamers "Crown of Castile" and the "Delmira," both of which were sunk by submarines after the Chinese crews had refused duty in the hour of danger.

Our London contemporary, "The Seaman," in commenting upon the loss of the "Crown of Castile," uses the following forceful language:

What else could be expected? Experience should have taught the so-called British owners of the "Crown of Castile" that Chinese labor on board ship must almost of necessity prove an expensive luxury in the long run. It was so in the case of the ship under notice, for we have no doubt whatever that had the "Crown of Castile" been given half a chance she could have shown a clean pair of heels to the attacking craft. But she was not given that chance; on the contrary, she was handicapped by the cowardly Chinese, who failed in their duty at the supreme moment, with the result that the ship now lies at the bottom of the sea.

We wonder if this latest example of the result of unpatriotic conduct by shipowners claiming to be British will help to stir the Board of Trade? We wonder if the insurance company which took the risk of the "Crown of Castile" will lodge a protest against being called upon to pay for her loss, for the evidence is overwhelming that disaster was largely due to the presence of Chinese on board? We hope, however, that out of evil good will come, and that the scandal of employing cheap Chinese labor on British ships will get its quietus once and for all.

All of which is pertinent and doubtless led to the before-mentioned decision of the British Admiralty.

Surely, it is gratifying that the days of Chinese seamen on American ships are numbered. And it is doubly gratifying that our organized Comrades in Great Britain and Ireland are energetically working toward the same end.

Anent the happily (?) adjusted differences between China and Japan, it was very generally suspected that the Japanese, in the event of war, expected almost as easy a victory as took place upon a former occasion. On that occasion a certain Chinese battleship surrendered, without firing a shot. It was wondered at the time what the reason for this was. Long afterwards the secret was divulged. The Chinese commander, with the national tendency to "squeeze," had parted company with his guns for a consideration. As naval guns are not the sort of things which are commonly deposited on the shelves of even the largest mont-de-piété, it has always been a question of interest as to where those guns found their way. Perhaps it was to the turrets of the attacking squadron.

"THE ARGONAUT" DISSECTED.

The Standard dictionary defines an Argonaut as "one who sailed with Jason in the ship 'Argo,' for the golden fleece."

In United States history the name Argonaut has also been given to the gold-seeker who went to California in 1849—i. e., a "forty-niner."

In San Francisco there is to be found another Argonaut.

Like the ancient Argonaut who sailed to search for the "golden fleece," and the more recent type who searched for real gold, the San Francisco Argonaut is after "the dough." Our local Argonaut, however, does not sail or search, neither does he toil or spin. Yet he amasses wealth.

Our local Argonaut, dear reader, is a "society weekly" catering to snobbery and defending the vices and weaknesses of our alleged "better" classes. The San Francisco Argonaut is consistent in only one respect. It never misses an opportunity to lambaste the only real useful members of society—the men and women of labor. The abuse is not confined to any faction or section of the great army of toil. It is given indiscriminately and with a will. One week it is an attack upon a Congressman or a Supervisor who has dared to defend Labor; the next week it is a general assault upon the unfortunate individuals employed by labor organizations as walking delegates or in similar capacities. Everybody engaged in useful toil gets his. No one is spared. The organized seamen got theirs the other week. The particular crime charged against the seamen is the passage of the Seamen's bill. It is really not worth while to reprint all that silly drivel from the Argonaut, but we herewith publish a self-explanatory letter by Andrew Furuseth dealing with certain phases of the assault upon the new Seamen's Act:

An Instructive Communication.

San Francisco, May 28, 1915.

Editor "The Argonaut":

Sir—Your editorial under the caption "The Seamen's Bill," must have been written by someone who did not take the trouble to ascertain facts. If the bill had not been enacted into law, it would be possible to regard your editorial as an effort to prevent the enactment of the bill. But it is the law now and why any paper should publish statements about the law, which are, to put it mildly, wholly inaccurate, is rather difficult to understand.

You say: "The Seamen's Bill is based upon the now fully recognized principle of compulsory employment of unnecessary men." Where do you find any such provision in this law? The law does not provide for any special number of men to be employed; it provides a standard of skill; but no standard of number.

You say: "No steamship service can afford to pay the wages of able seamen for a deck crew under the miserable pretense that only able seamen can handle the boats." In the Seamen's Act an able seaman is described as a person nineteen or more years of age and having at least three years' experience on deck at sea or on the Great Lakes. If you had taken the slightest trouble to investigate the laws of other nations you would know that this is the lowest standard of experience permitted by any of the leading maritime nations. The repeated experience of disasters at sea in the last few years have demonstrated over and over again that the boats could not be lowered into the water because the men did not know how. The men who were trying to do it "spilled" the passengers by letting go the fall either at the stern or the bow of the boat. Have you really forgotten the "Titanic" and the "Volturno"?

You say: "The labor leaders care about as much for the safety of passengers at sea as Judas Iscariot cared for the poor, but they do care a great deal that the aristocrats of labor shall have a monopoly of employment."

Since when has the seaman become an aristocrat of labor or otherwise? Is the peon or serf an aristocrat? Do you, sir, know anything of the seaman's life, or of his status? Your suggestion would be humorous if it were not so sad. You men on shore tied us to the ships just as a prisoner is tied to the prison, or as the negro was tied to his master, and when the conscience of the Nation freed the negro at ex-

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 1, 1915.

A synopsis of the minutes of the regular weekly meeting held on the above date will be given in the next issue of the Journal.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C. May 24, 1915.
Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 24, 1915.
No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 24, 1915.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 24, 1915.
Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 24, 1915.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 24, 1915.
Shipping and prospects poor.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 24, 1915.
Shipping and prospects poor.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 17, 1915.
Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 27, 1915.

Regular meeting was called to order at 7 p. m., Edward Andersen in the chair. Secretary reported shipping quiet.

E. F. BURKE, Secretary pro tem.
42 Market St. Phone Kearny 5955.

Seattle Agency, May 19, 1915.
Agent reported shipping medium.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, May 19, 1915.
No meeting. Shipping slow.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, May 24, 1915.
No meeting. Shipping fair; few members ashore.

THOMAS BAKER, Agent.
27½ Second St. Bickle Bldg., Room No. 10. Phone Broadway 2306.

DIED.

Otto Peterson, No. 1685, a native of Russia, age 25, died at San Francisco, Cal., May 28, 1915.

The gyro-compass, independent of magnetic influence, but for all that pointing to the true North, with wonderful accuracy, has become such a success that it is being installed everywhere in the Navy as rapidly as possible and 20 of our battleships now have it, and particularly the high-speed gyroscope, and 15 of the submarines. The new compass requires officers' and enlisted men specially trained to operate it, and a school to instruct the men is maintained in the New York Navy Yard. One month's instruction is required. Two chief gunners are maintained on the Atlantic fleet to keep the compasses in repair and to act as instructors as well.

TOO MANY HOURS OF WORK.

Efficiency experts seldom forget themselves so far as even to intimate that increased efficiency, which is another name for the speeding up process, has any detrimental effect upon the financial, mental or physical condition of the employe. When they say anything it usually takes the form of declaring that efficiency, through its standardized series of movements that eliminate all useless effort and produce results for every move made, really leaves the workman with more money and less fatigue at the end of the day than he experienced under the former method of exerting a great deal of his strength in non-productive effort. The idea being to the effect that the man who cut across the lot, so to speak, a hundred times was less fatigued than the man who walked around the block twenty-five times. There is no argument to offset the claim that the man who cut across got to the other side much more quickly and saved the distance he would have traveled in going around, but it does not follow that he was less fatigued after one hundred trips across the lot than his associate was who walked around it twenty-five times. The essence of the story is that he covered the distance with all that went with it between his starting point and the point aimed at more often than his co-worker. The man who sent him across the lot was the one who profited; how he went made no difference to the man. This is no demand for a continuance of wasted effort. It points rather to the justice of insuring to the producer a fair share of his increased production. This need not necessarily mean more wages for the man at work; rather it ought to mean fewer hours, which would give opportunity for the unemployed to become self-supporting, and be paid living wages based on fair standards. This would increase demand, and production would not accumulate in storage because everybody was out of work and money.

Up to the present there has not been much incentive for the employer to save the man. His efforts have been exerted in getting all he could out of him. There are plenty of men and more coming every day to fight for a chance to live from their own efforts, so, saving men has not been much of a consideration. The situation thus far has not changed to any appreciable degree except that there are certain other efficiency experts who have started out to determine the effect of industrial efficiency plans not alone upon the general welfare of employes but upon those who cannot find work. These do not agree altogether with the statements of the high priests of standardized motions; they declare that monotony, excessive effort and one-motion employment will cause men to break down faster than they did under the former method of lost motion with greater freedom of thought and action.

Some months ago we had the report of an investigation of one of the largest manufacturing plants in this country. The most emphatic criticism found in the report was that the high degree of efficiency employed made machines out of the men so they had become so many automatons instead of humans; their work was purely mechanical, monotonous and excessively tiresome; it put one man against another,

for, working on the piece-work plan, with each man depending upon the one standing in front of him to finish his work before he could perform his own little share, brought the men to a most intense degree of nervous and physical exhaustion. This monotony made them particularly susceptible to injury, the cost of which must be borne by the man with a job. They became, in a sense, like the mules on our old canals that traveled over the same route so often and were worked so hard and so long at the same thing that they could go over the tow path, fast asleep, eating their food out of a nose bag.

Regardless of all the fine notions pertaining to efficiency, workingmen are going to get away from this state of affairs. Not that they will get away from the efficiency system, but they will get away from their long hours and be paid more proportionately for fewer hours. Employers may bring all the sentiment in the world to bear against it; they did when men protested against working from sun up till sun down, but the day was shortened, as it will be again. Men are employed generally in the organized occupations and office employments eight hours a day; production has not decreased; to the contrary, it has increased through improved systems of management and machinery. Fewer hours and increased production were the arguments used to get the shorter work day. It can not be used now for the workman has reached the superlative degree of efficiency and production.

What follows in the betterment of working conditions must come as the right of the employe to a fairer share of what he earns for his employer. It can not forever be a question of how many hours the employer can get out of the man, how much speeded up production he can force from him, without regard to over-production or under-consumption, whichever you prefer to call it, and its effect upon the working people of the world.

They are going to live whether their employers like it or not. It no longer will follow that men, women and children will crawl to their hutches and hovels to starve and freeze and die because the employer has no work for them due to the fact that when they did work they produced so much and earned so little that a profitable market could not be found. Overproduction, when thousands of people are suffering because of no work, means underconsumption, because they have no money to buy. And why haven't they? Because hours of labor, improved machinery, increased production with fewer employed create the paradoxical situation of overproduction without the ability of the producers to purchase their own product, not to mention the more serious effect upon those who were out of work in the first place.

The man who is constantly employed has his troubles in making a living; the one who works intermittently must be assisted, which, in the last analysis, means the man who works steadily must take care of the one who does not. It becomes to his interest, therefore, to demand a more fair division of hours and products of labor so that each man may become self-supporting through his own efforts. To-day there are more than a half million men out of work

on the Atlantic Coast, not to mention the rest of the country; they have to be kept in some way or another by those who are at work. It does not require much reasoning to come to the conclusion that all of them might better be employed at living wages than for them to "wander hither and thither, aimless, hopeless." One half of the world was never intended to work to support the other half in starved idleness. Say what we may, be as selfish as we dare, the truth forever can not be dodged. Some day it will have to be met. The solution of the problem means personal sacrifice on the part of the man who is better off to help the man who is worse off, but until that time comes with the courage needed to meet it, the problem will remain.—The Railroad Trainman.

THE KIEL CANAL.

Ranking as one of the greatest engineering feats in the world, the Kiel Canal, now one of the most frequently mentioned spots in the universe, is not known to the public at large, save in a broad general way. The reason why the wonderful work of the German engineer at Kiel was not made more widely known was, it is claimed, due mainly to strategic reasons. Last June, when the Kaiser formally opened the new locks of the Kiel, built in connection with the deepening, widening, and general improvement of this artificial waterway, little was said about the enterprise. The exhaustive scheme of changes and additions cost no less than \$60,000,000, or \$20,000,000 more than the original waterway cost, hence some idea may be obtained of the magnitude of the task accomplished—by far the greatest engineering feat so far carried out in Europe. The width of the canal at the bottom has been increased from seventy-two to 144 feet, its depth from twenty-nine to no less than forty feet, and its width at the water-level from 220 to 334 feet, while its new locks are the greatest of all concrete structures. Then, along its banks numerous sidings have been built where shipping may be at anchor, while the high-level railway bridges and roads that crossed the channel have been pulled down and replaced by more modern and bigger structures of steel. As the world knows, the Kiel Canal was designed to enable the German fleet to operate effectively and quickly in either the North Sea or the Baltic. When the locks at the entrances became too small for the new types of battleships and cruisers the canal lost much of its military importance, and it was decided to widen it and construct greater locks. The work was undertaken in 1909, and was completed fully half a year ahead of schedule time, owing to the army of workmen employed and organization of the highest order. At one time the entire sixty miles was a continuous workshop. The most difficult and costly part of the whole scheme was the rebuilding of the locks. Each measures 1150 feet in length, 148 feet in width, and 46 feet in depth, being larger in every way than the Panama Canal locks. The Kiel Canal locks can be, if required, converted into dry docks, there being two at each end.

For fair products of all kinds consult the JOURNAL's ad columns.

LONG SEA VOYAGES.

To the nautical perception the sea is full of lonely craft battering their way round the Horn through a region of almost perpetual gales, or idling in the doldrums to the irritation of their dispirited crews, who only find partial consolation in the reflection that every flap of the mainsail means half a crown out of the owner's pocket and a corresponding addition to their own hard-earned pay. Within the experience of the deep sea sailor, says the "Pall Mall Gazette," such passages are nothing unusual, particularly on the outward voyage to the Pacific when Cape Horn has to be weathered and its prevailing westerly winds won through.

On March 2, 1910, the four-masted bark "Invernesshire" sailed from Hamburg bound for Santa Rosalia in the Gulf of California. During a passage which included such incidents as her temporary abandonment by her crew in dread of her foundering, she was forced to put into the Falklands to refit and sailed again on her interrupted voyage on September 27. From that time she was neither seen nor heard of until she arrived safely at her destination on February 2, 1911, 338 days out from her original port of departure.

The voyage of the "Invernesshire" almost compares with the performances of the lumbering craft of earlier navigators, except, no doubt, that it was a tedious passage and not enlivened by encounter with carracks laden with pepper from Malabar, of which the King of Spain was owner. On November 19, 1587, the "Desire," under command of Thomas Cavendish, a gentleman of Suffolk, set sail from the headlands of California for the Channel. At break of day, on June 8 of the following year, she fell in sight of the Island of St. Helena; on July 3 she crossed the line, and, after holding the brave trade winds to the limits of 40 degrees north latitude, recovered the long-wished-for port of Plymouth on September 7, 1588. Not much better could be expected from the ships and their equipment. The sailing master of the "Desire" thought it worthy of record that, running merrily before the wind under all the sail she could carry, his vessel compassed 140 miles between noon and noon, a boast which would expose the modern shipmaster to the derision of his companions in every ship-chandler's shop of the ports he frequented.

Among some extraordinary voyages made by deep sea sailing craft within recent years there may be mentioned that of the "Beacon Rock," engaged on a short coastal trip between two Australian ports. After all hope of a safe arrival had been abandoned, she turned up at Talcahuano, Chile, some 6,000 miles from her intended destination. Being in light trim and consequently with no grip on the water, she had been unable to make any progress against a persistent head wind, and her master had been compelled to square yards and make a fair wind of it across the broad Pacific.

Another large four-masted bark, the "Buteshire," had the remarkable experience last year of circling around the windless Gulf of Panama like a circus horse until she was obliged to put back, ninety days out and short of provisions, to her port of departure. It may, however, be an exaggeration that the lighthouse keepers in the gulf fell into the habit of regulating their calendars by her appearances.

"MISSING" FRENCH SHIPS.

The "Biessard," a large French sailing vessel which disappeared with all on board while outward bound to New Caledonia has been posted as "missing" at Lloyd's. She left Havre for Tchio Feb. 3 and ought to have arrived at her destination in June. The "Biessard," was the only French vessel posted as "missing" in 1914. She was of steel, barque-rigged, 2,702 gross and 2,254 tons, built at Grand Quevilly in 1900, her port of registry being Rouen. She was owned by the Compagnie Rouennaise de Transports Maritimes (Messrs. Leroux and Heuzey, managers). The vessel is the largest sailing vessel posted during the year just closed. It may be interesting to recall the names and last voyages of other French vessels—steam, sail, and motor—which during the past decade have been posted as "missing." In the sub-joined table, published by the Shipping and Mercantile Gazette (London), the names of all vessels flying the French flag which have thus been posted at Lloyd's since January 1, 1905, are given:

Vessel	Net Tons.	Last Voyage.
1905		
Hd 10 (drdgr.)	—	Ymuiden to Dakar
D'Artagnan (s. v.)	237	—
Emile B. (s. v.)	114	C Vecchia to Dublin
Lafayette (s. v.)	1766	New York to Far East
1906		
St. Donatien (s. v.)	1259	Bordeaux to Adelaide
1907		
Daniel (s. v.)	2221	Bellingham to Delagoa Bay
Hautot (s. v.)	2256	Tchio to Glasgow
1909		
Neustria	1721	New York to Marseilles
1911		
Louis et Marie (motor schooner)	84	Swansea to Oporto
1912		
Belle Ile	1382	Penarth to Tenerife
Ville d'Alger	947	Cardiff to Oran
1913		
Marcelle	935	Swansea to St. Nazaire

No French vessels were posted missing in 1908 and 1910.

ITALY IN THE WAR.

From a psychological standpoint the Italians probably couldn't stand the scraping around them without peeling a coat.

From a sporting standpoint Italy appears in the role of kicking a man from behind when he is busy with three or four in front.

From a humanitarian standpoint the entrance of Italy into the conflict may have the effect of bringing it to a speedier end.

From an ethical standpoint Italy has failed to adhere to the high principles of neutrality.

From a commercial standpoint, Italy has done the wise thing in grabbing while grabbing is good.—Vallejo Tribune.

For several weeks there have been no reports about the "F-4" which sank in Honolulu harbor with all hands on board. It's about time there was something being done about it. The fact that the boat was built by the Seattle Construction & Drydock Company by scab labor may have a great deal to do with its sinking, and Labor wants to know. It is a more important question to American workmen than whether the Germans had a right to sink the "Lusitania," and it must not be allowed to rest until the facts are determined.—Seattle Union Record.

There is always a Cape Horn in one's life that one weathers or wrecks oneself on.—Huxley.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
Telephone Seneca 936 R.	
CLEVELAND, O.	1401 W. Ninth Street
Telephone Bell Main 1842.	
MILWAUKEE, WIS.	133 Clinton Street
Telephone South 240.	
ASHTABULA, O.	21 High Street
Telephone 552.	
NORTH TONAWANDA, N. Y.	152 Main Street
Telephone Bell 2762.	
DETROIT, MICH.	15 Twelfth Street
Telephone 3724.	
SUPERIOR, WIS.	1721 N. Third Street
Telephone New, Broad 385.	
RAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.	Toledo, O.
Cleveland, O.	North Tonawanda, N. Y.
Milwaukee, Wis.	Superior, Wis.
Ashtabula, O.	Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

A BRIEF AGAINST CHILD LABOR.

Organized labor's brief against child labor is a comprehensive and bulky document. Its title page was written by those small and scattered but courageous groups of toilers who organized the first purely local trade-unions—organizations which later formed the basis for our National and International unions and our State and National Federations of Labor.

The introduction to the brief was written at Pittsburgh, in December, 1881, when our present powerful and influential American Federation of Labor was brought into existence. We find there in Labor's first concrete platform the following clear-cut language: "We favor the passage of laws forbidding the employment of children under the age of fourteen years in any capacity, under penalty of fine and imprisonment."

Nearly thirty-five years have passed since that memorable labor meeting in Pennsylvania took up the cudgels against child labor, and every labor convention held since has added its chapter to "Organized Labor's Brief Against Child Labor."

The 1914 convention of the American Federation of Labor, again held in the Keystone State, made an exceptionally lucid contribution to the subject by the unanimous adoption of the splendid declaration which follows:

"No dividends, no profits can compensate for the waste and the wrong of child labor. The greatest possession that any nation has is its men and its women. No nation can be greater than the masses of its men and women. There is no more deadly certain way to undermine national power than to deny its children rights necessary to most complete development of heart, mind, and body.

"Child labor denies these opportunities, not only to the individuals themselves but to their children and their children's children. The effect of the wrong and waste is cumulative, sapping the life-force of the nation.

"Many industries in our country are soulless corporations as heartless as the 'ogres' that were said to eat children. They have taken these little ones and have done their most to them. They have set dreary, tiresome tasks for little hands, they have permitted little feet to tread in dangerous places—all that they might have higher profits.

"Statistics of child labor, however appalling, are a most inadequate method of evaluating the incalculable—the effect of child labor upon human minds, bodies, and ideals. Child labor robs children of a chance to grow, a chance to learn and a chance to dream. It robs them of a chance to attain the fullest development of manhood and womanhood. It leaves them with a sense of the world's injustice burned into their inmost beings.

"Children will become better citizens when the wrong of child labor is abolished. They will become healthier, more capable men and women when uninjured by premature overwork. They will become greater men and women when removed from associations that degrade and injure.

"Child labor is not essential to any industry. An industry which cannot be profitably conducted without using child labor is not necessary to society and is abhorrent to the social conscience. Men and women with hearts do not wish to encourage or to endorse in any degree those who profit by child labor. But often they are placed in the unfair position of giving seeming approval through patronage because they do not have access to information that will enable them to act in accordance with their sense of justice and their conviction of right.

"It is due to those who earnestly desire the welfare of the nation's children that they should have the opportunity to help in the conservation and protection of the children.

"It is a most solemn obligation due the children that all organizations for human welfare should use every available agency to promote humanity's progress.

"Therefore, we, the delegates assembled at the 34th annual convention of the American Federation of Labor, as authorized representatives of the greatest humanitarian movement of the country, declare that anyone who profits by the toil of children at all or by the labor of other minors required to toil more than eight hours a day, is unfair and unworthy of the patronage of true patriots and those who desire human welfare."

This declaration I submit with pride and satisfaction as a summary of labor's contention upon the child labor problem.

I do so with pride because of the knowledge that in a small degree I have contributed my humble share toward organized labor's endeavor to protect this nation's children from exploitation.

I do so with satisfaction because our efforts in this direction have certainly not been in vain.

It should be understood, of course, that the child labor problem is but one phase of the great general labor problem. And all thinking men and women know that the labor problem or the labor movement is "the" problem of modern civilization.

Organized Labor's everyday struggle centers upon such very commonplace demands as higher wages, shorter hours and better working conditions. Higher wages mean a higher standard of living, better health, more opportunities for

its children, better citizenship, and greater happiness. A shorter working day affords opportunity for education, for wholesome recreation, and for the development of a higher type of man and woman. Overwork, like any other unhealthy condition, breaks down the worker, turns him into a machine, throws him on the scrap-heap before his time and drives his children to the mill and factory. Finally, labor demands protection from unhealthy or dangerous working conditions, because they manifestly cause a needless sacrifice of the lives and welfare of the many to the greed of the few.

In struggling for fundamentals labor has made its own every movement and every policy which promised to take the world a step nearer social justice. As already stated, the movement to abolish child labor was early made a plank in Organized Labor's general platform. In Labor's campaign against child labor, however, there is a certain marked distinction. Upon other pending issues, such as the disposition of convict labor, or the restriction of immigration, the spokesmen for Organized Labor cannot always claim that they have the solid and united support of their constituents. But in Organized Labor's attitude toward child labor there is no difference of opinion, no division of sentiment, no dissension in the ranks. Organized Labor's slogan is and has ever been, "Child Labor Must Go!"

Samuel Gompers, our "own" grand old man, had occasion recently to elaborate somewhat upon this slogan. He asked these pointed questions:

"Has not each child the same right to opportunities to grow into the possession of his greatest power and development?"

"Is there such a luring fascination in the golden dollars that they shall be the price of children's welfare and souls?"

"As a nation shall we decide for higher dividends for the present and less efficient workers for the future—the beginning of national decay?"

These questions, I am sure, supply their own answer. What, then, is our duty in the premises? Clearly and obviously, we have a definite task before us. It is your duty and my duty to arouse the people, all the people, to the seriousness of the wrongs and to the methods of prevention.

The seriousness of the wrongs will be grasped by any normal human being if that being can be induced to read either Mrs. Van Horst's book, "The Cry of the Children," or the more recent presentation of the problem by Edwin Markham, Ben B. Lindsey and George Creel, in that splendid work entitled, "Children in Bondage."

The popularly accepted campaign against child labor is via the legislative halls of the respective States. Casual inquiry among average men and women has convinced me that but few of our citizens know of the serious efforts made for some time past to secure Federal legislation along these lines.

Again, it is not very generally known that child labor may be eliminated by much more direct and perhaps equally effective action than State and Federal legislation.

By direct action I mean a systematic and persistent boycott of the product manufactured in whole or in part by child labor.

If the "bargain hunter" could only have before him a picture of torn little children's fingers, withered little muscles, bleeding hearts and stunted lives, I am sure there would be less anxiety to secure that "bargain" and more of a desire to inquire into the origin of the article to be bought. For many of these "bargains" are possible only because of child labor with all its attendant suffering and misery. And while I have no desire to make this a union label propaganda speech it should be borne in mind always that child labor cannot be employed in factories or workshops which attach a union label to the finished product. The union label is not only a practical guaranty of fair wages, reasonable hours and sanitary conditions, but it is also a substantial assurance that child labor has not entered into the product.

In addition to the old-fashioned boycott, I feel that we are perfectly justified in advocating the use of social ostracism against those who persist in exploiting child labor. I think the end justifies any means when we map out a plan of action which will put an end to the dwarfing, crippling and injuring of the nation's most helpless and defenseless wards. After all, the exploiter of child labor is but a homicide on the wholesale, and certainly not deserving of more consideration than was accorded to those who upheld negro slavery. If it were in my power to make laws, the exploiter of child labor would be placed on an equal basis with that pariah of society—the white slaver.

But no matter how we may differ upon preventive measures I am sure some phase of the campaign against child labor will appeal to all right thinking men and women who have been sufficiently aroused. The great task before us, then, is to wake up a sluggish public conscience to the national menace and disgrace of child labor.

When we have done that, the slogan "Child Labor Must Go" will be shouted by such a mighty chorus that the echo will reverberate from Maine to California.—Address delivered at the Eleventh Annual Conference on Child Labor, by Paul Scharrenberg, San Francisco, May 28, 1915.

ICELAND'S "HILL OF THE LAW."

Visiting Iceland at the time of the festival held in honor of the first visit of its sovereign lord, the King of Denmark, Bayard Taylor describes the famous Logberg, or Hill of the Law, where the Althing or Popular Assembly of Iceland was held for nearly nine hundred years.

"History states that when the independent chiefs who first took up the habitable part of Iceland found it necessary to unite and form a superior government for all, they had some difficulty in selecting a suitable spot for its deliberations. In the year 930, Thingvalla was finally chosen, and no other spot, certainly, could have invested the Althing with such an air of awe and solemnity. The great lava plain of Thingvalla (or in Icelandic, Thingvetlir) is rent by deep, tremendous fissures, in a general direction from north to south. One of these, on the eastern edge of the valley, forms almost an island, attached to the main mass of rock by a narrow natural bridge. It is about three hundred yards long, but not more than sixty or seventy feet wide at the broadest part. The summit is uneven, rising as you approach the further end, until its jagged pinnacles look down on either side into chasms one hundred and fifty feet deep, where a dark, mysterious indigo-colored water flows onward, whence or whither, none can tell.

"Near the entrance one ancient Jarl was supposed to be able to defend the whole mount, since access was impossible at any other point. A part of the rock must afterward have given away and fallen across the chasm, for it is now bridged toward the other extremity. The white falcon of Iceland (the banner) flapped lonely . . . as we stood upon the mound where forty-eight judges sat upon the middle bench, each with a deputy before and another behind him, making one hundred and forty-four in all. At first this mound was enclosed by a circle of hazel sticks, bound with the sacred cords or fillets. The Law-giver, who was chosen for three years, directed the proceedings. After the year 999, the Althing was opened on the Thursday between the eighteenth and twenty-third of June, and remained in session fourteen days. Since agriculture could not be carried on in Iceland, and as the raising of cattle required little labor, the men early acquired the habit of traveling to Thingvalla every year, so that finally many thousands of persons assembled in the valley, exchanged information, traded, feasted, and thus established a kind of National Fair. The civil and criminal cases were practically tried before the whole people, and whatever law was decreed went immediately into action.

"After Iceland fell to Norway, and then to Denmark, the form of holding the Althing was still observed, although it was scarcely more than an empty form. The meetings were held in the open air, as in the old and glorious ages, until the year 1690, when a wall of blocks of lava was erected and a canvas roof spanned over it. Here Danish law was proclaimed to the people up to the year 1800, when the seat of justice was removed to Reykjavik. Even the old wall has been taken away, and the Hill of the Law is now as bare and grand as when it witnessed the deliberations of a free people."

WEEKLY NEWS LETTER.

(Continued from Page 3.)

idea of liberty, just as much liberty and freedom as is possible for the individual, consistent with the general welfare, and I have never been able to satisfy myself, notwithstanding legal authorities to the contrary, that a boycott, as we understand it, in and of itself, either was or ought to be illegal. . . . If you agree to commit murder, that crime is illegal, whether it is two or three thousand. If you agree to do any other unlawful act, that agreement is illegal and constitutes in itself an illegal act. But if men combine to do that which they, each one severally, have a right to do; if, after all, the combined act is essentially the same as the act of the single individual, then it is very difficult to establish on any logical, legal principle that such a combination in and of itself is illegal."

Favors Private Armies.

Vice-President Atterbury of the Pennsylvania Railroad Company is a believer in private armies, according to this testimony before the United States Industrial Relations Commission:

Chairman Walsh—How many rifles do you keep on hand?

Atterbury—I don't know that we keep any, but we do everything that is legal and that is necessary to protect the running of our trains.

Chairman Walsh—Shouldn't the control of armed forces, in your opinion, rest with the State?

Atterbury—Theoretically, yes; but practically I doubt if you can ever arrive at that solution.

Unions' Executive Praised.

Under the caption: "A Notable Response to the Emotion of Admiration for a Labor Leader," the Haverhill Gazette pays this glowing editorial tribute to President Gompers, who addressed a mass meeting in that city last week:

"Foremost labor leader of the country, head of the greatest federation in the history of the world, with a record unsurpassed by any of his contemporaries in the work he has performed for those who earn their living by the sweat of their brow and the cunning of their hands, the splendid ovation accorded by an audience that crowded city hall to the doors was the response to the emotion of a mighty admiration for Samuel Gompers. Wage workers and employes alike paid tribute to the labor leader and the man.

"Years of tireless effort on the public platform have not abated his eloquence of words. Crowned with the labors of over half a century in public service, he still shows the activity of the old days. With a voice that can be heard afar and, in utterances for toilers so representative and for captains of industry so moving he sounds a note of peace and calls forth a unison from accordant hearts that heralds a better day. His words are still touching the hearts and conscience of the country. Samuel Gompers is still the brilliant orator and the profound thinker. His inspiring personality, his tremendous personal power, his beating love for humanity, have welded the Federation into an institution that has

become an essential part of the life of the Republic.

"For over 30 years, with human errors here and there, he has kept the balance true and performed the veritable labor of a Hercules. There are but few publicists in the seventies who possess his abounding vitality and tireless energy. His work and his words still excite admiration and inspire confidence in the same degree as when he set forth on his long and eventful journey for humanity."

"THE ARGONAUT" DISSECTED.

(Continued from Page 7.)

pense of blood and treasure you left the seaman where he had been through six centuries. Living in a place "too large for a coffin, not large enough for a grave," fed on what you men on shore would not touch; driven to his work like a prisoner; ill used like a prisoner and at times worse, both at his work and when away from it. Forced to bid against the outcast of all classes in society and against all nations and races, when hiring out for work. Forced to sign a sacred contract, compelled to do the work for the incompetent at sea, compelled by you and your like to stand the scorn of all men when all the misfits you brought to sea failed to do their work in danger to ship and passengers.

Aristocrats, indeed? The burden bearers whom you and your like would patronize in moments of danger and to whom you would sling a few coppers as a tip when you wanted to feel great and good. No man brought up in an American school seemed to be willing to seek the sea for a living; you got your seamen where you could, and you treated this "aristocrat" in such a manner that white men were leaving the sea in droves and their places were taken by Orientals. You and those for whom you speak accuse us of disregard for the safety of passengers. Yet, you had no suggestion to make when it was found that nearly five thousand passengers were drowned in the last five years and when it was demonstrated that the shipowner is so protected by limitation of liability that no damages could be obtained. When we came to Congress pleading for the life of the passengers and, of course, our own, we found the shipowners opposing everything and pointing to the safety of sea travel. When vessel after vessel went down, the passengers drowning or burning, you and your kind would raise a temporary excitement for perhaps a month, and then you would come back with the same old stuff. You will claim that we were not thinking of the passengers, we were thinking of the seamen. Suppose we grant this as true, what then? We knew too well then and know too well now, that you never would care how many seamen were drowned. We seamen, at any rate, did what we could for the passengers when in danger on the ocean and when in danger from misrepresentation before the committees of Congress. If it had not been for the brutal selfishness and the untrue testimony given by those for whom you speak there would now be some chance for the passenger in case of disaster. As it now is, thirty per cent. of persons on board within twenty miles of the coast are certified to go to their death between May 15 and September 15 each year and on the Lakes this number is raised to fifty per cent. No boats, not even rafts, for them to float on.

You complain that when this law is in force the seaman may leave the vessel at will in any port, if the vessel be American; and in any American port, if she be under any other flag. You say we have signed an agreement and should be made to live up to it on pain of imprisonment. You want this to continue; but what is the penalty upon the owner of the vessel when he violated the contract? If the seaman was discharged or sent on shore in violation of the contract, was the owner of the vessel or the master sent to prison? No, the worst that was done to him was that he might be compelled to pay one month's extra wages. Beautiful equality before the law? The seaman's right as a man to own his own body weighed against fifteen or twenty dollars. And such laws as this given vitality in foreign countries through treaties. Yet you complain because the United States refuses to continue serving as the slave catcher for other Nations' shipowners.

These treaties gave to the foreign shipowner the power to drive the American vessels from the overseas trade by guaranteeing to him a cheaper crew. Congress of the United States passes a law to take this special privilege from the foreign shipowners and you get excited and fill the air with unseemly noise; Congress is trying to equalize the wage cost of operation of foreign and American vessels in the overseas trade and in your insane fear of the unions you place yourself on the side of the foreign shipowner in noisy protest.

Why don't you read the law before you undertake to criticize it?

Very truly yours,
ANDREW FURUSETH.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Street Carmen's Union of Cleveland, O., has raised wages two cents an hour, comprising on their demand of five cents.

The Supreme Court of Pennsylvania has sustained Schuylkill county court's verdict of \$6.195 to George Case, a carpenter, against the Lehigh Coal and Navigation Company. The plaintiff's right arm was crushed by a heavy timber falling on it, due to the breaking of a chain. The decision is important, because it tests a law making a company liable in case of injury through defective tools.

The long agitation against convict labor in the St. Paul (Minn.) city prison broom making plant is bearing fruit. Commissioner Goss has assured a delegation of unionists he opposes the plan, and if he is supported by the city council it will be discontinued. Nothing definite can be done until the first of the year when council will complete a new budget. In the meantime, agitation will be continued.

The Pennsylvania House of Representatives passed without opposition a bill providing that convicts shall be employed in the manufacture of such articles as can be purchased by State and county institutions, thus removing them from direct competition with free labor generally. Provision is also made for the payment to the prisoners of a certain proportion of their wages, while the balance is to go to their dependents.

The Ohio Supreme Court has followed the decision of the United States Supreme Court in setting aside the Kansas law which made it illegal to discharge a worker because of membership in a union. The Ohio court affirmed the judgment of the Hamilton County (Cincinnati) Court of Appeals in the suit of a member of a union dual to the bona fide Boot and Shoe Workers' Union, who asked redress because he was discharged. Both Ohio courts hold with the United States Supreme Court that a worker can quit for no reason or any reason, and the employer has the right to discharge.

Eventually when workers employed by the Pennsylvania Railroad go on strike they will be driven back to work by this company's police, armed with cream puffs and toy balloons. This is the impression J. C. Harper, superintendent of the Pennsylvania Railroad police department, would create in his testimony before the Industrial Relations Commission. Policeman Harper assured the commission that: "We equip our men with leather clubs. We object to the use of the blackjack. The blackjack puts a hole in the head, whereas the leather club does not do any real harm. It merely stuns you."

"Co-operation between the Farmers' unions and trade unions would enable both organizations to secure remedial legislation much easier," said President Marks in his address to the convention of the Georgia State Federation of Labor. "The farmers, as a general rule, regard us selfish, but wherever we have the opportunity to explain to them our objects and principles they are quick to acknowledge their mistake and express a willingness to co-operate with us. I would recommend that efforts be continued to establish a closer relationship with the farmers and never lose an opportunity to attend and address their meetings."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.	Lewis, Geo. H.
Anderson, A. -1797	Lersten, John
Anderson, J. -330	Larson, H. -1577
Anderson, M. -1894	Madsen, Johannes
Arbuckle, D.	Meyerdelrks, H.
Arcenane, James	McWhitler, James
Beck, Johannes	McPherson, James
Bekker, Geo.	Miller, Ben
Bishop, Patrick	Moore, Robert
Brynulfson, Halvor	Moore, Tryger
Berg, Vilhelm	Muler, J.
Buckham, Jack	Monroe, Wallace
Barlett, H. N.	Mikkelsen, K. -1620
Christensen, Trygve	Nickerson, Arthur
Carlson, Adolf M.	D.
Coakley, J.	Nas, John
Eaton, I. N.	Naro, H.
Erlandsen, Louis	Nordenberg, J.
Evang, Nils	Olson, Hans
Elsrud, John	Olson, E. -966
Framnes, Iver	Olsen, Harald
Gustafson, Taeyo	Olsen, Petter
Granqvist, O. A.	Petersen, Carl M.
Gustafson, K. J.	Pedersen, Anton
Hanson, Oscar	Pertson, J.
Hansen, W.	Pedersen, F. A.
Hansen, H. T.	Petterson, Conrad
Herman, Axel	Quigley, R. E.
Hughes, W.	Reinink, H.
Haltberg, E.	Rieck, F.
Iversen, Ole	Sarger, E.
Jahnke, Otto	Sorensen, Geo.
Jensen, Hans J. -2014	Staff, K. J.
Jones, James J.	Stolsvik, John
Johnson, Andrew	Strasdin, A. W.
Jansewitz, John	Swanson, John -1331
Jacobsen, Torgils	Samuelsen, W. L.
Johansen, Ole	-1346
Johnson, C. W. -64	Saxley, C. H.
Jacobson, Johan	Servik, Harald
Johanson, Carl	Sennet, Nicolas
Jegstrop, H.	Simmonds, A. E.
Kalning, Jacob	Smith, T. Aly.
Kuschert, John	Thersen, Johannes
Kruse, R.	Tornqvist, H.
Larsen, Kirsten	Thomsen, R.
Larson, E. G.	Tullfsen, Hans
Larsen, John	Travers, John E.
Livingston, E. J.	Willen, Tolvo
Louis, Jimmy	Wickstrom, A.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Persson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Taber 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL
RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernhardsen, Chas.
Beck, Johannes A.
Bugge, Mr.
Christensen, Otto
Cherniasky, Mike
Christensen, H. P.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Eman, A.
Egenas, Nils
Engstrom, John
Engstrom, Richard
Ellsen, Sam
Felsch, Henry
Gasch, Willy
Gunther, John
Holm, Peter
Hollman, Albin
Helenius, Oskar
Holm, Aage
Hendrikson, Wm.
Handt, Wm.
Henriks, Waldemar
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
King, J. L.
Kermagoret, Antach
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
McLellan, John
Muencheimer, Her-
bert
Muller, P.
Mathson, Nils

Metts, John
Mathiassen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Ilhorwald
Meckermann, Ernst
Meyerdielk, Heinrich
Moller, L.
Meyer, Chas.
Neuling, Albert
Ohlson, J. W.
Oleson, J. W.
Oglive, Wm. A.
Olsen, Oscar
Olsen, John An-
dreas
Olsen, Arthur
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Palmer, Jas. H.
Pensgaard, Emil
Rod, Halfdan
Reyborg, S.
Rimmer, Chas.
Rasmussen, B. S.
Rasmussen, Thor
Staff, Fred
Svenningsen, S.
Schmidt, Louis
Scott, James
Salvesen, S.
Saarinen, W.
Solberg, P.
Smedsvig, Andrew
Simons, O. L.
Stuardahl, J.
Swansen, John
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urvso, Geozep
Wickman, Ernest
White, Harry
Walter, John
Westengren, C. W.
Welsen, John
Wilson, R.

Aberdeen, Wash., Letter List.

Arnell, John
Bleasung, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronroos, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.

Nilsen, -1054
Ulsen, Harry
Nordgren, Chas.
Om, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simonsen, Isak
Scheftruer, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

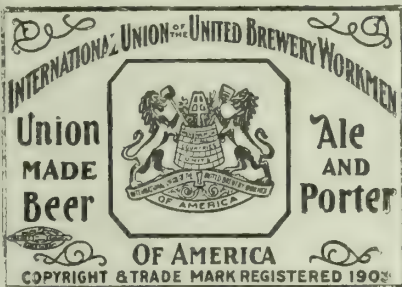
Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION



THIS IS OUR LABEL

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

Nome, Alaska, voted on May 6, by
551 to 431, in favor of licensing
saloons.

The Savannah Line is said to be
about to contract for a passenger
and freight steamship to ply between
New York and Savannah. The or-
der may be increased to three ves-
sels.

In a recent speech ex-President
Taft commended President Wilson's
policy of neutrality, and opposed
placing of an embargo on shipments
to belligerents of either foodstuffs
or war material.

The first election in Nevada in
which women participated took place
at Reno on a question of reducing
the number of saloons and imposing
of more stringent regulations on
cafes and cabarets. The proposition
was defeated.

During the month of April, 1915,
163 vessels of 25,124 tons gross were
built in the United States, of which
6 of 11,376 tons were steel steamers,
as follows: Atlantic and Gulf, 4 of
11,245 tons; Western Rivers, 2 of
131 tons.

The Navy Department has granted
an extension of time to the Fore
River Shipbuilding Corporation in
which to complete the battleship
"Nevada." The company will in-
stall stronger turbines at an added
expense of \$250,000.

World's available supply of wheat
decreased 19,113,000 bushels in April,
compared with 12,925,000 bushels in
March, and 44,572,000 bushels in April
last year. Stocks in all positions
are smallest at this season since 1909
when they were 137,000,000 bushels.

Mayor Thompson of Chicago an-
nounces that his administration will
want \$10,000,000 to expend for play-
grounds. He intends to use the city's
annual playground appropriation for
the purchase of sites and will appeal
to citizens to equip them.

James Thorpe, a miner, is \$800
richer by reason of a lucky find in
the bed of Kanaka Creek, near Ne-
vada City, Cal. He picked up a large
piece of quartz which was fifty
per cent. gold. Dozens of miners
are searching the bed of the creek
for gold and making good wages at
it.

On the complaint of State authori-
ties, manufacturers and merchants in
Charleston, S. C., have been fined
for violating the law regulating hours
of labor for females. Sensational de-
velopments were expected in one
case of women forced to labor more
than sixty hours a week, but the
accused employer pleaded guilty.

In her annual report, Constance
D. Leupp, president of the Con-
sumers' League of the District of Co-
lumbia, favors the creation of boards
in each industry "to decide on what
the lowest legal wage shall be, not
for the untried worker, but for the
adult, experienced girl and woman."

On motion of Prosecutor Gal-
braith of Calumet, Mich., Judge
O'Brien, of the Baraga County Cir-
cuit Court has dismissed the con-
spiracy cases against President
Moyer and 37 other union officials
who were indicted by the Houghton
County grand jury a year ago as
the result of alleged acts of violence
in connection with the copper strike.
The cases were transferred to Ba-
raga County on the plea of the un-
ion's attorneys that the citizens of
the mining country were prejudiced
against the strikers.

INFORMATION WANTED.

Carl Fritjof Johansson Lind, age
39, a native of Sonderborg, Germany,
sailing on the Pacific Coast, is in-
quired for by his brother. Anyone
knowing his whereabouts please no-
tify John Lind, 1401 West 9th St.,
Cleveland, Ohio.—3-24-15.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-oper-
ation: Augustine R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco. 5-13-14

Any member or members of the
crew of the steam-schooner "Cuzco"
who were on board of her in August,
1912, at Victoria, B. C., when Joseph
H. O'Brien met with an accident,
are requested to communicate with
George Olson, attorney and coun-
selor-at-law, 300-308 Central Bldg.,
Seattle, Wash.—4-7-15.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Domestic and Naval.

At London, April 15, three German steel barques, all prizes of war, were sold by auction. They are the "Odessa," 2915 tons reg., built at Belfast in 1888, carries about 4800 tons; "Ulrich," 2201 tons reg., built at Port Glasgow in 1892, carries about 3750 tons, and "Ponape," 2177 ton reg., built at Genoa in 1903, carries about 3600 tons. The "Odessa" realized £8700, the "Ulrich" £10,650, and the "Ponape" £14,550. The buyers are Norwegians. It is understood that all the prize sailing vessels in English waters have now been sold.

The Greek steamer "Pontoporos," which was captured by the British cruiser "Yarmouth" while acting as a collier to the "Emden" off the Sumatra coast in October last, has been ordered released by the acting Chief Justice in Singapore Supreme Court. In his opinion the master and crew of the "Pontoporos" succeeded in proving that the ship never performed any unneutral service, because the relation implied never existed between the owners, charterers or master on the one hand and the enemy on the other. The colonial authorities intimate there will be an appeal to the Judicial Committee of the Privy Council in London.

The enlarged U. S. torpedo factory at Newport, R. I., will be ready for work early next winter. All the machinery will be completed this fall and some work may be completed in November. In many respects it will be a model industrial plant. It is not planned to manufacture all the U. S. Navy torpedoes at Newport, but the plant will be of sufficient size for the Navy Department to make a correct estimate on what it should pay for a torpedo. It will also give the Ordnance officers an opportunity to make experiments on a large scale and keep the Navy fully abreast of the progress of the world in improving torpedoes.

Under an order which came in force May 15, ships carrying American or other neutral flags are not allowed to dock at the Hamburg-American Line pier at the foot of Thirty-third street, South Brooklyn. Furthermore, the order prohibits longshoremen entering the pier. The Luckenbach Steamship Company is directly affected by the order of the German steamship company, having used the pier occasionally for the last two years. Some other Italian and Norwegian vessels which have also been using the pier in the past will be barred out. There are six German vessels tied up at the pier, including the "President Grant," "Koenig Wilhelm," "Hamburg," "Nassovia," "Armenia" and "Pisa."

The U. S. Public Health Service is anxious to take over the quarantine at the port of Galveston. It would mean the abolishment of the State quarantine station, with the taking over of all the paraphernalia now owned by the State. It is urged that the change would mean a saving to Galveston shipping of between \$15,000 and \$20,000 a year through elimination of the present fee of \$10 for boarding and \$50 for fumigation, besides securing a more thorough and efficient service of the quarantine administration. The Federal Government already owns the property on which the State quarantine station stands, it having been decided by the State to the Government about two years ago.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

NEW GOODS!

CALL AND GIVE US A TRIAL

Repairing done while you wait by the latest machinery
Work called for and delivered

We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Ahlfors, Arthur
Ahlstrom, Ellis
Ahlstrom, Harry
Ahokas, Ilmari
Allan, W.
Allen, James
Amundsen, Albert
Andersen, Alfred
Olaf
Andersen, C. -1823
Andersen, Chr. -1765
Andersen, Gust -1109
-1526
Andersen, N. -1549
Anderson, A. -1447
Anderson, Arthur
Anderson, D.

Backman, Axel
Bakker, Haakon
Barz, Herman
Baumann, A. O.
Beier, Jens Chr.
Bellig, Paul
Bengtson, L.
Bergman, E. Ivar
Bergstrom, Axel
Berkland, Gus
Berlin, Werner
Bilke, E. -2049
Blomsten, Conrad
Blair, Francis
Bodagh, A.
Boers, M.
Bowden, Chas.

Calson, Fred
Campbell, Donald C.
Campbell, George
Campbell, S.
Carey, Arthur L.
Carl, Waldemar
Carlson, Charley R.
Carlson, Oscar
Carlstrom, John
Carra, Peter
Carter, J.
Catt, Frederick
Cellan, John

Dahlstrom, Herman
Daly, John
Daniel, J. C.
Danielson, E.
Daugul, Gust
De Baer, Harry
De Hayes, F.

Earling, Gus
Ehlers, R. E.
Ecklin, Lester W.
Ecklund, Frank
Edlund, Konrad
Edwardsen, Anton
Einardt, John
Einlus, A.
Ellassen, Sigurd
Ellefsen, Otto

Fagerli, Ott
Fane, James
Farrell, Frank
Ferguson, J.
Ferguson, Will
Fingerling, E.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Fleppert, Fritz

Gardan, Geo.
Gendo, G.
Gerner, Hans
Gibholm, Albin
Granberg, Fred
Granstrom, Nestor
Grant, Otto
Green, T.
Griffith, Hugh E.
Gronthal, Arthur
Gulbrandsen, An-
Gulbrandsen, Bjorn

Hagen, Georg
Hall, S. S.
Halm, Carl
Halvarsen, Henry
Hampel, Will
Hansen, Lars
Hannus, M.
Hansen, Adolf
Hansen, Charlie
Hansen, Fred
Hansen, Geo. J.
Hansen, H. C.
Hansen, Hans M.
Hansen, Heino W.
Hansen, M. -2156
Hansen, M. -963
Hansen, Martin
Hansen, Niels S.

Hansen, Olof
Hansen, Oscar
Hansen, Thomas
Hanson, Harald
Hanson, Henrik
Hartog, John
Hauan, Karl
Havard, O.
Hawkins, Fred
Heldner, John
Heldt, Charles F.
Helm, John
Helberger, M.
Helnaz, C. -2117
Helsen, H.
Henikson, Chas.
Hermanson, Fritz
Hermanson, Gustav
Hetman, Walter

Hilderbranch, A.
Hine, Jack
Hogan, A.
Holden, Nels
Hohn, Aago
Holmqvist, F.
Ikonom, Joe
Ingebreetsen, Olaf
Insunso, Francisco
Jacobsen, Martin
Jacobson, T.
Jade, H.
Jakobsen, Joakim
Jameson, J. L.
Jarosinski, Feliks
Jenkins, John R.
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Jens
Jensen, Oskar
Johansen, Axel H.
Johansen, Carl J.
Johansen, Edward
Johansen, Peter
Johanson, J. -880

Kaare, P. Juhl
Kaleva, Gustaf
Kallas, August
Kallberg, A.
Kampel, D.
Karlsen, Hans
Karlsen, Wiktor
Karsten, Hugo
Kendahl, Chas.
Kinlock, Wm.
Kive, Karel
Klatz, Arno
Klebingat, Fred

Konem, Joe
Ingebreetsen, Olaf
Insunso, Francisco

Jacobsen, Martin
Jacobson, T.
Jade, H.
Jakobsen, Joakim
Jameson, J. L.
Jarosinski, Feliks
Jenkins, John R.
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Jens
Jensen, Oskar
Johansen, Axel H.
Johansen, Carl J.
Johansen, Edward
Johansen, Peter
Johanson, J. -880

Kaare, P. Juhl
Kaleva, Gustaf
Kallas, August
Kallberg, A.
Kampel, D.
Karlsen, Hans
Karlsen, Wiktor
Karsten, Hugo
Kendahl, Chas.
Kinlock, Wm.
Kive, Karel
Klatz, Arno
Klebingat, Fred

Lake, Andrew
Larsen, A.
Larsen, Alfred
Larsen, George
Larsen, Herman
Larsen, John
Larsen, Julius
Larsen, Louis
Larsen, Ludvig J.
Larsen, N. P.
Larsson, N. E.
Latz, Konstant
Laursen, Chris.
Lawson, J. P.
Leen, H. W.

Maatta, John
MacAulay, Donald
Macency, W.
Maeke, David
Madsen, Ludvig
Magee, E. H.
Maki, Ivar
Malland, O.
Manno, Albert
Manse, Peter
Marguaret, Robert
Markus, Bernhard
Marquies, Frank
Martens, H. -1892
Martens, P. -2262
Martin, H.
Martin, J.
Mathiasen, Sigurd
Mathlesen, N. L.
Mathsen, Ludvig
Matson, Maurice
Matta, Humberto

Naujack, Fritz
Nelson, C.
Nelson, Ernest C.
Nelson, H.
Nelson, Wm.
Neuling, George
Neuman, Joseph
Nextrom, Alex
Nicklas, M.
Nielsen, Edwin N.
Nielsen, Hans
Nielsen, H. O. -1229
Niemi, John
Niemeyer, Oscar
Nilsen, Emil

O'Brien, R. F.
O'Brien, Richard
O'Keefe, Ed
Oleman, Henry
Olofsson, M.
Olson, Carl -1315
Olson, Charles A.
Olson, I.
Olson, Marinus
Olson, Olaf
Olson, Ole -1047
Olson, Ole -1283
Olson, Oscar

Palm, P. A.
Parson, Herman
Paulman, Geo.
Paulsen, G.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Emil
Pedersen, Henrik
-1560
Pedersen, P. -896
Pedersen, W. G.
Persson, Oscar
Peterson, Herning
Peterson, J. A. -515
Peterson, L. -1389

Holst, R.
Hoese, Frank
Hord, Charlie
Hoverson, Carl
Hubner, Carl

Isackson, C.
Isberg, Wiktor
Iversen, Ivar

Johansson, Bernard
Johansson, Carl
Johansson, E. A.
Johnsen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, K. C.
Johnson, Peter
Johnson, R.
Johnson, Robert
Johnson, R. W.
Johnsson, Carl
Jones, Bertha
Jonson, E.
Jungberg, L.

Knudsen, Daniel
Koch, Harry
Kolk, M.
Kolodziejak, August
Koning, D.
Koski, David
Koso, Pet
Krischjan, Karl W.
Krstensen, K. D.
Kronholz, Edwin
Kruff, P.
Kruger, Gust

Lelrevag, H. J.
-2213
Leroen, Larry
Lewald, Harry A.
Lewis, Robt. W.
Lindberg, W.
Lindgren, Oscar
Lindquist, August
Lindroth, Carl
Lindroth, Erik
Loren, A. L.
Lorentsen, Karl
Lundblad, Elmer
Lundgren, Colmar
Lynch, James

Mattson, Harry
Mattson, J.
Mayes, Joel B.
McCallum, Chas.
McLaughlin, M.
McLellan, John
McLander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Miller, Billy
Milos, P.
Minner, Albert
Moen, Trygve
Molander, Herman
Moore, Albert
Mortensen, George
Mrlsas, Christian
Muller, Henry
Muller, Thom
Murphy, J.

Nilsen, Harry
Nilsson, Hjalmar
Nohr, Niels
Nord, Karl F.
Nordstrom, B.
Nordstrom, J. E. V.
Nordstrom, Viktor
Norman, Olaf
Norris, N. A.
Norton, Edgar
Nurm, John -1151
Nyman, Axel
Nyman, Oskar
Nystrom, Emil

Olsen, Thomas
Olson, Tom
Olson, Andrew
Olson, E. W.
Olson, O. J. -542
Olson, P.
Olsson, Eric
Olsson, Ernst
Olsson, James
Olsson, Carl
Orling, Gust
Owen, Fred

Peterson, Mauritz
Peterson, M.
Peterson, Niels
Peterson, Olaf -1595
Peterson, Viggo
Peterson, Tom
Petrov, Alex
Pettersen, Carl
Pettersen, Oscar
Pinkert, C. B.
Plett, Herrman
Ploot, Charles
Poknandt, H.
Pommer, Jon
Publicatus, August
Punlis, Antoni

Quigley, Robert E.
Raasu, Matti
Raauum, Henry
Randolph, J. S.
Randropp, John
Rank, W.
Rath, Herrmann
Reinink, H.
Roden, Knut
Roberts, Frederick

Sanders, S.
Sanderson, Alfred
Sanne, Rudolf
Sanster, Paul
Saunders, James
Savage, Roland
Schantz, Harry
Schneider, H.
Schroder, Willy
Senter, W.
Siemers, Bernhard
Simmonds, J.
Sharkey, Tom
Skillen, A.
Skogman, W.
Snider, G.
Sonnenberg, J. C.
Sorensen, Anton
Sorensen, Ed.
Sorensen, J. -2037
Spanas, Nick

Tamlsar, P.
Tanum, H. -973
Tayra, August
Thee, Rudolf
Thiem, Erwin
Thoren, Gus
Thoren, Wiktor
Thoresen, C.
Thorn, Arvid
Thorsen, Rolf

Valboe, Harry
Vilg, Theodore
Wagner, Wil
Wald, Olaf -1285
Wald, Erik
Weatcroft, L.
Weber, Fred
Wells, Frank
Wetzel, Ornluf
Weture, J.
Wendel, Emil
Werner, Arthur

Yejata, Yrjo
Zabel, Carl

Quinn, R. C.
Rosenfeldt, A.
Reyberg, Sverre
Rimmer, C. M.
Rivera, Johan
Ritter, R.
Rudt, Walter
Rundquist, O.
Ryan, James

Spanos, James
Spooner, E.
Strand, Charley
Strand, Konrad
Strasdin, H.
Stratten, H. B.
Steinfart, J. H. F.
Stoff, Fred
Stolt, A. J.
Strand, Louis
Sundberg, K. K.
Svendsen, J. -1903
Svensen, C. J.
Svensson, G. A.
-1295
Svensson, Patrick
Swanson, Gus
Swanson, O.
Sweeting, John B.
Swensson, T. H.
-2055

Thorsen, Jens
Therney, Pat
Tompson, Charley
Tornquist, M.
Thomson, G. E.
Tonnesen, Trygve
Traynor, John
Trenkahn, Martin
Trost, Peter -958

Vogel, Gus

Werner, Charles
Weyer, Paul
White, Peter
Wick, John
Wihol, J.
Willman, Frank
Winnar, A. A.
Winton, J. A.
Wittenburg, Albert

Zebel, Gustav

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasole, Michal
Berling, J. B.
Carter, Sidney
Ceehan, John
Ellefsen, Otto
Evensen, Louis
Finnely, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hansen, O. R.
Hendriksen, Hag-
bart
Iverson, Ivar
Jacobsen, Emil
Johansen, Emil
K. C. Johnson
Jorgensen, Oluf

Klette, E. F.
Matheson, A.
Nielsen, Hans F.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Raauum, Henry
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Silver, S. A.
Sorensen, Pete
Strasdin, A. W.
Swanson, Ben
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurtzman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Seaworthy
Fishing Launch
for Sale Cheap
Complete with Cabin and Beds
Address, Louis Kuhlmann, 59 Clay St.,
San Francisco, Cal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.
For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: 25, 30 and
50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

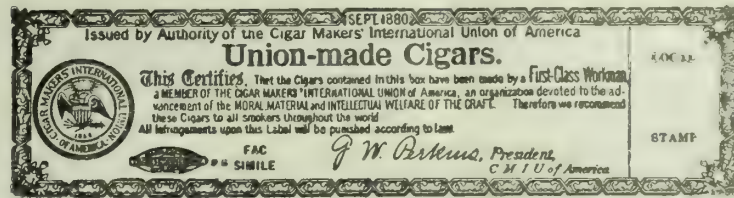
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON
Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more
people, better and faster through the breakers,
than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of
Hallerna, near Gothenborg, Sweden,
who was sailing on the Great Lakes
about three years ago, is inquired
for by John V. Olsen, Sun Com-
pany, Marcus Hook, Pa. 5-26-15
Adolph Godfred Eriksen, born in
Moss, Norway, is inquired for by
his brother, Herman Eriksen. Any
one knowing his whereabouts please
notify W. Nielsen, 206 Moravian St.,
Philadelphia, Pa. 5-26-15

News from Abroad.

Petrograd governmental announce-
ment instructs the ministry of finance
to issue a second internal loan of
1,000,000,000 rubles (\$500,000,000).

General Botha, commanding the
forces of the Union of South Africa,
has announced the capture of Wind-
hoek, the capital of German South
West Africa, which practically com-
pletes the subjugation of that colony.

A royal Italian decree authorizes
the extraordinary expenditure of
1,360,000 lire with which to bring
home Italians from foreign countries.
Impending international events are
said to be the reason for this un-
usual procedure.

It is reported that the British
government has bought 10,000,000
pounds of beef from different pack-
ers. This is said to include Ameri-
can, Argentine and Australian. Ship-
ments are to be made in the near
future.

It is officially announced that the
Dutch mine sweepers who have been
gathering mines on the coast since
the opening of war have recovered
291 of English construction, 54 of
French, 32 of German and 146 whose
identity could not be established.

A long and wandering campaign in
East Africa is illuminated by the sin-
gle incident of the holding of the
British post of Jassin, by 300 Indian
troops, against a force of 2000 Ger-
mans. As officially reported, the In-
dians held out until but twenty re-
mained alive.

Submarines continue to play an
important part in the latest events
connected with the European war.
Two British battleships, the "Tri-
umph" and the "Majestic," have been
sent to the bottom off Gallipoli pen-
insula by German or Turkish torpe-
does. The loss of life in these two
disasters has not yet been computed.

The trade returns for the first
three months of the year show that
the tonnage of vessels entered at
ports in the United Kingdom from
foreign countries and British posses-
sions amounted to 8,040,670, as
against 10,915,358 for the correspond-
ing period in 1914. The tonnage
cleared during the same periods
amounted respectively to 10,180,219
and 16,250,057.

A colony of sixty-five Americans,
including women and children, near
Esperanza, south of Guaymas, in the
State of Sonora, was attacked by
Yaqui Indians, and several are re-
ported killed and missing. Governor
Jose Maytorena of Sonora ordered
500 troops to the scene. The cruiser
"Colorado" left San Diego with two
companies of marines, but turned
back when informed by the com-
mander of the cruiser "Raleigh" at
Guaymas that the Americans were
in no danger.

An official Austrian communique
summarizing the Galician fighting
states that from May 2 to 12, the
Austrians took 143,500 prisoners, 100
guns and 350 machine guns, the third
and eighth Russian armies being an-
nihiliated and 130 kilometers of ter-
ritory recaptured. In the rear of
the Austrian army, near Odvechowa,
the entire staff of the Russians' forty-eighth infantry division, in-
cluding General Korniloff, surren-
dered. The confusion of the Russian
troops is indicated by the fact that
the Austrian ninth corps captured
during the last three days Russians
of 51 different regiments.

ALASKA FISHERMEN.

San Francisco.

Ainery, Carl	Jansson, J. Axel
Andersen, E. W.	Johnson, John E.
Albertsen, Christian	Larson, Alec H.
Hans	Magnussen, Magnus
Anderson, Hilding	Neil, Edw. O.
Anderson, Gus	Nilson, W.
Anderson, T.	Osterlund, Carl
Andrade, Manuel	Olson, John
Anderson, Eric	Petersen, Edward
Blom, A. De	Parson, Herman
Colbert, M. J.	Peragallo, Antonio
Certz, Emil Hii	Schultz, F. J.
Cohn, W. R.	Stoltenberg, G.
Erickson, Earl	Saalmann
Ekeland, Will Hj.	Teracson, Ernest
Gundaker, Sam W.	Wilson, Herman
Jacana, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
880	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stikrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

With the Wits.

Unused.—Husband—You charge me with reckless extravagance. When did I ever make a useless purchase?

Wife—Why, there's that fire extinguisher you bought a year ago; we've never used it once.—Boston Transcript.

Hard Luck.—"The Gorgons were mythological sisters, who had snakes for tresses, instead of hair."

"Gee," muttered the high school girl, "it must have been tough to have to go out and gather a bunch of snakes whenever you needed a few extra puffs."—Louisville Courier-Journal.

A Greater Loss.—The worried countenance of the bridegroom disturbed the best man. Tiptoeing up the aisle, he whispered:

"What's the matter, Jock? Hae ye lost the ring?"

"No," blurted out the unhappy Jock, "the ring's safe eno'. But mon, I've lost ma enthusiasm."—Youth's Companion.

All Made Clear.—A woman missionary in China was taking tea with a mandarin's eight wives. The Chinese ladies examined her clothing, her hair, her teeth, and so on, but her feet especially amazed them.

"Why," cried one, "you can walk and run as well as a man."

"Yes, to be sure," said the missionary.

"Can you ride a horse and swim, too?"

"Yes."

"Then you must be as strong as a man!"

"I am."

"And you wouldn't let a man beat you—not even if he was your husband—would you?"

"Indeed, I wouldn't," the missionary said.

The mandarin's eight wives looked at one another, nodding their heads. Then the oldest said, softly:

"Now I understand why the foreign devil never has more than one wife. He is afraid."—Southern Women's Magazine.

An Invitation

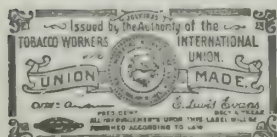
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

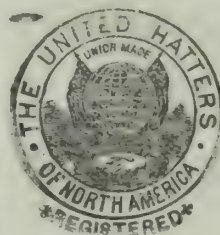
Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS' HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



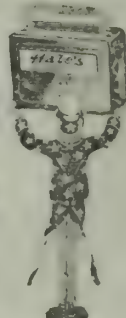
James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY

\$1 Value

50c



\$1 Value

50c

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"
FRED AMMANN

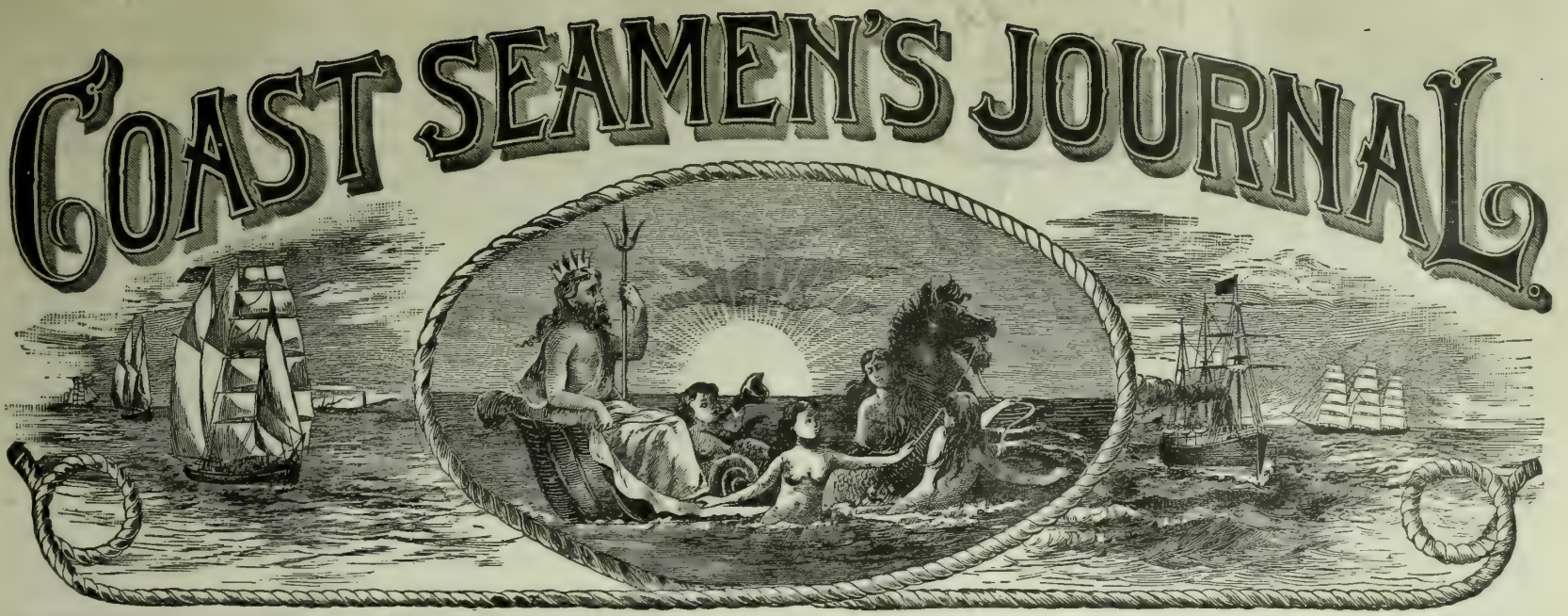
72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM
OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 39.

SAN FRANCISCO, WEDNESDAY, JUNE 9, 1915.

Whole No. 2333.

LABOR AND THE LAW.

An Up-to-Date Résumé of Radically Divergent Points of View.

If anyone cherishes a lingering suspicion that the courts operate with equal justice for poor and rich and that labor has no just complaint against the law of the land, he would have found much food for thought at the hearings of the Federal Industrial Relations Commission in Washington on labor and the law. He would have found it not only in the stories of those who feel that the law has worked injustice to themselves, but also in the deliberate utterances of men who stand among the foremost administrators and students of the law itself.

The "rabble" that led the "attack on the courts" this time included the Chief Justice of a State Supreme Court, a university professor, and a former president of the American Bar Association. And it seemed that their criticisms were given added emphasis by the zealous defense of the judiciary that came from the attorneys who represented employers' organizations. One of these made the flat statement that he "wouldn't recommend any change in the law" and that "the present laws are sufficient to deal with union organizations."

The attitude of the courts on boycotts, the issuance of injunctions in labor disputes, the unconscious bias of judges because of their corporation experience, the folly of common law precedents that determine present-day decisions on the basis of conditions long obsolete, the "delay of justice which is a denial of justice," excessive bail, the fine system that puts the poor at a disadvantage as compared with the rich, the usurpation of power to decide constitutionality of laws,—these were some of the counts in the indictment of our system of justice that were advanced most tellingly by Walter Clark, Chief Justice of the North Carolina Supreme Court; Stephen S. Gregory, of Chicago, former president of the American Bar Association; Prof. Henry R. Seager, of Columbia University, and Gilbert E. Roe, New York attorney and former law partner of Senator La Follette.

Judge Repudiates Precedents.

"I don't recognize the right of a man who lived four hundred years ago and who knows nothing of present conditions, to say how I should decide between A and B in this day and generation," declared Judge Clark in discussing common law, which he characterized as "judge-made law." The court should take into consideration, he said, pure equity unless there is specific legislation to prevent. And he paid his respects to some of the legislation on the statute books by declaring that "you know as well as I do that paid lobbyists are constantly seeking to influence Congress and the State Legislatures, and some of these lobbyists occupy seats as members."

Nor did he confine his criticisms to generalities. "I do not like to criticize the courts," he declared, but "as an American citizen I do not concur with them in the Danbury hatters' case. Men collectively should not be compelled to suffer for the excesses of a few."

The power of the Federal Courts to declare laws unconstitutional is a cause of unrest, said Judge Clark, and so also is any unjustifiable usurpation of power. The exercise of such power, he contended, should be prohibited by

law. His views along this line were at variance with those expressed later by Prof. Frank J. Goodnow, recently inaugurated as president of Johns Hopkins University. Professor Goodnow said that "the acquiescence of the people for one hundred years in exercise by the courts of the power to pass on the constitutionality of laws warrants any such usurpation if there was any."

Professor Goodnow, however, shared the opinion of the others mentioned with reference to the likelihood of unconscious bias on the part of the judiciary. "One of the main troubles," said he, "in selecting judges from the bar is that they have been accustomed to defend private rights and not public interests."

Criticism of Judges a Healthy Sign.

Judge Clark pointed out that "courts have been composed of elderly men, most of whom have been employed by big corporations, unconsciously biased in favor of views they held before they went on the bench." Professor Seager, however, found a healthy sign in the growing outspoken criticism of such judges and the antagonism shown toward them in popular elections. He felt that many judges are thus being made conscious of their bias and are making real effort to guard against it.

A dangerous trend in recent decisions was pointed out by Gilbert E. Roe. He referred particularly to decisions of the Federal Supreme Court in the Adair case, in which a law was declared unconstitutional that forbade the discharge of an employe because of membership in a labor union, and in the case of Coppage vs. Kansas, decided January 25 last, in which a law was declared unconstitutional that forbade an employer to require of an employe that he shall not become or remain a member of a union. "Unless corrected," said Mr. Roe, "these decisions may prove to be the Dred Scott decisions of labor."

There was much discussion of the methods whereby judges could gain information concerning social and economic conditions that should be taken into consideration in the formulating of decisions. Criticism was directed especially against the failure of the law schools to include courses along this line in their curricula. As for definite machinery to supply such information to judges there was little suggestion beyond the encouragement of the tendency to supply expert testimony in given cases. Mr. Roe instanced particularly the briefs of Louis D. Brandeis as indicating a method that might be more generally followed.

Three Interesting Recommendations.

Three recommendations were made by Professor Seager:

1. The change of State Constitutions to bring about authoritative decisions as to the scope of the police power by the Federal Supreme Court—thus developing as time goes on one controlling view of what constitutes the police power.

2. In view of the decisions declaring laws unconstitutional that forbid the discharge of employes because of union membership, the conviction of the country should be emphasized

that it is intolerable for employers to organize to prevent employes from organizing. Professor Seager said he readily saw that employers would allege other reasons for discharge. But he felt that something is necessary to clarify thinking on this topic.

3. Professor Seager urged a permanent commission on industrial relations. Just as the recently created Federal Trade Board is given power to decide what is unfair competition and prevail upon guilty parties to desist, the way out on labor questions, said he, is through a permanent commission continuously trying to bring about more harmonious relations between employers and employes, giving publicity to the affairs of employers' associations and labor organizations, and promoting collective bargaining. He felt that such a commission, or special commissions to deal with particular problems, should be composed of representatives of both sides with no members representing the general public and swinging their influence one way or the other.

Boycotts and blacklisting came in for detailed discussion by Daniel Davenport, counsel for the American Anti-Boycott Association, the membership of which he said is not made public. He dwelt at length upon the considerations that determine the exact line beyond which combinations cannot legally go in refusing to trade. If purpose to injure is involved such action becomes a boycott, he declared. This line appeared clear to him and also to Walter Drew, counsel for the National Erectors' Association, but to others it was more hazy.

The Boycott vs. The Blacklist.

That the boycott, if unaccompanied by violence or intimidation, should be legal was vigorously contended by Judge Clark, who expressed also his belief that the blacklist should at the same time be considered illegal. He differentiated thus between employer and worker on the ground that one concerns wares and the other human labor. Mr. Gregory also maintained that he could not see why men would not be permitted to do collectively what each one of them can do legally as an individual. He urged that the State and Federal statutes should be changed so as to permit such combinations.

The discussion of injunctions led up to the question of the invasion of civil authority by the military and drew out much interesting testimony from radicals as to their sense of righteous resistance when they feel that their rights are being trampled upon by the courts or the militia or the "armed hirelings" of employers.

Judge Clark and Mr. Gregory disapproved in no uncertain terms of the way in which a judge could deprive a man of the right of trial by jury merely by enjoining him from committing a crime and then, after he commits it, trying him not for the crime—which would mean a jury trial—but for contempt of court, which the judge alone may punish. Mr. Roe said that in labor cases the injunction is clearly not a protection of property rights but an invasion of personal rights.

The interesting contention was made by Mr. Davenport that trade unionists abandoned their

position with reference to injunctions and the right to trial by jury when they advocated and secured the passage of the Clayton bill. Under certain provisions of this law, Mr. Davenport said, an unusually drastic punishment may be given for violation of an injunction, not merely fine or imprisonment but a fine to the extent of the damages inflicted in the violation. It was evident, however, from the testimony of several witnesses that the injunction is not used so frequently nor so sweepingly as in years gone by, and that in its place there is an increasing resort to military authority.

Danger of Military Authority.

The encroachment of the military authority was felt to be most alarming by Mr. Gregory and Edgar M. Cullen, former Chief Justice of the New York Court of Appeals. The actions of the militia in trying and punishing persons arrested by it, Judge Cullen said, were a danger to our institutions.

"If the doctrine of the West Virginia courts is followed," he declared, "it would be subversive of liberty in this country." Furthermore, he pointed out that it is inconsistent with the ruling of the Federal Supreme Court in the famous Milligan case, in which a man tried and sentenced to death by military authorities in Indiana shortly after the close of the Civil War was released on writ of habeas corpus by the Supreme Court.

Professor Goodnow expressed the opinion that no judgment by a court martial has any influence with civil courts if the latter are in operation in the region. The question as to whether martial law is in force and the civil courts suspended must be determined by the State law. In most cases, various witnesses testified, a proclamation by the Governor is necessary, but it was felt that in some cases the calling out of the troops and their presence in a community might be sufficient warrant. Professor Goodnow could not conceive of a case in which a writ of habeas corpus could not be used to safeguard any individual rights. But the labor representatives on the commission pointed out instances in which men in jail, without friends or money, were powerless to secure its aid.

The labor men who testified—William B. Haywood and Anton Johannsen—justified resistance to the authorities when personal rights are overridden and the local courts fail to afford protection. Commissioner Weinstock questioned them at length in an effort to get them to admit that the use of violence is not necessary under our form of government with universal suffrage, and such other popular powers as the initiative, referendum and recall. But they insisted that with hired gunmen and the militia employed by the "bosses" there is nothing to do but resist when constitutional rights are set aside.

Johannsen said: "If you're convinced of judicial invasion of your rights, stand by your rights and take the consequences." "The power of injunction," he declared, "does not go much beyond the courage of those enjoined."

Although still under indictment for carrying dynamite around in his suit case—he says he has never so much as seen a stick of it—Johannsen justifies the McNamara brothers as having been goaded to the feeling that violence was the only way in which they could combat the immense power of the United States Steel Corporation and its subsidiary and allied companies, whose policy of crushing all labor organizations has so far succeeded that the Structural Iron Workers' is the only union left in the industry. He referred to Los Angeles as a "city of slaves" under the open-shop régime.

Labor Crusher Not Proud of Open Shop.

Walter Drew, who prosecuted the dynamiters convicted at Indianapolis, admitted that he was "not at all proud of the use that has been made of the open shop in Los Angeles." "Excesses come with power," said he in referring to the domination by the Merchants and Manufacturers' Association of that city, "and we are all human and cannot stand too much power."

Witnesses already mentioned and several others discussed in plain terms the injustice that the poor man suffers because he cannot secure the same legal ability as the rich. Judge Clark pointed out that the ablest counsel are often retained by wealthy corporations to scheme out one delay after another so that the poor man's resources shall be exhausted and he will lose the popular support that ebbs away as years go by.

This inequality of legal service—"lop-sided law"—was forcibly described by Clarence Darrow, who added satirically: "If in the prize-ring you led out a dwarf to fight Jack Johnson, the crowd wouldn't stand for it."

Mr. Darrow, however, testified that in the anthracite coal strike he devoted four months to the cause of the strikers and secured for them an award amounting to millions of dollars, his fee being \$10,000. For the defense of Moyer, Haywood and Pettibone he received \$35,000 and lost his health and law practice. For the defense of the McNamaras he received \$48,000, but spent it all in a defense of himself which occupied the subsequent year and a half.

He justified the McNamaras at length along the lines that Johannsen had mentioned and expressed the hope that "some day soon" they may be pardoned. He analyzed the state of mind that led to the use of dynamite, and said that, although he himself never would have ad-

vised it, he did not feel that he could sit in judgment on those who had felt driven to it by their sense of the injustices under which labor suffers.

The duty of the police with reference to free speech and assemblage, and the use of "gunmen" in strikes were discussed by Arthur Woods, Police Commissioner of New York City. He took the position that the police should not merely permit but should protect assemblages and lawful picketing, provided only that the traffic rights of others are not overridden. He gave instances from his New York experience to show the success of this policy as compared with repression.

He described at length the activities of "Dopey Benny," leader of East Side gangs, including some of "gunwomen," who, he asserted, have hired out to strike leaders to commit violence of every description, from murder down. On the basis of "Dopey Benny's" confession, more than thirty indictments have already been found against labor union officials and gangsters. Mr. Woods said that he had no evidence of the direct use of "gunmen" by employers, but that they are often hired by detective agencies which serve employers.

An extraordinary account of persistent persecution by public authorities at the behest of employers was given by Joseph Kobylak, a Bohemian coal miner from Ohio. He had been subjected, he said, to false arrests on trumped-up charges of all sorts of crimes, including robbing, rape and treason, without even being brought to trial. He ascribed this persecution, in which his savings and his home property had been swept away by the necessities of defense, to company antagonism due to his union activities and his vigilance as check-weighman in preventing the companies from defrauding miners.

Feudalism in the Cotton Mills.

Feudalism in southern cotton mill communities and delays in the enactment of adequate child labor laws, owing to the opposition of mill owners, were discussed by A. J. McKelway, southern secretary of the National Child Labor Committee. He told of communities in which the mill-owner dominates the entire life of the people who "work in his mill, live in his houses, go to his school and listen to his preacher on Sunday."

He quoted the statistics of the federal child labor report as to low wages, showing that in 1908, out of 32,409 workers in cotton mills, those earning less than \$2 a week included 251 under 12 years of age, 731 between 12 and 13 years old, 1,700 between 14 and 20 years old, and 1,085 over 21 years old. There were a total of 8,790 earning less than \$4 a week.

Delays in the passage of child labor legislation he felt to be a great cause of industrial unrest, and incidentally he pointed out that if Georgia had passed the law raising the age limit to 14, as long urged by the National Child Labor Committee, Mary Phagan, the Atlanta factory girl for whose murder Leo Frank is now under sentence of death, could not have been legally employed in the factory where she met her death.—Graham R. Taylor in "The Survey."

Ohio's Legislature is asked to make restitution to a man unjustly confined for eighteen years in the State penitentiary. The pecuniary award sought is at the rate of \$1.50 a day. Debate and legislative action will be watched with more than local interest, for, so far as we know, the issue has not before been tested in this way. With the contention that the State owes something to a person so dealt with, most people will agree. That a money settlement fully meets the case few will argue. Presumably were the precedent once established that social blunders of the kind involved calls upon the treasury to be met by taxpayers, then stricter attention would be paid to the efficiency of court procedure. Fortunately, quite apart from any pressure of this sort, public opinion is busy bettering court processes; and society is much more sensitive than it used to be to the moral duties owed by the community to persons who have been in penal confinement.

The siege of Przemyśl lasted for 185 days, but there have been other sieges that lasted much longer. Gibraltar was once besieged for nearly four years, and was then relieved. Sebastopol capitulated after 332 days. It took 241 days to reduce Port Arthur, and Adrianople surrendered after 155 days. The siege of Ladysmith lasted 120 days, and that of Plevna 144 days.

BENEVOLENT DESPOTISM.

W. L. Mackenzie King, who has charge of the sociological work of the Rockefeller Foundation, frankly urges a benevolent despotism as solution of the labor question. Mr. King made this clear in his statement to the Commission on Industrial Relations at Washington on May 25. He declared that the Colorado miners and all other workers would be better off if a few people "of the right kind" had control of their destiny. He advised the Commission and other public authorities to persuade Rockefeller to "do the right thing," and not demand that he do it.

In other words Mr. Rockefeller's agent declares his principal should be recognized as rightfully holding over labor the power of an oriental despot. If Labor wants anything from him it must humbly beseech. Should Mr. Rockefeller happen to be in a good natured mood at the time he might graciously grant the request. And Mr. King warns against the consequences of trying to disturb such a situation.

Such a declaration may be startling. It certainly ought to be. The workers are informed that the only word they have to say regarding the terms on which they may dispose of their labor is a word of humble prayer to gracious Lord Rockefeller and other lords of the same kind.

But startling as such a declaration may be, is it not true? With opportunities for labor monopolized by a few, the many must depend on the monopolists for permission to earn a living. While such monopoly is allowed to last undisturbed, workers must either humbly take whatever may be graciously given them, or take chances on being turned out to starve. This chance they take when they organize to force better terms than the Lord Rockefellers see fit to grant, or try in other ways to resist without disturbing the source of their power.

There is another method open which Labor has been slow to use. It is to use their votes so as to destroy the power of men like Rockefeller to monopolize natural resources. If they were to show a serious disposition to make such use of their votes, it is not probable that any such arrogant declaration as made by Mackenzie King would be made. As long as they refuse to use their votes to put an end to land monopoly, they will be at the mercy of the Rockefellers.

Macaulay, in that famous chapter of his history dealing with work and wage conditions in the past centuries, shows that as late as the seventeenth century 4s. a week was regarded as a fair agricultural wage. At the beginning of the year 1685 the justices of Warwick fixed a scale of wages for the country and notified that every employer who paid more than from 3s. 6d. to 4s. per week (for unlimited hours and without food) and every workman who received more, would be liable to punishment. The wages of weavers were sixpence per day, from daylight to dark without board or lodgings. "No wonder," naively comments the historian, "that the masters at that time grew rich rapidly."

Serenity is no sign of security.—Landor.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Rockefeller, Jr., on the Grill.

Lawyers have cross-examined John D. Rockefeller, Jr., before, but he was never given the grilling he received last week at the hands of Chairman Walsh of the United States Industrial Relations Commission.

For two days this Federal prober used every weapon known to a resourceful lawyer in an effort to force from an unwilling witness his knowledge of facts, and his connection with, the recent Colorado strike. The popular conception of John D. Rockefeller, Jr., with offices at 26 Broadway, New York City, was dispelled. Here he was on the defensive, pleading "for the same rights accorded other witnesses," and charging his opponent with "unfairness." Though skilful in his evasions, he failed to avoid the numerous traps of Chairman Walsh. This was shown when the latter produced a letter written by L. M. Bowers, chairman executive board, Colorado Fuel and Iron Company, to Rockefeller, Jr., in which the writer stated that Starr Murphy had been elected a director, but if unsatisfactory to Rockefeller, it would be changed. When the witness was asked if he had power to reverse this decision, he scented danger and began to dodge. After the chairman ordered him to "give a direct 'yes' or 'no' answer," Rockefeller said "yes." Around this confession that Fuel and Iron Company directors were merely dummies, the chairman wove his net of Rockefeller responsibility.

It was not only shown that Rockefeller had sole power to change Fuel and Iron Company officials, but these facts were also brought out:

That Rockefeller notified these officers he would back them to the limit.

That no violence was committed until Troop A was formed.

That the members of this troop did not wait until they were properly enrolled in the State militia, but "shot up" Ludlow a few days after they were organized.

That these men were on the pay roll of the company continuously.

That Rockefeller, Jr., was in constant communication with Coal and Fuel Company officials, despite former statements that he knew nothing of the strike.

That he furnished money to his publicity agent (Ivy Lee) to prepare and have printed bulletins favoring the operators.

That these bulletins were sent to influential people all over the country for the purpose of molding public opinion against the strikers.

That the bulletins were printed and addressed in Philadelphia and then shipped to Denver, whence they were mailed, to create the opinion that the mine operators were behind the publication.

The evidence showed the inside workings of dummy directorship and absentee landlordism. No move was made by the mine managers until O. K'd in New York. Rockefeller, Sr., kept close track of affairs, and indorsed the various anti-union moves. This was shown in a letter from Rockefeller, Jr., to Vice-President Bowers: "I know that father has followed the events

of the past few months in connection with the Fuel Company with unusual interest and satisfaction."

This indorsement of murder and loot caused Chairman Walsh to passionately declare:

"So your father was pleased when 5,000 men and their families went into the canyons to live rather than to continue to work under existing conditions in the mining camp, when armed gunmen were sent to attack them, and when the Forbes tent colony had been riddled by a machine gun."

The witness, as would be expected, has no democratic ideals. Chairman Walsh referred to a speech made by Ivy Lee in which Rockefeller's publicity agent said: "We must be very careful of the terms we allow to be lodged in the public mind."

"Very sound philosophy," was the witness's comment on this statement.

Rockefeller refused to comment on the conviction of John Lawson. He was asked if he would do anything, now that it is discovered one of the Lawson jurors has the sole privilege of selling a biscuit company's product in the mining camps.

"I can't say," was the answer.

At the next sitting of the Commission Rockefeller read a statement in which he referred to the Lawson queries and said, in effect, that he did not want to be put in a position of trying to dictate to Colorado authorities. The witness tried to create the impression that he, a lone, solitary citizen of the State of New York, should not interfere with the workings of Colorado's duly constituted legal machinery. Rockefeller refused to tell who wrote this statement, and later, Ivy Lee declined to answer the same question.

The witness said he had not read the testimony brought out at Ludlow. When asked if he did not deem it his duty to do so, that he might know the facts, Rockefeller replied that he had confidence in his executives.

"Yes," declared Walsh, in his most biting tone, "you only take their word. You close your eyes to the crimes at Ludlow and the evidence of the coroner's inquest. You close your eyes to the other outrages. You sit in your offices in New York and say, 'I uphold these executives.'"

Unionist Quits Law Body.

President Gompers has resigned from the American Association for Labor Legislation because of that organization's activity in securing the passage of the Spring bill in the New York Legislature, which abolished the State Department of Labor and placed it, together with the workmen's compensation commission, in control of the newly-created industrial commission.

In his letter to the association's officers President Gompers says the action of the association has weakened the effectiveness of both departments and that the influence of the association was used "to fasten upon the workers policies which they had emphatically opposed."

The unionist declares that "the wage-earners welcome counsel and aid, but they

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurationers Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Tasmanian Labor Government is making arrangements to grant a site for a trade hall in Hobart on a 99 years' lease.

The Swiss Railwaymen's Federation has started a fund for the relief of distress among members. Up to April 18, 81,300 francs had been collected and 42,000 francs distributed to dismissed brothers in need, or those under notice to quit. The subscription lists are being kept open.

Food prices in Sweden have of late risen so rapidly that an immediate rise in wages of at least 20 per cent. has become necessary for a man to exist somewhat decently. This, according to C. Lindley of the Transport Workers, is a most delicate problem, the solution of which will require the best effort and energy.

The Dansk Jernbaneforbund (Danish Railwaymen's Union) in January last took up a collection among its members with a view to obtaining money for those unemployed or otherwise in need as a result of the present war. It appears from their financial report, which is just to hand, that a sum of 4587 kroner was contributed for this purpose, half of the amount having since been handed over to the benefit funds in the provinces, while the committee retains the other half to be distributed later.

The Dutch Transport Workers' Union (Bond van Arbeiders in het Handels—en Transportbedrijf te land), in their report covering the year 1914, expressed the fear that it would scarcely be possible to overcome the crisis caused by this war without serious difficulties. There was indeed good reason for such fears. The membership dropped from 2452 to 2151 from July 1 to December 31, 1914. The actual loss thus amounts to 300 members. Since however the numbers have again commenced to grow. The membership to-day stands at 2189, distributed over 24 local branches.

Speaking at the London School of Economics, Mr. Sydney Webb said more people were killed or wounded by accidents in the United Kingdom during times of peace than there have been even in this present sanguinary war. Five hundred thousand people were killed or wounded by accidents in this country last year, whereas in five months of this war Britain had lost more than 100,000 men. The worker was subject to twenty contingencies, each of which would prevent him from earning a living, and to insure against the whole of them would cost a man earning 25s. a week one-fifth of his earnings.

A very unpleasant surprise was given the Swedish trade unions recently. Under the influence of the present war the Swedish Parliament adopted, last summer, a special war tax on property and income to cover part of the cost of the new military budget. People are generally astonished to hear that even the trade unions are being called upon to pay the same war tax as individuals. The Iron and Metal Workers' Union, for instance, is to pay a sum of 9700 kroner, the Federation of Trade Unions 3000 kroner, etc. It is to be hoped, however, that this plunder will soon be stopped, especially because it was first announced that the new tax would be levied only on the "property-owning classes."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Mosen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, Cj.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buanik, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Eriesson, Otto	Rytto, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johnsen, John	Strahle, Chas.
Johansson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edvard	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johnson, Edward A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos, & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Leungwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The United States Inspectors at Marshfield, Ore., have revoked the license of Captain Anderson of the wrecked schooner "Randolph," charging him with gross negligence and carelessness in crossing the bar when he did.

The spring term of the Public Evening Navigation School at San Francisco came to a close with appropriate ceremonies in the class room in the Ferry Postoffice Building during the past week. This branch of the Public School system, established some years ago for the benefit of those who intend to follow the sea for a living, is becoming more popular every year, and the term just closed was a highly successful one. The fall term will open July 26, and applications in advance show signs of a large enrollment for the new class to be organized on that date.

Balfour, Guthrie & Co. have chartered two steamers for October-November loading of wheat for the United Kingdom at 80 shillings. A third steamer has been chartered for similar loading by another firm at a similar price. M. H. Houser of Portland has chartered the Norwegian bark "Lindfield" for November loading at 85 shillings. Never, it is said, has such a confusion of prices existed in the Portland charter market, and as a result exporters are at a loss to know where they stand. The action of M. H. Houser in taking a sailing vessel at 5 shillings in advance of the highest steamer prices is a puzzle to the other local exporters and has been the topic of considerable conversation.

Count Guy de Fayolle, general manager of the Transports Maritimes Company, of France, has announced that a new line of freight and passenger steamers would be inaugurated shortly between San Francisco and Marseilles, France. The proposed line will operate steamers about once a month from Marseilles to Colon, via Mediterranean ports, through the Panama Canal, calling at Mexican ports, San Pedro, San Francisco, and probably Tacoma and Seattle. The Transports Maritimes owns twenty-nine steamers. Four lines are run to South America and another to the Lesser Antilles. Beginning June 15 a line will be opened from Marseilles to Hampton Roads, Galveston, and New Orleans.

Travel to and from San Francisco from Pacific Coast points has reached such proportions that the Pacific Coast Steamship Company will, commencing June 20, dispatch a vessel each day in the week through the Golden Gate, bound either north or south. This is the first time in the history of San Francisco shipping that such a feat has been attempted, and the officers of the company are confident of its success. In the new service, which contemplates four sailings weekly to San Pedro and three weekly to Puget Sound, there will be the steamers "Congress," "Governor," "President," "Queen," "Umatilla" and "City of Puebla." Sailings will be at noon for Puget Sound and 4 p. m. for Los Angeles, as is the case at present.

The recent stranding of the tanker "Asuncion," the delay caused the tanker "Col. E. L. Drake" and the general protests of mariners have led the Canadian Department of Marine to change some of the leading lights in British Columbia waters to the original colors. Recently an order was made whereby all leading lights on the starboard hand bound north were made red. This was to have uniformity in British Columbian waters. Under the rule the occulting white light on the sandheads was changed to red and mariners complained that it was difficult to pick up and added to the danger of navigation. Alexander Johnston, deputy minister of marine, has therefore ordered the beacon changed back to white. Other lights to revert to white will be Vancouver Rocks buoy, Millbank Sound, Hodgson Reef buoy and White Rocks buoy, Banks Island.

Construction upon the \$230,000 Siuslaw jetty project may be under way by July 1, giving employment for 75 men more than two years, according to I. B. Cushman, chairman of the Siuslaw port commission, who was in Eugene, Ore., recently. The \$100,000 bond issue papers were signed a few days ago, and local attorneys expect the money available within fifteen days. Several firms are said to be ready to submit bids for construction. The construction work will include the extension of the north jetty 300 feet, rocking it in thoroughly, and the extension of the south jetty 1000 feet, with heavy rock and piling work. The Siuslaw has a channel of 18 feet at mean tide, that has been as high as 23 feet. A mean tide channel of from 20 to 25 feet over the Siuslaw bar is expected upon the completion of the new jetty work contemplated.

Armed with an automatic riveter, Mayor Rolph of San Francisco drove the first rivet in the keel of his new \$750,000 steam freighter at the Union Iron Works of San Francisco on June 1. The steamship is one of the largest to be built on the Pacific Coast, and the first to be constructed upon the new ways of the Union Iron Works. It is expected that it will be launched September 1 and ready for cargo about November 15. The Mayor's ship will be placed in Atlantic and Pacific trade, and the Union Iron Works is confident that the sister ship, which they are build-

ing on speculation, will not wait long for a purchaser. President T. A. Reardon of the Board of Works was pressed into service as official "heater of the rivet"; John A. McGregor, president of the Union Iron Works, played the role, in mechanical parlance, of "holder on," taking the rivet from Reardon and setting it in place. Rolph then pounded it home in ship-shape fashion. In recognition of his services, the Mayor was presented with a riveter's testing hammer, wrought of polished steel from the stem of his own ship.

An advance in wharfage rates on four of Seattle's privately-owned piers has been agreed to by the Northern Pacific Oriental Traffic Bureau and will go into effect in about two weeks. The rate of 25 cents per ton, which has obtained for the past fifteen or twenty years, will be doubled on all shipments consigned to Asiatic and Philippine Island ports. The rate of 50 cents a ton has been charged on all coastwise and European business, and now the same charge will be applied to Pier 14, operated by Dodwell & Co., (Blue Funnel Line); Pier No. 5, controlled by Frank Waterhouse & Co.; Pier No. 6, operated by the Milwaukee & Puget Sound Railroad Company, and the Great Northern dock, controlled by the Great Northern Railway Company. The rate of 25 cents handling charges will not be changed. When the rate of 25 cents was established business offering to the Far East was very light, and the low charges were made to encourage trade. Now, with great cargoes offering and few vessels to handle them, the rate of 25 cents is said to be far from sufficient to maintain the piers and wharves in good repair.

According to "Fairplay" (London), American underwriters on the Pacific Coast are complaining that their premium incomes are being sadly reduced owing to the European war. It appears that the Kosmos and the Hamburg-American lines, to say nothing of German tramps, used to bring them a considerable amount of premium, and with the cutting off of this source there comes no compensating increase, except perhaps a small one through the California dried fruit trade. Germany was a great buyer of California dried fruit, and German companies were keen competitors for the insurance of the shipments, but with the disappearance of the competition comes also the disappearance of the market, and although greatly enhanced premiums have been paid on this interest, there is not sufficient business to compensate for the losses in other directions. Another cause of complaint is the loss of premium income owing to the completion of the Panama Canal. The huge quantities of lumber used in its construction are no longer being carried, and the vessels which carried it are now laid up; both interests were insured in America. On top of this comes the cutting in half of rates for steamers going by the Canal instead of the Magellan route, so that altogether the lot of these underwriters is not a happy one at the present time.

There were formerly two subsidized Japanese steamship lines to Puget Sound points—one to Seattle, given to the Nippon Yusen Kaisha, and the other to Tacoma, given to the Osaka Shosen Kaisha. The contracts expired December 31, 1914, and as the Japanese Diet was dissolved before the new Government bill for continuing subsidies to various steamship lines was reported by the committee, the Government, as an emergency act for the current year of 1915 only, is to continue subsidies at greatly reduced rates, and the stipulations imposed upon the two steamship companies above mentioned were modified as follows: The Osaka Shosen Kaisha, heretofore operating six steamers on the line to Tacoma, shall hereafter run four steamers, making Seattle the first and principal port of call in the United States, and then to call at Tacoma, as heretofore run by the Nippon Yusen Kaisha's steamers. The Nippon Yusen Kaisha, heretofore operating six steamers on their line to Seattle, will have only two under the new Government stipulations, and their steamers will also call at Tacoma after discharging all the overland cargo, mail, etc., at Seattle. These two companies' six steamers combined will constitute a regular fortnightly service. It has been explained by the Japanese authorities that subsidies heretofore granted to the lines to Europe, Australia, and America (three lines to the United States and one to South America), all of which expired December 31, last, will be curtailed, as has already been done for the current year; the Seattle and Tacoma lines will be combined into one, reducing the number of steamers run by one-half, and the amount thus saved will be applied toward the subsidies for the "new line operating through the Panama Canal."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 9, 1915.

"CLEAR AS MUD."

In harping upon the alleged early retirement of the Chinese-manned Pacific Mail Company from the transpacific service, the San Francisco Chronicle persists in completely ignoring the fact that the new Seamen's Act will apply with equal force to the ships of all nations, including Japan.

The deliberate misrepresentations of the law seems to have become a fixed policy, or a sort of obsession, with the Chronicle's editorial staff. It is useless therefore to continue refuting statements obviously made solely for the purpose of deception.

Besides, there is little danger that any person at all informed upon maritime affairs will take the Chronicle quite seriously. Its mysterious nautical asseverations are usually as "clear as mud." There is neither rime nor reason in the stuff, but it is just possible that an unsuspecting public might swallow some of it because of constant repetition.

We quote from a recent Chronicle tirade against the Seamen's bill:

If there are to be more ships in the transpacific trade, China herself or Japan must supply them. American ships cannot remain in that trade without greatly increasing freight rates, while Oriental ships can; although, with diminished competition, the Japanese lines will presumably increase rates.

China herself cannot well supply the ships. She has neither the capital nor the properly trained officers. American or other ships cannot transfer to the Chinese flag, partly for the lack of trained Chinese officers and partly because China can give no protection on the sea or in foreign ports.

"So poor old China cannot hope to have a Merchant Marine because she has no "trained officers" and because "she can give no protection on sea or in foreign ports."

Of all the dry rot that ever crept in the editorial columns of a "great Daily" this statement is easily entitled to the medal.

Not very long ago there were not enough "trained officers" in Japan to navigate a harbor tug and for years, in fact until very recently, Japanese liners employed white officers only. We wonder if the Chronicle, in its infinite wisdom, has discovered some secret hidden reason why trained white offi-

cers cannot be employed in the Chinese Merchant Marine. And we are quite sure that detailed information upon this subject would be greatly appreciated by many of its readers.

The Chronicle's second reason why the Celestial Empire can have no Merchant Marine is because she "can give no protection." How, in the name of common sense, have countries like Norway, Sweden, Denmark and Holland been able to manage their very respectable sized fleets of merchant vessels?

What kind of protection do Chinese vessels require?

Norway's Merchant Marine is surpassed in tonnage by only three nations—Great Britain, United States and Germany. Yet, Norway has not a single battleship nor sufficient war craft of any description to protect five per cent. of her merchant fleet on the sea or in foreign ports.

Thus, it would seem rather mysterious that Chinese vessels need "protection" while others get along famously without it. We do sincerely trust, therefore, that the Chronicle will take us into its confidence and explain: "Why do Chinese vessels need protection?"

THE RIGHT TO QUIT.

Late European advices indicate that just prior to the declaration of war a crisis had been reached between the Italian seamen and the Italian Shipowners' Federation.

It appears that the spokesmen for the organized shipowners had for some time past resolutely refused to enter into negotiations over certain demands made by the Seamen's Union unless the latter agreed beforehand to the following:

1. To refrain in the future from using their system of "sham sickness" (sham sickness, it seems, is used by crews who desire to quit, either individually or collectively, but cannot do so under the maritime law of Italy).

2. To henceforth devote their efforts only to seamen and to discontinue proselyting among the officers.

3. To agree not to send the Union's representatives aboard ship under any circumstances or conditions.

The Seamen's Union, of course, did not take these proposals as quite serious and an open conflict commenced on March 28.

As in the past, the Seamen's fight was conducted with methods that had stood the test. Word was given out to crews not to quit but to sign the sick list and remain on the ships. By a previous arrangement the longshoremen refused to load or unload the vessels affected by the Seamen's "sickness."

In the meantime, weeks and months dragged along and the longshoremen were just considering the advisability of declaring a general strike when Italy's entry into the world war brought things to a sudden end.

We are glad that our Comrades in Italy have discovered at least a substitute for real freedom, for "the right to quit." And we rejoice in their determination not to relinquish even that poor makeshift for the right to quit.

Some day, we hope, they will gain for themselves the same freedom as has been enjoyed for so many years by American seamen when in United States and near by foreign ports. And when that much has been accomplished they will surely not be content until total release from bondage has been secured—at home and abroad, as long as the ship is in a safe harbor.

A "SQUARE DEAL."

Captain Robert Dollar of San Francisco is touring the United States with a delegation of Chinese business men. He is not too busy, however, to pay his respects to the new Seamen's Act. In Washington, D. C., the old gentleman had himself interviewed to the length of a full column. Here is the conclusion of Captain Dollar's latest bill of grievances:

Put us on an exact equality with our foreign competitors. We want no subsidy of any kind except a fair compensation for carrying the mails. We want no advantage of any kind over our competitors. Give us a square deal and no favors and we will give you a merchant marine that will be a credit to our Nation.

In view of the foregoing it is strange, to say the least, that Captain Dollar should continually rap the new Seamen's Act. That legislation was especially designed to meet these points. It will compel foreign shipowners who desire to do business in American ports to adopt American rules and regulations. Thereby the cost of operation between American ships and foreign competitors will be effectively equalized.

Why Captain Dollar should ask for a "square deal and no favors" becomes difficult to understand when that is precisely what he is getting in the new Seamen's Act.

Still more difficult to understand is Captain Dollar's reference to a phantom "merchant marine that will be a credit to our Nation." Can it be possible that Captain Dollar considers a coolie-manned merchant marine a credit to our Nation? If he does, and if his contention in this regard is accepted by the American people, we have no further argument to offer.

But we know better. We know that the Stars and Stripes have neither glory nor luster when flying from the masthead of a liner manned by a crew of gibbering Asiatics. A merchant marine without a personnel of experienced, competent and self-respecting seamen is as useless to a nation as a light-house service without lights.

We fear that Captain Dollar measures all things by the sign of the Dollar. By the same token he measures the value of a merchant marine by tonnage alone. He utterly ignores all the lessons taught by history. He forgets that domination of the sea is by "men" and not by tonnage. To quote the incontrovertible language of Andrew Furuseth:

Sea power is in the Seaman. Ships are but the seaman's working tools. If there be a desire in the white race to retain its sea power the Caucasian must be brought to sea again. Nations which desire to share in that power must depend upon their own citizens or subjects. (The British admiralty evidently realizes this because it has forbidden the employment of Chinese on vessels requisitioned by the Government.) If a reasonable safety at sea be desired, men of strength, courage, and skill must be induced to seek the sea, and those men will not come to work under middle age statutes nor tolerate other existing conditions.

To which nothing need be added except an expression of the thought that Captain Dollar cares a great deal more about his ability to employ cheap and servile men than the drift of sea power from the Caucasians to the Orientals.

Andrew Furuseth and Patrick Flynn, President and First Vice-President, respectively, of the International Seamen's Union of America, left San Francisco during the past week for an organizing tour along the Atlantic Coast. Both will return West for the annual convention of the I. S. U. of A., which will meet in San Francisco the first week of August.

AFRAID OF THE TRUTH!

The current issue of the "Labor Clarion" of San Francisco contains the report of the local Labor Council's representative at the recent State Legislature.

Some very remarkable statements appear in this report. It is asserted, for example, "that labor can more readily secure the legislators' support by courteous treatment and argument than by threat and intimidation." With this naive declaration no one can have any quarrel. The question naturally arises, however, why was it incorporated in the report? Is labor in California guilty of threatening and intimidating members of the Legislature, or is this labor lobbyist merely, parrot-like, repeating the remarks of the reactionaries who are looking for an excuse to justify their votes against labor?

As a climax to his report, the Labor Council's representative makes some startling recommendations. Among these is the following gem:

That the State Federation of Labor be requested to discontinue getting up a "roll call record," as it has caused more hard feeling toward labor than any other single thing I know of.

A "roll call record" is nothing more and nothing less than a digest of the daily journals which truthfully and faithfully record the performances of our legislators. The "roll call record" as compiled by the State Federation of Labor's legislative committee furnishes absolutely reliable information to the working people as to "Who is Who" in the State's lawmaking body. It totally eliminates the old-time method of passing the "glad hand" and peddling the "big bull" about "I am a friend (?) of labor." It tells the truth and nothing but the truth. It is everywhere recognized as one of the most effective methods of holding men responsible to platform pledges and pre-election promises. It is used by the American Federation of Labor in keeping tab on National legislators. It is used by the State Federations of Labor in ascertaining who are the "real" and who are the "fake" friends of labor; and finally it is used by the local Labor Councils in gaging the value of Supervisors, Aldermen or Councilmen.

Yet, we have here a labor lobbyist who recommends a discontinuance of this fair and effective weapon "because it has caused hard feeling toward labor." To be really consistent and logical he ought to recommend a discontinuance of all agitating and organizing because both have caused hard feeling toward labor.

But enough of this. When a labor representative pleads for those who nurse a hard feeling against labor because the naked truth has been told about their antics, nothing further need be said. It is to be hoped that the San Francisco Labor Council will make short shrift of this recommendation.

Before cotton mill machinery was invented spinning and weaving was man's and woman's work. The spirit of invention has transferred this work to the children. Thousands upon thousands of these unfortunates drudge and toil in the cotton mills. And this is what they call progress and modern civilization!

The workers make labor-saving machines and continue to work harder than ever. Is there not something wrong somewhere?

Demand the union label upon all purchases!

HORRORS UPON HORRORS.

Of all the newly-created horrors of war it is doubtful whether any can compare with the devilish device suggested by Fred T. Jane, a naval author, as having been responsible for blowing up the steamer "Princess Irene." The "Princess Irene," it will be remembered, was destroyed by an internal explosion in Sheerness Harbor recently, with a loss of over 300 lives. Mr. Jane, in the London "Evening Standard," advocates this theory:

The sudden and complete destruction of the "Princess Irene" in the Medway at no great distance from where the battleship "Bulwark" also was suddenly blown to atoms, may be a curious coincidence. Italian experiments have proved it possible to explode a properly attuned charge by wireless from a short distance. If that charge be surreptitiously placed in a magazine, everything in the magazine will go the same way. One spontaneous explosion is thinkable, but two in the same district demand too much from the imagination.

If this keeps up—if human hands can really send ships to the bottom by wireless—the end of war must be in sight.

Who would have thought that the wireless spark which has brought aid and succor to so many ships in distress could be used also to bring death and destruction? But such are the results of war. When nations voluntarily sacrifice the flower of their manhood to the moloch of war we may expect just such uses of science and the forces of nature.

It is generally conceded that one of the most attractive exhibits at the Panama-Pacific Exposition has been prepared by the American Federation of Labor. The exhibit occupies a floor space of 20x55 feet and usually attracts instant attention because of the stereomograph, an electric device which throws upon a screen the union labels of the various organizations affiliated with the union label trades department of the American Federation of Labor. There are to be found in the exhibit practically all the official publications of the national and international unions affiliated with the American Federation of Labor; also a fine assortment of standard literature containing valuable information regarding the trade-union movement. This literature is distributed free by Grant Hamilton, general organizer for the American Federation of Labor, who is in charge of the exhibit. Taken as a whole, the exhibit is one of which the organized workers may justly feel proud. It is attracting the attention of thousands of visitors daily, many of whom are evidently seeking to know more about the principles, aims and objects of the American labor movement.

One of the best tests of the loyalty of a unionist to the cause of the workers is his attitude to the Labor press. When you hear of an alleged unionist girding at a Labor paper and secretly stabbing it in the back, keep your eye open and you are very apt to find that he is not doing it for the good of organized Labor. The Labor press is just as vital a part of the Labor Movement as the local, state and national unions and federations.

A curious mix-up of nationalities was surely in evidence when the authorities at Marseilles seized and dismantled the steamer "Magrab," from Alexandria. The vessel's crew was composed of Greeks; her owners are alleged to be Germans. Yet, she was flying the Belgian flag. Who can beat it?

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 1, 1915.

Regular weekly meeting came to order at 7 p. m., A. Furuseth presiding. Secretary reported shipping dull. The full Shipwreck Benefit was awarded to 10 members of the crew of the steam-schooner "Claremont," which was wrecked on the Coos Bay Bar. Voting for officers for the ensuing term was proceeded with at Headquarters and Branches, and will be continued during the month of June.

Headquarters, San Francisco, Cal., June 7, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., May 31, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 31, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 31, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 31, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, May 31, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 31, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 31, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 24, 1915.

No meeting. Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 3, 1915.

Regular meeting came to order at 7 p. m., John Badman in the chair. Secretary reported shipping dull; plenty of members ashore.

E. F. BURKE, Secretary pro tem.

42 Market St. Phone Kearny 5955.

Seattle Agency, May 26, 1915.

Shipping fair; plenty members ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, May 26, 1915.

No meeting. Shipping slow.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, May 31, 1915.

No meeting. Shipping slow; few members ashore.

THOMAS BAKER, Agent.

27½ Second St. Bickle Bldg., Room No. 10. Phone Broadway 2506.

DIED.

Lars Bengtsen, No. 1969, a native of Sweden, age 33, died on board the schooner "Allan A" at Company Harbor, Alaska, April 2, 1915.

The factory child, denied the right to learn to play, is the progenitor of the man who can do no more than toy with the most serious affairs.

THE WORLD WIDE WAR TRUST. (By Congressman Clyde H. Tavenner.)

For more definite evidence of the tremendous syndication and wide sympathies of armor-plate patriotism, an examination of the Harvey United Steel Co., of London, is instructive and entertaining.

The Harvey United Steel Co. (See British Stock Exchange Yearbook, 1912, p. 1211) "was registered July 16, 1901, to amalgamate or control four other companies holding the rights of the Harvey patents for treating steel, including the Harvey Steel Co., of Great Britain (Ltd.), and the Harvey Continental Steel Co. (Ltd.)."

They were also licensors for the Krupp and Charpy processes of hardening armor plate.

The Harvey Co. in a few months effected a world-wide organization for preparation for war which surpasses anything in the nature of an international alliance for peace that all of the peace societies of the world have been able to accomplish in a century of labor. Although paying handsome dividends, it is claimed that this company has been voluntarily wound up during the last year, after the decisions of two extraordinary general meetings held on July 15 and 31, 1912, but it is very difficult to feel sure that this international association of patriots for profit is really dead and that it has not been resurrected in some less discoverable form.

These are the firms which, banded together, were known as the Harvey Steel Co.:

Great Britain.

Vickers (Ltd.). Albert Vickers, chairman of the great English war trafficking firm that bears his name, not only held 2,697 shares in the Harvey Steel Co., but was its managing director, and was one of the two persons intrusted with its alleged winding up.

Wm. Beardmore & Co. (Ltd.). William Beardmore, chairman of this company, was a director of the Harvey Co.

W. G. Armstrong, Whitworth & Co. (Ltd.). J. M. Falkner, a director of this firm, was also on the board of the Harvey Co.

John Brown & Co. (Ltd.), The Coventry Ordnance Co. (Ltd.), and Thos. Firth & Co. (Ltd.) were all represented by C. E. Ellis, with a holding of 7,438 shares.

The Fairfield Shipbuilding Co. (Ltd.), and Messrs. Cammell, Laird & Co. (Ltd.), are, of course, largely interested in the Coventry Ordnance Co. (Ltd.), and are both in alliance with John Brown & Co. (Ltd.), with the last of whom are connected also the Projectile Co. (Ltd.), Messrs. Palmer's Shipbuilding & Iron Co., and the Hadfield Foundry Co. (Ltd.).

United States.

The Bethlehem Steel Co. (Ltd.) held 4,301 shares in the Harvey Co. With the Bethlehem Co. was at this time joined Harlan & Hollingsworth, of Wilmington; Union Iron Works, of San Francisco; and Samuel L. Moore & Son, at Elizabeth. Mr. Schwab, the power behind the Bethlehem corporation, had also a \$10,000,000 subcontract for armor and gun mountings of two Argentine dreadnaughts building by the Fore River Shipbuilding Co., which

he has acquired, and by the New York Shipbuilding Co.

France.

Schneider & Co. held 9,862 shares in the Harvey Co., while La Gie des Forges et Acieries de la Marine et d'Homecourt held another 150. The Harvey Steel Co. had four French directors, two of whom held 2,000 shares each.

Italy.

Societa degli Alti Forni Fondiere ed Acciaiere di Terni held 8,000 shares, and was represented by Raffaele Bettini. This firm is in alliance with Vickers (Ltd.) as Vickers-Terni, with a gigantic arsenal, and Vickers are also allied with Messrs. Odero and Messrs. Orlando.

Messrs. Armstrong, Whitworth & Co. hold the shares of Armstrong-Pozzuoli (Ltd.), whose arsenal is "the chief supply of war material to the Italian navy," and Ansaldo-Armstrong & Co. (Ltd.), of Genoa, is in the same group.

Germany.

Action Gesellschaft der Dillinger Hüttenwerke. In alliance with the patriot firms of England and France this company held no fewer than 2,731 shares, and was represented on the board by Fritz Saftel, of Dillingen, Saad, Germany.

Friedrich Krupp, of the famous Krupp factories, held 4,731 shares, and was represented by Heinrich Vielhaber and Emil Ehrensberger.

Krupps are related to the Skoda Co., of Austria; Schneider & Co., who make the Creusot gun, have interests in Russia; while the Dillinger firm is owned by Deutsche Waffen & Munitions Fabrik, which has holdings in Belgium and in the Mauser Co., in addition to its huge munition factory in Germany.

Noted as the market-place for five States—Kansas, Colorado, Oklahoma, Texas, and New Mexico—the frontier town of Elkhart, Kansas, owing to its unique geographical situation, possesses the distinction of the heaviest wagon trade of any town of 1000 population in the world. It lies within three miles of the southwest corner of Kansas, and the great wagon trains which come to this railway terminus every week-end haul broomcorn and other products of the plains country a distance of one hundred miles from the west and southwest. They come from the Panhandle of Texas, what was formerly No Man's Land in Oklahoma, and from eastern New Mexico and southeastern Colorado. Fifty years ago the Santa Fe Trail, over which annually passed \$50,000,000 in commerce, crossed the townsite of Elkhart. Elkhart is the great broomcorn and grain market of the five States that corner near here. Saturday is sales day and always 300 wagons can be counted on the streets. The nearest railroad to the west and southwest is 150 miles.

A new wall map of Alaska, 82 by 55 inches, can be purchased from the Geological Survey, Washington, D. C., at 80 cents a copy. It includes the survey of the new Government railway from Seward to Fairbanks.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

LABOR AND LIQUOR.

Press despatches seem to indicate that England to-day is divided against herself as a result of the drink agitation. It is also intimated that the action of high governmental officials and leaders of the army and navy, in labeling all British workmen drunkards, has aroused the most intense indignation in the ranks of the laborites. No effort has been made by the officials to separate the sheep from the goats. The sober, industrious British mechanic—and he is far in the majority—is to-day threatening reprisals.

The British White Paper, issued in behalf of prohibition, is expected to become the subject of consideration in the various labor unions.

Here are a few of the charges made by Sir John Jellicoe, commander of the fleet:

"Drink is delaying repair work on destroyers and other patrol ships.

"Crews of transports are deserting in bodies to get drunk.

"Drunken firemen cannot keep up steam, speed is reduced and lives of soldiers endangered.

"The entire Clyde shipyards may be tied up because the men can earn enough in three days to keep them in rum the rest of the week."

The union leaders admit that some of the workers drink and that, because all industries connected with the war are running at top speed men lay off as they like, knowing if they lose one job they can easily find another. But they say this is confined to a minority of the workers. The real trouble, the leaders say, is that officials and the bosses of the shipyards and the munition factories expect all men to work at top speed without paying them an adequate return for their efforts. They say that in many cases the men are getting the same wage that they did before the war, the only reason they are receiving more money at the end of the week being because they are working additional hours.

Leaders declare that much of the inefficiency in the army and navy is now being blamed on the workers because the high officials of the united services are seeking scapegoats to evade personal responsibility.

Labor leaders plan to get together to decide on the best methods of protest. One of the suggestions made is that if the authorities do not quit denouncing workers as a class threats of a general strike may be made.

Hamburg is all but dead. From September 1, 1914, to January 1, 1915, four months, only 104 ships entered the port, and 92 left. The daily average for the corresponding period in 1913 was 111 entering, and 106 leaving; with an importation for the four months of more than 5,000,000 tons. Now the factories have put out their fires, the warehouses are shut, the mills are working no longer, and the docks and sheds are absolutely empty. Offices are closed, misery is evident on all sides, the result of the disaster that has overtaken the shipowners, upon whom nearly everyone in the port depends for his living. But the Germans still remember how to smile, though underneath the smile is hatred—hatred against England.

JAPANESE IMMIGRATION.

(By William T. Bonsor.)

Some of our citizens may be laboring under the delusion that because of the so-called "Gentlemen's agreement" existing between the United States and Japan in regard to the issuance of passports to Japanese laborers, Japanese immigration is on the decrease and the number of Japanese in the United States is decreasing.

The Anti-Jap Laundry League is in receipt of the latest annual report (1914) of the Commissioner-General of Immigration which presents some very interesting figures and observations in regard to Japanese immigration, in support of the obvious increase of the Japanese population in this country. The "agreement" permits the issuance of passports to three kinds of laborers, to wit: "former residents," "parents, wives and children of residents" and "settled agriculturists." The total number of Japanese admitted legally during the year is 13,016, of which 7694 were non-laborers and 5322 were laborers. This is an increase of 25 per cent. in continental United States and a decrease of 7 per cent. in Hawaii over the previous year. This percentage takes into consideration the surplus of arrivals over departures. The statistical tables present an increase of Japanese immigration during each preceding year after deducting the numbers of departures.

Three thousand and fifteen wives of residents (or picture brides), who are in reality laborers, co-workers in the fields with men, were admitted to continental United States during the past year. Sincerity of the "picture bride" custom is questioned. Indications are that there will be a heavier influx of brides this year.

There are a very large number of Japanese who have lived in Canada for various numbers of years who hold passports, the destination of which is the United States. There are also several thousand Japanese Canadian citizens who can enter the United States without question (under present conditions) at any time they may desire.

The foregoing figures and observations, taken from the report, indicate the necessity of real legislation to prohibit this increasing immigration, as well as the "picture bride" subterfuge, which is entirely out of harmony with plain and ordinary decency. California falls heir to the bulk of this immigration coming to continental United States.

These figures do not take into consideration the number of Japanese who are able in one way or another to gain illegal entry into the United States. The Bureau of Immigration is unable to adequately protect the Canadian or Mexican borders and other places accessible to illegal entry, because of an insufficient appropriation by the Government for such purposes.

SOME SALT!

The volume of the saline matter in the ocean is somewhat more than 265,956,133,600,000 cubic feet, according to the United States Geological Survey, or enough to cover the entire surface of the United States, excluding Alaska, 8,448 feet deep.

It is an evil recklessness not to weigh one's own deficiencies.—Benson.

HOW WORKING GIRLS LIVE.

The recently completed field work of the New York State Factory Investigating Commission shows that the working girl who earns \$8 a week has to spend at least \$4 for board and room. Not much of a room can be had at such a price. The girl generally has, in New York City, a folding bed in order that there may be a place to sit when she is not sleeping. The people who conduct the room directory at the Young Women's Christian Association in that city think that \$4 a week is about what is required to obtain a decent room. Four dollars a week, then, for food and lodging, surely a subnormal standard of living in most cases. It may be that the food is insufficient, or it may be that the apartment is overcrowded, or it may be that the room does not furnish any degree of privacy.

Clothing demands another dollar and a half a week. Any one who has tried to figure out a satisfactory clothing budget on \$80 a year, knows how little that sum will buy. Stockings at 10 cents the pair from a 5 and 10 cent store are expensive, for it often takes a pair a week; likewise shoes at \$2 are costly. But one who never has a reserve fund is forced to buy in this uneconomical manner.

The next inevitable item of expenditure for a great many is carfare, which comes to 60 cents a week. Thus all but \$1.90 of the \$8 wage is used for food, clothing and transportation to and from work. She does her own laundry, very often after a hard day in store or factory. This work is a heavy tax on strength.

What must be covered by this \$1.90? Ten cents a week paid to an industrial insurance company will buy a girl starting at the age of twenty-one a death benefit of \$204, or a twenty-year endowment policy for \$86. This burial insurance is a necessity. Then there are the innumerable demands of the toilet to be met from this sum, and the irregular but certain calls for the service of the dentist, or the physician, or the oculist. If these incidental items do not consume the whole of the \$1.80, something is left for amusement. But the fact seems to be that the girl is dependent for her pleasures mainly on men. She has, therefore, to attract the men. She may be tempted to various arts and actions that are a bit unconventional.

But this is not all. The girl is liable to several weeks of unemployment during the year. After these weeks, she generally has a debt to her landlady against which she must struggle. The \$8 girl does not save, neither does the \$9 girl. It is not until the wage of \$10 is attained that a third of the women are able to save. How can the \$8 girl provide for periods of slack work?

So much may be said of the \$8 girl, but about half the women in the factories are receiving less than \$6.50.—Frank H. Streightoff, Director of Cost of Living Investigation of Factory Commission.

Announcement has been made of a race from New York to San Francisco through the Panama Canal by seagoing motor boats, to start from Sandy Hook early in October.

An institution is the lengthened shadow of one man.—Emerson.

NOTICE TO SEAMEN.**IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.**HEADQUARTERS:****LAKE SEAMEN'S UNION**

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....15 Twelfth Street
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

Conneaut, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

PORT HURON, MICH.....517 Water Street

ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.**HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street

CHICAGO, ILL.....445 LaSalle Avenue

MILWAUKEE, WIS.....151 Reed Street

DETROIT, MICH.....27 Jefferson Ave., East

SUPERIOR, WIS.....1814 Fourth Street

OGDENSBURG, N. Y.....70 Isabella Street

BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.**HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.**MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manistowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

deny the right of any one or any group of individuals to dictate measures which vitally concern the industrial welfare of the workers. . . . The wage-earners of the United States deny the right of any man or any association to despotism, whether political, industrial, or intellectual. We are endeavoring to achieve our freedom and cannot co-operate with those whose aim is despotism, even for a benevolent purpose."

President Gompers notified the New York Central Federated Union that he indorsed their action in asking all members of organized labor to withdraw from all co-operation and affiliation with the American Association for Labor Legislation.

Hatters Refuse to Pay Judgment.

The Hatters' Union will not pay the judgment of \$285,000 secured by Loewe & Company, Danbury hat manufacturers, and recently indorsed by the United States Supreme Court.

This decision was reached by the United Hatters of North America in convention, last week.

The unionists voted, however, to raise a fund for the relief of the individuals whose homes and bank accounts have been attached under the judgment.

This resolution adopted declares:

"The United Hatters of North America deny the statements of D. E. Loewe & Company, and the attorneys for the Anti-Boycott society that this organization has agreed to pay the judgment in this case and hereby declares it to be our purpose not to apply any funds to the satisfaction of this judgment.

"But this organization pledges its assistance to the members affected by said judgment and resolves further that an assessment of one per centum on the dollar of the weekly earnings of the members of this organization on and after July 1, be assessed and the money realized shall constitute a fund to be used by the officers of this organization for the relief and benefit of members affected by said judgment."

Critics in Office and Out.

The British Columbia Federationist, official newspaper of the Vancouver Trades and Labor Council, gives this advice under the caption, "Critics in Office and Out":

"In its way, nothing is more interesting than to watch the evolution of the union-member critic. As long as he is free from the responsibilities of executive office he is often ultra-vigorous in his methods. But his test comes when he is given a chance to put some of his ideas into practice by being elected to a position of trust and responsibility. He then finds that the quantity which determines his ability to turn his plans into practical results, is not just simply his own enthusiasm, but the spirit of the membership in general of his union.

"That is what account for the fact that many a man, as an irresponsible critic, looks like a go-ahead, but as a responsible officer of his union seems to be over-cautious and almost conservative as compared with his former self. All the same, the true test of a critic is to give him some executive work with the responsibility attached to it. If he has any practical ability

in him, that will fetch it out. Incidentally it will discover that some people who seem to believe they could conduct the entire cosmic scheme, have not enough executive capacity to run a chicken pen."

Oppose Porto Rico Unions.

Porto Rico trade unionists recently asked the authorities to pass a law providing for sufficient public ground to build a labor temple, as has been done in this island in the case of fraternal and other organizations. The proposal has aroused influences that have been resisting the organized movement, and which was most active against the agricultural workers who struck a short time ago for better conditions.

This opposition is shown in an editorial published in *El Boletín Mercantil*, which says:

"The Free Federation has requested the House of Delegates to grant it a building site towards Puerta de Tierra, for the purpose of erecting a building thereon to be known under the pompous name of Temple of Labor, but in other words the said building would be nothing but a sort of lodge (or refuge) for the conspirators of the liberty of Porto Rico."

The above sentiments fairly represent the views of Porto Rican anti-unionists, who are answered as follows by A. F. of L. Organizer Iglesias:

"The plot to destroy us because we stand for the establishment of the American institutions in Porto Rico does not 'let up' for a minute. All the mud slinging that can be done against the American institutions and the American people is heaped up by the partisans of monarchy and by those who were born on the island, those who in spite of this, hold high position in the government, and are constantly betraying the public which gave them its confidence of election, or the American officials who got their appointment if they were so designated.

"We propose to go on resolutely with our work until the day when the American Congress recognizes that Porto Rico must be a part of the American people and enjoy all its rights to the liberty, the guaranties and the citizenship of the American people."

Immigration Figures.

Immigration figures for March, issued by the federal department of labor, show that 26,135 immigrants were admitted. The number for February was 18,204.

The largest gains come from southern Europe and other Latin countries. Italy maintains her high average with 3,357 for March. Portugal contributes the highest percentage—increasing from 61 in February to 411 in March. There were 1,164 Mexicans admitted in March and 554 in February. Japanese, in March, totaled 658; Turks, 258; Chinese, 139.

There were 583 more skilled immigrants admitted during March than in the previous month, when the number was 2,420. These unskilled include 3,144 laborers and 1,418 "farm laborers," who, despite their alleged knowledge of farm life, remain in the industrial centers. These States, which are industrial, except California, received the following: New York, 4,983; California, 1,579; Massachusetts, 1,308; Pennsylvania, 1,234; Illinois, 1,003.

The "back to the farm" movement evi-

dently does not appeal to the immigrant. These agricultural States received the following during March: South Dakota, 82; Wyoming, 40; Kansas, 35; Oklahoma, 31; Kentucky, 17.

THE "NEBRASKAN" TORPEDOED.

The steamer "Nebraskan," of the American-Hawaiian line, under charter to the White Star Company, but flying the American flag, was torpedoed by an unseen submarine on Tuesday evening, May 25, near Fastnet, off the Irish coast. It has been held in confirmation of the torpedo theory that there were no mine fields where the "Nebraskan" was struck. At the time of the explosion the sea was calm and the crew at once took to the boats and stood by. It was soon ascertained that the vessel was in no immediate danger of sinking, that she was not rendered altogether helpless, and the crew returned and got her under way, steering first toward Queens-town, but passing that port and making directly for Liverpool, where she arrived and docked on May 27. In the meantime the presumption that the vessel had struck a drifting mine was somewhat strengthened by information to the effect that about a month ago the British Government had warned shipping of the planting of mines 40 miles southwest of Fastnet.

On the arrival of the "Nebraskan" in Liverpool, however, the captain and crew unhesitatingly asserted that the vessel had been torpedoed. The captain's statement is explicit and informing. He said: "We left Liverpool on May 24. The next night, 48 miles off Fastnet, at 8:24 o'clock, we were torpedoed. Only 10 minutes before we had hauled down the American flag, but it was quite light and the submarine must have seen the big white lettering on our sides, which read, 'Nebraskan,' New York.' I was below at the time. There was a terrific shock which threw everybody aboard off their feet. Immediately afterward came a tremendous explosion which slightly injured two quartermasters and the boatswain, hurled the derrick 30 feet and blew up the hatches." After returning to the ship, which was at first believed to be sinking, he says: "We found the No. 2 bulkhead holding firm and decided to remain aboard and bring the ship into Liverpool under her own steam, which we accomplished successfully."

The fact that the vessel was not flying the American flag at the time of the explosion is regarded by some in Washington as highly important, since it may later furnish ground for defense by Germany, should it be definitely determined that the ship was torpedoed, and should that nation be called to account. The plea might be made with some reason, it is held, that the "Nebraskan" was mistaken for a British ship, notwithstanding the name on her sides and the statement regarding twilight at the time.

Under charter of the Atlantic Transport line, the "Nebraskan" left New York on May 7 with a general cargo for Liverpool. She had passengers on that trip, and carried a crew of 41 hands, all told. After arriving in Liverpool and discharging her cargo she started on her return trip to New York in ballast. She is an American-built vessel of the oil-burning type, is of 4400 tonnage, 160 feet long and 46 feet beam.

CANADIAN LUMBER FOR U. S.

The lumbermen of British Columbia are attempting to enter the Eastern market of the United States for Douglas fir. One firm has made plans which will enable them to market between 100,000,000 and 200,000,000 feet of Douglas fir in New York annually if proper transportation rates can be secured. This lumber will all be cut and milled on Vancouver Island.

On Vancouver Island there were 2,657,994 feet of logs scaled and 500,306 feet exported, and in addition there were scaled 53,366 lineal feet of piles and poles and 1,388 cords of ties, shingle bolts, posts, and cordwood during the month of March just passed. The exports from the Province amounted to 7,307,897 feet of sawlogs and 82,890 lineal feet of piles and poles. Two million two hundred and seventy thousand feet of logs, included in the above total, have been exported to State of Washington mills for the manufacture of shingles, and are principally cedar.

The shingle industry is very brisk, and steps are being taken by some of the lumbermen to secure tonnage in order to handle export cargoes to France and Belgium in anticipation of the great demand for lumber when the war is over.

After having been closed down for nearly a year, the plant of the Canadian Puget Sound Lumber Company has resumed operations. The company has several million feet of logs ready to be cut, and it has decided to undertake the work at once, with a view to preventing deterioration in the logs. A limited crew of men will be engaged. This company states that, while signs indicate a revival in the lumber industry, the excessive transportation rates being asked effectually prevent any export business, and the local demand is very limited. Charter rates for vessels have taken a sudden and unprecedented increase, and the lumber business is, in consequence, severely hampered, the recent increase in rates making more unsatisfactory a condition already bad enough on account of the war.

Coast men are confident that with reasonable rates a substantial improvement in trade could be effected. With the close of the war the demand for lumber will be enormous. The transportation rates are the chief item of worry to lumbermen at present.

In the next House of Representatives of the Congress of the United States, according to the latest revision of the list, there will be 230 Democrats, 191 Republicans, seven Progressives, one Independent and one Socialist, but the list is still incomplete. The sitting members should number 435. Five are unaccounted for in the classification given here. The reason for this is that there are four vacancies and one contest to be determined, namely, that in the first New York district, between Lathrop Brown, Democrat, and Frederick F. S. Hicks, Republican. Of the 430 members certified, 301, including the five territorial and insular representatives, served in the Sixty-Third Congress, which expired on March 4. Such changes as may occur before next December will not materially alter the political complexion of the lower house of the Sixty-Fourth Congress.

Demand the union label upon all purchases!

WHAT AILS WALSH?

Who would have thought that Chairman Walsh would have proved such a disagreeable fellow? He came from Missouri with the best of recommendations and he was accepted as a well-meaning, but perfectly harmless, individual. Now just see what he's doing! Instead of spending his time in the laudable pursuit of doling out soothing syrup to the working class, he's digging up documentary evidence to prove that young Rockefeller was hand in glove with the Colorado authorities in their oppression of the miners; that gunmen were hired with his consent, and that the Ludlow massacre would not have taken place had not the Rockefeller money been so available and convenient. He's certainly an energetic individual, this man Walsh. No sooner does John D. Jr. indignantly deny one charge than Walsh is out with another. This is all wrong. How can young John D. be expected to give proper attention to his Bible class when he's kept so busy defending himself from these charges of aiding and abetting in the committing of murder and various other crimes? The whole trouble with this Industrial Relations Commission is that the plunderers didn't know it was loaded.—Labor Advocate (Providence, R. I.).

MAY DAY DEMONSTRATION.

Following the established custom, the Sailors' Union of Denmark took a conspicuous part in the labor demonstrations held in Copenhagen on the first of May. At 2 o'clock p. m. the members assembled at the St. Ann's place around the Union's standards and an enormous banner bearing the following inscription:

"The country has adopted a new constitution. The maritime law of Denmark imposes upon the seaman a condition of slavery and sends him into certain death.

"The seaman demands in return for his labor and the sacrifice of life he made for the country that a new maritime law be enacted."

Led by a band of music playing the inspiring tones of the "International," the Union marched to its headquarters, where three rousing cheers were given, and thence to Faelledparken, where literary exercises concluded the day's program. The parade was a splendid demonstration, and the Sailors' Union in particular, it is said, has every reason to congratulate itself upon the splendid showing made by its members, and the cordial reception accorded it along the line of march.

The Sailors' Union of Denmark has recently entered into an agreement with the Danish Phosphate Company, providing for a wage of 125 kr. per month (crew to furnish their own food), and 50 ore per hour for overtime after completing a day's work of ten hours. The agreement also provides for the usual insurance of 4000 kr. against accident or death resulting from the war, and a war bonus computed according to the rules prescribed in the agreement between the Union and the Danish Shipowners' Association.

One per cent. of the contents of the oceans would cover all the land areas of the globe to a depth of 290 feet.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Workers in breweries of Kansas City, Mo., and their employers have signed a three-year agreement. Malsters, brewers, beer bottlers and beer drivers will receive increases of \$1 a week for two years and \$1.50 the third year. Hours for drivers have been placed at ten per day instead of the unlimited work day that was formerly the rule. Engineers are given the same wage increase, and electricians the wage paid by outside contractors. The rates of firemen and coopers are also advanced.

Governor Carlson of Colorado has appointed the three members on the State Industrial Relations Commission, created by the last legislature. The appointees are an insurance agent, a lawyer and a manager of an iron foundry. This commission will enforce the workmen's compensation law, which takes effect August 1. The commission was created on the theory that it would assist in solving Colorado's economic injustices. The consideration of industrial disputes is one of the board's principal duties. Unionists failed in their attempt to secure representation.

The Archer bill, favored by the Ohio Manufacturers' Association and condemned by the trade-union movement, has been finally defeated, as far as the present legislature is concerned, by a vote that surprised both friend and foe. The last attempt to revive it was favored by only 28 legislators out of a total vote of 91. The bill intended giving wide powers to the State Industrial Commission to fix hours of labor and working conditions in industries. Unionists resented this attempt to regulate their affairs by law and the entire State movement made protest.

Nine of the ten gunmen who have been on trial at New Brunswick, N. J. for a week past on the charge of murder in the first degree, for having fired into a crowd of chemical plant strikers in Roosevelt, last January, killing two and wounding a score of strikers, were convicted of manslaughter. The jury debated all night and well into the following day before rendering their verdict. The maximum penalty for the crime of which the men were convicted is ten years' imprisonment. One deputy, John Smith, was ordered acquitted by the Court, no evidence having been adduced to connect him with the crime.

Writing to the United States Department of Commerce, J. F. Boomer tells of these conditions in Hawaii: "The Hawaiian employers of Filipino labor have met the law that was expected to discourage the exportation of labor from the islands by complying with its most onerous demands. The Philippine representative of the Hawaiian employers of labor has deposited with the local bureau of labor the \$3,000 required by the new law to enable any one to recruit labor within the islands for employment abroad. This representative has also given notice that he intends to recruit laborers in the provinces of Cebu, Romblon, La Union, Ilocos Norte, and Ilocos Sur, in each of which he will be required to pay an additional \$250 in order to operate. The charges imposed were intended to provide a fund for the salary of a government inspector of conditions under which Filipino labor lives abroad."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alonzo, Julio	Meyerdelrks, H.
Anderson, Carl	Moen, Tryger
Anderson, A. B.	Muler, J.
-1082	Monroe, Wallace
Anderson, William	Mikkelsen, K. -1620
Blumel, Wm.	Nilsen, Nils
Boose, P. C.	Norlin, Georg
Bruin, B. de	Nygard, Olaf
Brunstad, John	Nickerson, Arthur
Brynulfen, Halvor	D.
Christensen, Trygve	Naro, H.
Dolan, Chas.	Olsen, Yuko
Denver, Geo.	O'Daly, John
Edson, Frank	Olson, E. -966
Erikson, C.	Olsen, Harald
Eaton, I. N.	Olsen, Petter
Evanger, Nils	Perry, Albert
Franzell, A.	Petersen, Carl M.
Gabrielson, Gust.	Pertson, J.
Giovanni, L.	Pedersen, F. A.
Granqvist, O. A.	Quigley, R. E.
Hansen, Morris	Ramberg, Barney
Haugland, Harold	Schmideberg, R.
Hansen, C.	Schantz, Harry
Holm, Hans P.	Seherman, Karl
Hansen, W.	Schankat, Hans
Hansen, H. T.	Sorensen, Morits
Iversen, R.	Stein, Erich
Jacobson, Anders	Stone, C. L.
Jorgensen, L.	Steffensen, S.
Jahnke, Otto	Stark, D.
Jensen, Hans -2014	Stapleton, R.
Johansen, Andrew	Sweeting, Ed
Johansen, Ole W.	Sarger, E.
Johnson, C. W. -64	Sorensen, Geo.
Jacobson, Johan	Samuelson, W. L.
Krantz, J. O.	-1346
Kalning, Jacob	Smith, T.
Kruse, K.	Thomsen, R.
Larsen, S. -1955	Tullifsen, Hans
Larsen, Ludvig A.	Travers, John E.
Lillorn, O. J.	Thompson, W.
Luberg, William	Wilen, Toivo
Larson, E. G.	Wilsard, D.
Louis, Jimmy	Willi, Max
Larson, H. -1677	Williams, T. C.
Muler, James	Wick, John

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Wictor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Headquarters For
Union Made Clothing
FURNISHINGS, HATS AND SHOES
At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.

Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla, and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

— For —
A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

**SQUARE DEAL
RESTAURANT**

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Metts, John
Anderson, W.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernardsen, Chas.	McConnell, David S.
Bugge, Mr.	Marx, Hhorwald
Carlsen, Herald	Meckermann, Ernst
Decas, O.	Meyerdierk, Heinrich
Dolany, Willie	Meyer, Chas.
Dully, Alex	Nilsen, Harry
Erman, A.	Neuling, Albert
Egenas, Nils	Olsen, Andy
Edstrom, John	Osterberg, Henry
Ellisen, Sam	Oglive, Wm. A.
Felsh, Henry	Olsen, Oscar
Geiger, Joe	Peterson, M.
Gasch, Willy	Peterson, P. G.
Gunther, John	Perssons, Oscar
Holmstrom, Chas. A.	Pensgaard, Emil
Holman, W.	Rinkel, H.
Holm, Peter	Rimmer, Chas.
Hellman, Albin	Rasmussen, Thor
Holm, Aage	Schultz, John N.
Handt, Wm.	Smith, John
Henriks, Waldemar	Selin, Joe
Ingelbrigtsen, O.	Soderlund, Uno
Johansen, Christ	Salmelin, H.
Johansen, Nils	Scott, James
Johansen, Anton	Saarienen, W.
Jensen, V.	Solberg, P.
Jahnke, Otto	Stuardahl, J.
Kronstrand, T.	Snyder, Jack
King, J. L.	Tamford, B. A.
Kelly, Patric	Tasnase, E.
Kjeler, Mangus	Tully, A.
Knudsen, Richard E.	Tuhkanen, J. J.
Keane, M.	Uro, Geozzep
Larson, C.	Wago, Wm.
Lindberg, A. C.	Walter, John
Luckman, E.	Wickman, Ernest
Lorins, Jack	White, Harry
La Boyle, M.	Westengren, C. W.
Lyle, Alex.	Weisen, John
Morgan, Tim	Wilson, R.
Muller, P.	Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John	Nilsen, -1054
Bleasling, Wm.	Uilsen, Harry
Bowen, J. J.	Nordgren, Chas.
Carlson, Sven	Onu, Tobias
Davis, Frank	Paaso, Andrew
de Lange, Ingolf	Pettersen, Karl
Eriksson, -333	Petersen, J.
Evensen, Krist	Petersen, Nels
Forde, S. C.	Risenius, Svel
Gulliksen, C.	Rundblad, Oscar
Gronros, Oswald	Schmidt, Heinrich
Gueno, Pierre	Simensen, Isak
Hansen, Halfdan	Scheftner, Bernhard
Hansen, Th.	Toves, H. C.
Holmroos, W.	Thorne, John
Hansen, Ove Max	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Janson, -2203	Wiksten, Arvid
Janschervitz, -2083	Wilson, John
Junge, Heinrich	Walder, Olsen N.
Kristiansen, Nils	Packages.
Kustel, V. J.	Glazer, Y.
Ludtke, Emil	Gorgensen, Olaf
McLen, Harry	Hansen, John
Munsen, Fred	MacGuire, O. F.
Nordgren, Chas.	Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

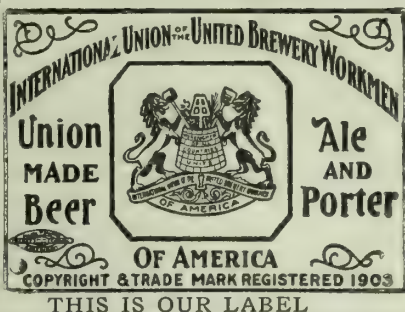
Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure

Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL

STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street, - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

Federal Judge John H. Clarke of
Cleveland upheld John D. Rocke-
feller in his contest against the ef-
fort of local officials to collect taxes
on an assessment of \$311,000,000 in
personal property.

The Diesel engine for the U. S.
tank ship "Maumee" is nearing com-
pletion at the New York Yard and
will have its first test some time
this summer. It is expected to de-
velop 5000 horsepower, and will be
the largest Diesel marine engine ever
built.

The Referendum will be invoked
by the California State Republican
Committee on the non-partisan elec-
tion law recently passed by the Leg-
islature. The law forbids use of
party names or emblems in elections
for officials other than Presidential
electors, Congressmen and Senators.

David M. Parry, ex-president of
the National Manufacturers' Asso-
ciation, died at Indianapolis, Ind.,
last week, aged sixty-three years.
The deceased had received consider-
able publicity of late years because
of his opposition to the trade union
movement and his advocacy of the
non-union shop.

Postmaster General Burleson has
extended the benefits of the postal
savings bank so that any person in
the United States may avail himself
of the system. Under the new plan
rural residents may use the postoffice
as their bank although they reside
in communities which have no sav-
ings bank system. This will be ef-
fective July 1 next.

According to a report from Bos-
ton, the ten submarines which the
Fore River Shipbuilding Corpora-
tion is constructing at Quincy for
the British Government will be
launched early next month, within
five months of the time the keels
were laid. The trial trips will fol-
low soon after, and the boats could
be ready for commission by July 1,
although they are not to be deliv-
ered until after the war. The aver-
age time for constructing subma-
rines in this country previously has
been more than two years.

An increasing share of the imports
and exports of the United States is
being carried in American vessels.
The total value of our imports and
domestic exports in the eight months
from August 1, 1914, to March 31,
1915, according to the records of the
Bureau of Foreign and Domestic
Commerce, Department of Com-
merce, was \$2,797,000,000, and of
this sum \$353,600,000 or 12.64 per
cent. was carried in American bot-
toms. The corresponding period one
year earlier showed a total of \$2,-
960,200,000, of which \$246,800,000, or
8.34 per cent., was carried in Amer-
ican vessels.

The trial of Karl Buenz and others,
indicted officials of the Hamburg-
American line for conspiring to vio-
late the customs laws in sending
vessels to coal and provision Ger-
man sea raiders will probably go
over to next fall. It was originally
scheduled for some time in June. It
is said on good authority that
Government officials hesitate to try
the defendants at a time when feel-
ing is running high over the "Lusi-
tania" incident. Karl Buenz, the
chief defendant, is managing direc-
tor of the Hamburg-American line.
His co-defendants are George Koet-
ter, general superintendent; Adolf
Hachmeister, Felix Seffner and J.
Pappinghaus.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Carl Fritjof Johansson Lind, age
39, a native of Sonderborg, Germany,
sailing on the Pacific Coast, is in-
quired for by his brother. Anyone
knowing his whereabouts please no-
tify John Lind, 1401 West 9th St.,
Cleveland, Ohio.—3-24-15.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-op-
eration: Augustine R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco. 5-13-14

Any member or members of the
crew of the steam-schooner "Cuzco"
who were on board of her in August,
1912, at Victoria, B. C., when Joseph
H. O'Brien met with an accident,
are requested to communicate with
George Olson, attorney and coun-
selor-at-law, 300-308 Central Bldg.,
Seattle, Wash.—4-7-15.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Domestic and Naval.

The British Government has extended to June 15 the time within which German goods may be shipped to America from neutral ports, provided they were purchased before March 1 last.

The largest cargo of grain ever shipped from the port of Galveston is 356,000 bushels of No. 2 hard winter wheat, exported May 12 in the Greek steamship "Andreas" to Havre. The grain weighed 9,535 tons. The record, up to this time, was held by the steamship "Orteric," that loaded 342,000 bushels at Galveston last July. The "Andreas" was handled by Fowler & McVitie.

Although there is a depth of 30 feet of water in different portions of Mobile channel, vessels have been allowed to load only to a depth of 26.6 feet. Lieutenant Colonel Charles Keller, United States engineer, has now advised Captain Thomas P. Norville, harbor-master of Mobile, that hereafter the maximum depth is to be 28 feet. The additional depth means that the engineering department has succeeded in deepening the entire channel.

The U. S. Coast and Geodetic Survey is about to make a resurvey by the wire drag method of Boston Bay and the western part of Cape Cod Bay between Boston and the Cape Cod Canal. The increased depths in the channels leading to Boston resulting from artificial improvement and the probability of continued increase make a resurvey of the approaches to those channels of vital importance. The previous surveys were made with the lead line only, supplemented by special examinations of shoal soundings.

A Norwegian firm has recently purchased three sailing vessels, the "Hafsfjord," "Hanna" and "Superb," for establishing a lighter trade with timber, coal and coke, across the North Sea. They will be towed by a French trawler of 500 h. p., hired for the purpose. Another firm has in preparation a similar plan, and curiosity is felt as to how these enterprises will turn out. In the ice trade over the North Sea unrigged vessels have been employed for a good number of years, the craft being towed by cargo steamers.

Aliens ordered deported to England and France are to be sent only on ships flying the American flag, according to instructions received by immigration officials from the Department. The order is a departure from the usual rule that immigrants ordered deported are to go back by ships of the same line that they arrived on. As the Russian port of Archangel is now open, Russian aliens under order of deportation may be returned to that port. However, there are but few aliens here awaiting deportation to Russia, France or England.

Among the passengers lost on the "Lusitania," was James Blaine Miller, a member of the field force of the United States Coast and Geodetic Survey. For several years Mr. Miller had been in command of the survey steamer "Patterson," engaged in surveying work in the Hawaiian Islands and on the coast of Alaska, but in March of this year he was detached from that command and given several months' leave to enjoy a vacation in Europe. Mr. Miller was born in 1883 and his twelve years of service were devoted chiefly to hydrographic and leveling work.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS



Telephone Kearny 3771
Union Made Shoes for Men
Exclusively
NEW GOODS!
CALL AND GIVE US A TRIAL
 Repairing done while you wait by the latest machinery
 Work called for and delivered
 We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery. Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aale, O. S.	Anderson, Ed
Ahlstrom, Ellis	Anderson, Ernst
Ahlstrom, Harry	Anderson, H. E.
Ahokas, Ilmari	Anderson, Jon
Albrecht, Chas. M.	Anderson, J. R.
Allan, W.	-1246
Allen, James	Anderson, Otto
Amundsen, Albert	Anderson, Walter
Andersen, Alfred	Andersson, O. L.
Olaf	-1363
Andersen, Chr. -1765	Andersen, A. -1635
Andersen, Gust -1109	Andersen, H. -1783
Andersen, H. J.	Antonson, Viktor
-1620	Augustin, Hermann
Andersen, N. -1549	Austin, Tom
Anderson, A. -1447	Azevedo, Manuel T.
Anderson, D.	
Bakker, Haakon	Bowman, Jack
Barz, Herman	Brady, Jack
Baummann, A. O.	Brander, W.
Beier, Jens Chr.	Bredemeyer, Elmer
Bellig, Paul	H.
Bengtson, L.	Brown, Thos.
Bergman, E. Ivar	Brown, William
Berkland, Gus	Brusard, E.
Berlin, Werner	Bruun, Axel
Bertelsen, Kristian	Bryning, Walter
Benson, G. -1919	Buckly, J. J.
Bilke, E. -2049	Bunnett, E.
Bjornsen, Conrad	Burke, Andrew
Bodagh, A.	Bygglin, Olva
Boers, M.	Byglin, O. O.
Bowden, Chas.	Byloff, Charles
Calson, Fred	Cellan, John
Campbell, Donald C.	Christensen, Erling
Campbell, George	Christensen, Alfred
Campbell, S.	Christensen, Otto
Carey, Arthur L.	Christiansen, L. P.
Carlson, C. O.	Claus, Charles
Carl, Waldemar	Clever, Hugo
Carlson, Charles R.	Coldin, C. V.
Carlstrom, John	Constantinos, Lay
Carter, J.	Countedt, Ernest
Casber, Carl	Crosiglla, G.
Catt, Frederick	Curran, N.
Daly, John	Derengowski, Julius
Daniel, J. C.	Donnelly, John
Daugul, Gust	Douglas, G. A.
De Baer, Harry	Dracar, Ed.
De Hayes, F.	Duval, Bennett
Denis, I.	
Earling, Gus	Ellefson, Otto
Ebersole, R. E.	Ellingsen, Fred
Ecklin, Lester W.	Engstrom, Richard
Eckhoff, Otto	Erland, Oscar
Eckstrand, Frank	Erickson, E. R.
Edmann, Oscar	Erickson, George
Edvardsen, Anton	Erikson, Sigurd
Eliassen, Sigurd	Evans, David
Elisen, Sam	Evansen, Martin
Fane, James	Forshu, Alex.
Ferguson, J.	Franklin, John
Ferguson, Will	Frazier, James
Fitzgerald, Wm.	Fredholm, C. J.
Fitzpatrick, Patrick	Fredricksen, M. W.
Fjellman, Jonas	-532
Follan, Thomas	Fredricksen, B. D.
Forsgren, Carl	Fredrickson, F.
Gaede, Willy	Gulbrandsen, An-
Gardan, Geo.	Gulbrandsen, Jens
Gart, George	Gulliken, Amandus
Gendo, G.	Gumas, Nicholas
Gerner, Hans	Gundersen, Andrew
Gilholm, Albin	Gundersen, Kristian
Granberg, Fred	Gundersen, L. S.
Granstrom, Nestor	Gunther, Hans
Grant, Otto	Gustavsen, Olaf
Graugaard, L. J.	Gustavsson, C. B.
Green, T.	Guthre, R.
Griffith, Hugh M.	Gutman, C.
Gronthal, Arthur	
Hagen, Georg	Hawkins, Fred
Halvorsen, Henry	Hawkins, John
Hampel, Will	Hein, John
Hannus, M.	Heiberg, M.
Hansen, Adolf	Heinaz, C. -2117
Hansen, Charlie	Heinen, H.
Hansen, Geo. J.	Heinrich, Fred
Hansen, H. C.	Henikson, Chas.
Hansen, Henry W.	Hermanson, Fritz
Hansen, I. 2156	Hermanson, Gustav
Hansen, M.	Hilderbranch, A.
Hansen, M. -968	Hilke, Karl
Hansen, Martin	Hine, Jack
Hansen, Niels S.	Hogan, A.
Hansen, Norkard M.	Hohn, Aago
Hansen, Olof	Holmqvist, F.
Hansen, Thomas	Holst, R.
Hanson, Harald	Hoore, Frank
Hanson, Henrik	Hord, Charlie
Hauan, Karl	Hoverson, Carl
Haugen, Hans C.	Hubner, Carl
Haugen, Lars	Huse, E.
Havard, O.	
Ikonom, Joe	Ingebreitsen, Olaf
Illig, Gustav	Inunsno, Francisco
Illig, Teddy	

Jacobsen, Martin	Johanson, J. -880
Jacobson, T.	Johannessen, A.
Jade, H.	-1487
Jameson, J. E.	Johansson, Bernard
Jaroslinski, Feliks	Johansson, E. A.
Jenkins, John R.	Johnson, Walter
Jensen, Charles	Johnson, C. -2392
Jensen, H.	Johnson, E. A. -2247
Jensen, Halford	Johnson, E. G. -227
Jensen, Henry	Johnson, Eric
Jensen, Jens	Johnson, John
Jensen, John Frank	Johnson, K. C.
Jensen, Oskar	Johnson, Osear
Johansen, Axel H.	Johnson, R.
Johansen, Birger	Johnson, Robert
Johansen, Carl J.	Johnsson, Carl
Johanson, C. -2094	Jones, Berthon
Johanson, Edward	Jungberg, L.
Johanson, Peter	

Kaare, P. Juhl	Klatz, Arno
Kaleva, Gustaf	Kleibing, Fred
Kallas, Alexander	Klotz, Arne
Kallas, August	Knudsen, Daniel
Kallberg, A.	Koch, Harry
Kampel, D.	Kolk, M.
Karlson, Hans	Kopatz, Oscar
Karlson, Wiktor	Koso, Pet
Kendahl, Chas.	Krischjan, Karl W.
Kine, C.	Kristensen, K. D.
Kinlock, Wm.	Krui, P.
Kive, Karel	Kruger, Gust
Landegren, J. F.	Lehnberg, August
Larsen, A.	Lelrevag, H. J.
Larsen, George	-2213
Larsen, John	Leithe, Hans A.
Larsen, Julius	Lengwenus, W. L.
Larsen, Louis	Lepp, August
Larsen, Ludvig J.	Leroen, Larry
Larsen, N. P.	Lewald, Harry A.
Larsson, A. -1768	Lindberg, W.
Larsson, K. E.	Lindgren, Oscar
Larsson, N. E.	Lindroth, Erik
Latz, Konstant	Lorentsen, Karl
Laursen, Chris.	Lundberg
Lawson, J. P.	Lundblad, Ernst
Lean, H. W.	Lundgren, Colmar
Leekolm, M.	Lynch, James
Maatta, John	McLaughlin, M.
MacAulay, Donald	McLellan, John
Macency, W.	McPherson, D.
Macke, David	Medson, John B.
Magee, E. H.	Melander, G. L.
Maki, Ivar	Mertensen, Henry
Malland, O.	Metje, Gustav
Manno, Albert	Meyer, Ernest
Manse, Peter	Meyers, Max
Marguaret, Robert	Miller, Billy
Marquels, Frank	Miller, Harry
Martens, H. -1892	Miller, Joe
Martens, P. -2262	Milos, P.
Martin, H.	Minner, Albert
Martin, J.	Moen, Trygoe
Mathiasen, Sigurd	Molander, Herman
Mathiesen, N. L.	Moller, Louis
Mathsen, Ludwig	Moore, Albert
Matta, Humberto	Mortensen, George
Mattson, Harry	Mrisas, Christian
Mattson, J.	Muller, Henry
Maves, Joel B.	Muller, Thom
McKeating, R.	Murphy, J.
Naujack, Fritz	Nilsen, Hans F.
Nelson, C.	Nilsen, Anders
Nelson, C. -641	Nilsen, Harry
Nelson, Ernest C.	Nilsen, Henrik
Nelson, H.	Nilsen, Hjalmar
Nelson, Wm.	Nohr, Niels
Neuling, George	Nordstrom, B.
Neuman, Joseph	Nordstrom, J. -1140
Nextram, Alex	Nordstrom, Viktor
Nicklas, M.	Norman, Olaf
Nielsen, Edwin N.	Norton, Edgar
Nielsen, Hans	Nurhonen, Evert
Nielsen, H. O. -1229	Nurn, John -1151
Niemela, John	Nyman, Axel
Niemeyer, Oscar	Nyman, Oskar
O'Brien, Fred	Olsen, Thomas
O'Brien, R. F.	Olsen, Tom
O'Brien, Richard	Olson, Andrew
O'Keefe, Ed	Olson, E. W.
Oleman, Henry	Olson, O. J. -542
Olofsson, M.	Olson, P.
Olsen, Carl -1315	Olsson, James
Olsen, Charles A.	Olsson, Carl
Olsen, I.	Orilling, Gust
Olsen, Marinus	Owen, Fred
Olsen, Ole -1047	
Palm, P. A.	Peterson, Mauritz
Parson, Herman	Peterson, M.
Paulman, Geo.	Petersen, Niels
Paulsen, G.	Petersen, Olaf -1595
Pearson, John	Petersen, Viggo
Pearson, Oscar	Peterson, Tom
Pedersen, Carl A.	Petrov, Alex
Pedersen, Carl	Pettersen, Carl
Pedersen, Charley	Pinklett, C. B.
Pedersen, Eliff	Plattner, Fred
Pedersen, P. -896	Plett, Herrman
Persson, W. G.	Plom, Charles
Persson, Oscar	Pokmandt, H.
Petersen, George	Pommer, Jon
Petersen, Hernning	Prousse, Fred
Petersen, J. A. -515	Punlis, Antoni
Quigley, Robert E.	
Raasu, Matti	Quinn, R. C.
Raau, Henry	Reyberg, Sverre
Randolph, J. S.	Rimmer, C. M.
Randropp, John	Rivera, Ben
Rank, W.	Rivera, Johan
Rath, Herrmann	Rolland, Lars O.
Roden, Knut	Rotter, R.
Roberts, Frederick	Rudt, Walter
Rosenfeldt, A.	Rundquist, O.
	Ryan, James

Sanders, S.	Sorensen, J. -2037
Sanderson, Alfred	Spanas, Nick
Sanne, Rudolf	Strand, Charley
Sanseter, Paul	Strasdin, H.
Saunders, James	Stratten, H. B.
Savage, Roland	Steinfart, J. H. F.
Schantz, Harry	Stetnberg, Alfred
Schneider, H.	Stoff, Fred
Schroder, Willy	Stolzerman, Emil
Senter, W.	Strand, Louis
Siemers, Bernhard	Svensen, J. -1903
Sharkey, Tom	Svensen, C. J.
Skogman, W.	Svensson, Patrick
Smith, William	Swanson, Gus
Snider, G.	Swanson, O.
Solberg, Bernt	Swensson, T. H.
Sonnenberg, J. C.	-2055
Sorensen, Anton	
Sorensen, Ed.	Thorsen, Otto
Tamlar, P.	Thorsen, Rolf
Tanum, H. -973	Thorne, Pat
Tayra, August	Tompson, Charley
Teishert, Karl	Thornquist, M.
Thee, Rudolf	Thomson, G. E.
Thewas, E. J.	Tonnesen, Trygoe
Thoren, Gus	Traynor, John
Thoren, Wictor	Trenkahn, Martin
Thoresen, C.	
Thorn, Arvid	

Vogel, Gus	Wagner, Wili
Wacner, Wili	Wald, Olaf -1285
Wald, Olaf -1285	Walker, Erick
Walker, Erick	Webster, L.
Webster, L.	Weber, Fred
Weber, Fred	Wells, Frank
Wells, Frank	Welz, Ornuif
Welz, Ornuif	Wenle, J.
Wenle, J.	Wendel, Emil
Wendel, Emil	Werner, Arthur
Werner, Arthur	

Yejala, Yrjo	Zebe, Gustav
Zabel, Carl	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Matheson, A.
Anderson, Andrew	Olsen, Arne
Athanasele, Michal	Olsen, Carl -1101
Berling, J. B.	Pedersen, Ellif
Carter, Sidney	Penningsrud, Ludwik
Ceehan, John	Persson, Oscar
Ellefson, Otto	Raasch, O.
Evensen, Louis	Raau, Henry
Finnelly, Wm.	Relly, Frans
Furth, Richard	Rathke, Reinhold
Hansen, A. L.	Rehursen, A. L.
Hansen, Marlus	Silver, S. A.
Hansen, O.	Sorensen, Pete
Hendriksen, Hag-	Strasdin, A. W.
bart	Swanson, Ben
Jacobsen, Emil	Tillman, A. C.
Johansen, Emil	Thoren, V. A.
K. C. Johnson	Wakely, R. E.
Jorgensen, Oluf	Walters, Albert B.
Klette, E. F.	Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
 Phone Douglas 4874
 ONLY EXCLUSIVE UNION
 TAILOR ON THE FRONT
 'Nuf Sed

Phones: Office, Franklin 7756
 Res., Park 6950
 Office Hours: 9 a. m. to 5:30 p. m. and
 7:30 to 8:30 p. m. by appointment
 Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
 Golden Gate and Taylor Streets
 Continental Building, on Second Floor
 San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fr. Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: 25, 30 and
50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelope

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

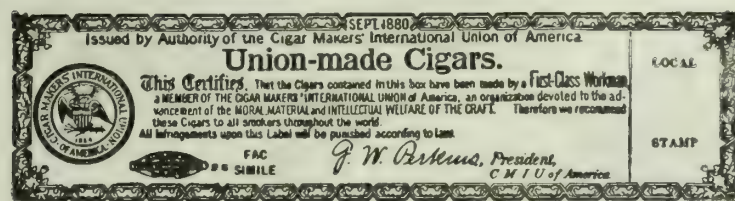
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light
blue) appears on the box in
which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON

Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more
people, better and faster through the breakers,
than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of
Hallarna, near Gothenborg, Sweden,
who was sailing on the Great Lakes
about three years ago, is inquired
for by John V. Olsen, Sun Com-
pany, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in
Moss, Norway, is inquired for by
his brother, Herman Eriksen. Any
one knowing his whereabouts please
notify W. Nielsen, 206 Moravian St.,
Philadelphia, Pa. 5-26-15

ALASKA FISHERMEN.

San Francisco.

Ekeland, Will Hj. Hakansson, Ingvar
Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
sen Phister, Albert
Elster, Johannes Polhome, Mr.
Finnigan, I. H. Ridderstaff, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Slinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wilhelm Starks, John
Larsen, Fred Stein, George G.
Magnuson, P. A. Stixrud, Jack
Osterlund, Albert Stromsness, Oscar

INFORMATION WANTED.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

News from Abroad.

More or less serious anti-German
riots have been reported from Lon-
don, Western Canada, Australia and
South Africa.

The Norwegian Journal "Tidens
Tegn" says the inconveniences from
which Norwegian shipping is suf-
fering are insignificant compared with
the stimulus which the war has given
to the freight market.

A Dutch sailor was sent to prison
for three months at Sunderland re-
cently for signaling seawards with
an electric torch from his vessel, the
steamship "Mecklenburg," lying in
Sunderland Docks. It was said that
he was employing the Morse system,
and the light would be visible five
miles out to sea.

During the trial of a case in Lon-
don, the Solicitor-General said that
detained German steamers in British
ports would only be handed back to
their German owners at the conclu-
sion of the war if the German Gov-
ernment observed The Hague Con-
vention, and agreed to return British
ships detained at German ports.

The Port Trust of Karachi, India,
has decided that the harbor shall
be dredged to a depth of 32 feet.
The present depth of water in the
inner channel is about 24 feet below
low water, ordinary spring tides. It
was suggested to dredge to a depth
of 36 feet, as the Suez Canal depth
may be increased to that figure. The
Suez Canal can accommodate a maxi-
mum draft of 29 feet at present.

In view of various harbor im-
provements and extensions at the
principal ports in the Netherlands
Indies, the Government decided to
impose a new tax on all shipping, in
the form of port dues, which are ad-
ditional to the existing anchorage
dues. Since October 1 last these
new port dues have been in force
at the ports of Batavia, Belawan
(Medan), Tjilatjap, and Macassar,
and they were also to have been en-
forced at the port of Padang January
1.

Both houses of the British Parlia-
ment met on June 2, for the first
time since the formation of the new
coalition Ministry. The new mem-
bers of the Cabinet, however, were
unable to take their places on the
Ministerial benches in the House of
Commons, owing to the law which
made them ineligible to sit until they
were re-elected by their various con-
stituencies. This situation, however,
was speedily remedied, for the House
of Commons passed in all its stages
a bill removing this disability for the
period of the war.

The opening of St. Lawrence navi-
gation brings no promise of relief
in regard to the scarcity of ocean
tonnage. All the larger and faster
ships formerly in the Canadian ser-
vice are still in use by the Admiralty
and there is no prospect of their
being released, especially in view of
the recent increase in the sphere of
British military operations. The pres-
ence of large armies in Europe, in
Egypt and Gallipoli Peninsula, calls
for a large fleet of transport and sup-
ply ships, and there is no expecta-
tion here that any of the ships will
be released by the Admiralty during
this season. At the same time it is
expected that a reasonably good mail
service will be maintained, perhaps
as good as the old service, though
not equal to the improved fast and
frequent service which was in opera-
tion last season prior to the outbreak
of war.

With the Wits.

Strategy.—Waiter—And will you take the macaroni au gratin, sir?

Officer—No macaroni—by gad. It's too doocid difficult to mobilize.—London Opinion.

Explained.—She—Why do they paint the inside of a chicken-coop?

He—To keep the hens from picking the grain out of the wood.—Lehigh Burr.

In "Zeppelin" Times.—"I can't understand it. A month ago you cut her dead, and now you can't make too much fuss over her."

"My dear, it's quite simple. She has the biggest cellar in the district."—London Opinion.

Unconscious Humor.—Some of the finest jokes extant come through the fact that the printer's finger slips. Here are some which, like all others, are funny a long, long, long time afterward—never at the time.

A Chicago paper reported that the propeller "Alaska" was leaving port with a cargo of 40,000 bushels of cats.

A Buffalo paper, in describing the scene when Roosevelt took the oath of office as President, said it was a spectacle never to be forgotten when Roosevelt, before the Chief Justice of the Supreme Court and a few witnesses, took his simple bath.—Associated Advertising.

The Connoisseurs.—Two farmers, attired in corduroys and gaiters, were strolling through a picture-gallery, where they looked, and apparently felt, decidedly out of place. But at last they brought up before a picture which really seemed to please them—a portrait of a lovely girl with a particularly ugly bulldog.

"This is something nice, Dick," said one.

"What is it called?"

Dick referred to the catalog.

"Beauty and the Beast," he said.

The other man looked closer at the bulldog.

"Ah!" he sighed appreciatively, "he is a beauty, too!"—Tit-Bits.

Children's Accounts

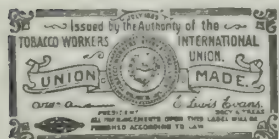
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

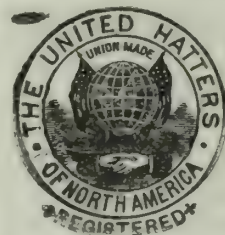


THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00 REWARD \$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL

SUITS MADE TO ORDER—UNION LABEL

HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

SOUVENIRS



James F. Sorensen,
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 40.

SAN FRANCISCO, WEDNESDAY, JUNE 16, 1915.

Whole No. 2334.

AN APPRECIATION OF RUFUS HARDY.

A Friend in Need Who Was a Friend Indeed.

Proposed Federal legislation of any importance is usually in the hands of committees and sub-committees for a very considerable length of time. In these committees and sub-committees takes place the real shaping of legislation. Here the friends and enemies of important bills meet in fierce forensic contests. Much, in fact nearly all, depends upon the chairman of the committee. If he is well disposed toward the bill under consideration half of the battle is won. If, on the other hand, the chairman is set against a particular measure the proponents of that bill have a most difficult task.

As is well known, the long and tortuous course of the Seamen's bill was anything but a path of roses. And had it not been for the splendid assistance by a few men on the inside of the works there could have been no victory on March 4, 1915.

Both in the Sixty-second and the Sixty-third Congress the Seamen's bill was in the hands of a sub-committee of the committee on Merchant Marine and Fisheries. In both instances the bill survived the enemies' onslaught and emanated in good shape. And it goes without saying, that the chairman of this sub-committee was "the" individual largely responsible for this result.

Rufus Hardy, of Texas, whose portrait adorns this page, is the man in question. At two sessions of Congress it became the duty of Mr. Hardy to preside over the sub-committee dealing with the proposed Seamen's charter of freedom. When the destiny of the Seamen's legislation was entrusted to Mr. Hardy's care it was in the hands of a man with an analytic mind and a natural, keen sense of justice. In studying the Seamen's bill Mr. Hardy thoroughly familiarized himself with all things and conditions pertaining to that subject. So deep and intense was his interest and his knowledge of maritime affairs that he was frequently called upon by representative public gatherings to explain the intricacies of pending shipping legislation. At one of these meetings Mr. Hardy took occasion to reply to the fallacious assertion that the American Merchant Marine has vanished because of certain antiquated navigation laws. Here he showed in a few well chosen words that while there were antiquated and objectionable navigation laws on the United States statute books, the repeal of those laws was not favored but rather opposed by the big shipping interests of this country. To quote Mr. Hardy:

"I have frequently asked what are these an-

tiquated laws? Sometimes the answer is a vague endeavor to scrape up a law, and say that our laws require greater accommodations and conveniences for the crew. But when I ask them to point out such requirements, they are unable to do so. On the contrary, the only law that we have on the subject is one provi-

of operation, and that that is because we pay higher wages to the crews who operate the ships. But, I ask them, is that a matter of law? Certainly not; but what about it? It is a fact that the seamen of American vessels under American registry may be of any nationality under the sun, and they are not required to be

Americans. It is also a fact that the wages of the seaman employed are fixed by the port in which he is engaged and not by the flag under which he sails. If an English vessel in the harbor of New York finds it necessary to secure the services of a seaman, that vessel must pay New York wages to secure the seaman. If an American vessel in the harbor of Liverpool finds it necessary to secure a seaman, that vessel will only pay Liverpool wages to secure the seaman, and whatever the flag under which a seaman sails he receives the wages of the port in which he is engaged.

"So that whether the sailor be on an English, German, American or Chinese vessel he is not paid by the flag he floats under, but by the port he engages in.

"Now, that being the case, I want to call your attention to a sure enough antiquated law which it is sought to cure in the Seamen's bill which we have been seeking to pass, the purpose of which is to abolish arrest of seamen for desertion. Under our law and treaties we bind ourselves that if a seaman comes from Liverpool or Bremen or China to New York and there deserts his ship he is not, as you and I would be if we had failed to fulfill our contract one to the other, subject to civil process, but he is a criminal. Our constabulary, under our treaties, arrests that seaman in the port of New York, places him in chains, and puts him on board the ship from which he has deserted. The result is that the foreign shipowner may engage his men for a round trip from Naples or Liverpool, contracting to pay him the wages prevailing in that port, and if the seaman sees proper to quit him in New York, where the sun is

brighter and the skies bluer, we put the hounds of the law after him and put him back on board his ship. The result of that law is that they can engage their labor in the cheapest port possible and keep the sailors going back and forth, and our Government helps them to do it. This law for the enforcement of a civil contract by criminal process does not work both ways. The shipowner may take a crew from New York to Naples and, if he sees fit, dismiss



RUFUS HARDY.

ding crew space, which in the United States is 72 cubic feet for each member of the crew and in Great Britain it is 120 cubic feet. Then they say it is because our law provides a higher scale of food for the men; but I read the law to them, and while it does give a food scale, it also says that this scale may be altered by agreement, which is always done.

"Then they say that our ships have disappeared from the sea because of the greater cost

the crew and take on a crew of Italians at the cheapest scale of Neapolitan wages for another round-trip voyage to New York. You cannot compel him to keep his crew; but if they desert, they are arrested and he carries them back to Naples. Now, while our shipowners have the same right under these laws and treaties, I think it likely the foreign shipowner has better opportunity to profit by them. The Seamen's bill will abolish arrest for desertion. Its operation will be that when skilled seamen come to our ports and find an opportunity to secure better wages here, it will be so that now and then, unless the shipowner is willing to raise their wages to reasonable sums, they will desert and get employment on some other ship.

"In five or ten years, under the operation of the law which makes the seaman for the first time a freeman, the men who sail on merchantmen in and out of the harbor of New York will receive living wages, and all of them practically the same wages. If men are free, you cannot work them side by side at vastly different wages. It will come to pass that American or foreign ships will only pay better prices for better men, and the cost of the crew will no longer be a hindrance to the operation of our merchant marine."

It is needless to state, of course, that the foregoing language by Mr. Hardy presents in brief the best answer that could be given to the would-be subsidy grabbers and others who are in the habit of constantly referring to our alleged antiquated navigation laws.

Mr. Hardy, who is better known as Judge Hardy because he served in that capacity for eight years, is a Democrat who advocates and stands for true Democracy. He was born in Monroe County, Mississippi, on December 16, 1855. At the age of twenty he was admitted to the bar and five years later, in 1880, he was elected county attorney of Navarro County. In this office Mr. Hardy served two terms and was then promoted by election to the office of District Attorney for the Thirteenth Judicial District. After serving four years in this capacity Mr. Hardy was honored by being elected judge for the same district. In 1896 Judge Hardy retired from the bench and has since been elected to the Sixtieth, Sixty-first, Sixty-second, Sixty-third Congresses, and re-elected last fall to the Sixty-fourth Congress by a practically unanimous vote, namely, 7930 against 157.

Judge Hardy would probably resent the statement that services rendered by him in behalf of the Seamen's bill have entitled him to the especial gratitude of the world's seafaring people. He considers his efforts in this direction merely as a plain duty to mankind. But it matters not in what light Judge Hardy may regard his devotion and zeal to the cause which sought and brought justice to seamen, his rightful place in history is with those splendid, self-sacrificing statesmen who made possible the enactment of the "Seamen's Charter of Freedom."

THE SEX OF THE INSANE.

Of approximately every five hundred persons in the United States in 1910, there was one an inmate of an insane asylum. The exact figures expressed in a recent report of the Census Bureau, state that in a typical community of 200,000 persons, equally divided as to sex, 208 of the males and 200 of the females would be found in the insane asylums. In the course of a year, 72 males and 60 females would be admitted to the asylums. In 1880 the total number of inmates in insane asylums in the United States included 20,635 males and 20,307 females. Thirty years later the number of male inmates had increased to 98,695, and the number of female inmates to 80,096. The excess of men among admissions in 1910 indicated a still further increase in the proportion, namely, 128 males to 100 females. An analysis of these admissions as to the specific forms of insanity involved brings to light the interesting fact that if alcoholic psychosis and general paralysis are deducted, the proportion of the sexes is practically the same. The diseases mentioned, says the "Journal of the American Medical Association," would seem to be those which, generally, are the result of dissipation. Alcohol and syphilis again established their superiority as man's most dangerous allied foes.

The Gospel of Unionism—higher wages, shorter hours and better working conditions for all who toil.

U. S. LIGHTHOUSE EXHIBIT.

The exhibit of the United States Lighthouse Service at the Panama-Pacific International Exposition, San Francisco, is located in the north end of the Palace of Machinery, and is of interest both from a historical and practical point of view.

Historically, the exhibit includes seven water colors, painted in 1859, of certain old light stations on the Pacific Coast, established in the five years preceding, the lights being the first to be established on the Pacific Coast by the United States Government. The old 10-pounder cannon borrowed from the Benicia Arsenal in July, 1855, and used until the fall of 1857 at Point Bonita light station, Cal., is also on exhibit. It was fired at 30-minute intervals during fog, and was the first fog signal on the Pacific Coast. The old first-order lens, built in Paris, and installed at Navesink light station, N. Y., in 1841, is of great interest, as it was the first lighthouse lens of the Fresnel system used in the United States. It continued in service until 1898. Of no less interest is the old third-order lens of the same system, the first to be installed on the Pacific Coast, at Alcatraz light station in 1854, and used constantly until 1902, when it was replaced by the present modern fourth-order lens. As illustrating the advance in the lighthouse lamp itself, after passing beyond the crude lamps of the early years of the last century and the earlier candles, braziers, etc., of the colonial days, there are exhibited, in order of time, a first-order mechanical sperm oil lamp, one of the same order using lard oil, a plunger lamp using kerosene, and a second-order kerosene lamp operated by air pressure.

Some Practical Displays.

From a practical standpoint the exhibit includes over 50 bromide enlargements, 20 by 24 inches in size, from photographs illustrating almost every type of lighthouse structure ashore and afloat in the service, all of which are of some special interest. The great lighthouses at Spectacle Reef, Lake Huron, Tillamook Rock, Ore.; Fowey Rocks, Fla.; and Minots Ledge, Mass., are represented by models made to scale. Hull models of the lighthouse-tender "Sequoia" and light vessel "No. 94" are also shown. A modern fourth-order flashing lens is shown complete, and two forms of fog-bell strikers, one of which is a type manufactured by the service at the General Lighthouse Depot at Tompkinsville, Staten Island, N. Y., are mounted on either side of a 1,000-pound fog bell. The third-order cylindrical helical bar lantern, made especially for the Galveston Jetty Light Station, Tex., now under construction, is exhibited in one angle of the inclosure. It is also the intention to exhibit the lens as soon as possible. Other exhibits to be added in the near future include the parapet deck, watch room, and the helical bar lantern for the new light station at Cape St. Elias, Alaska, together with its lens and fog-signal apparatus.

In addition to the above there are also on exhibition a large whistling buoy, weighing 6,500 pounds; a bell buoy and ballast ball, weighing 7,150 pounds; one each first-class tall type can and nun buoys, weighing approximately 8,300 and 7,400 pounds, respectively; one each third-class tall type can and nun buoys, weighing approximate-

ly 2,900 pounds each; a first-class mushroom anchor and a first-class iron sinker, each weighing 5,000 pounds.

Modern lighthouse lamps are illustrated by two incandescent oil vapor lamps, using 35 and 55 millimeter mantles, respectively, and are complete in all their details. The smaller orders of lenses are represented by 1 and 8 day post lanterns and 1 and 5 day lens lanterns. A most recent type of a fog signal is illustrated by a 6-inch automatic siren operated by compressed air, together with its quick opening valve and timing device for regulating the number and length of blasts per minute.

MEANING OF "DEADWEIGHT."

An interesting case has recently been decided by an arbitrator as to the meaning of the term "deadweight" in a charter-party. A steamer was chartered to a firm in the U. K. and described as "about 2,100 tons deadweight." After running her for a short time, she was re-let to another British firm, she being again described as of "about 2,100 tons deadweight." The sub-charterer found that the capacity of the vessel had been overstated and claimed damages from the charterers, whereupon the latter, although they had not objected to the carrying capacity of the steamer before, and had described her to the sub-charterer in accordance with the owners' original description, then gave notice to the owners that they would hold them responsible for any damages for which they might be held liable. The matter was referred to arbitration, and the arbitrators disagreed. An umpire was then appointed, and he decided that although the boat did not actually appear to have ever carried 2,100 tons of cargo and bunkers, the short carrying was covered by the expression "about." It would seem that the 2,100 tons included the stores and water in the boilers.

In commenting on this case, "Fairplay" (London) remarks that in several cases on this point which have been before the courts, the word "about" has been held to mean 3 per cent. either way. For instance, in the case of *Morris v. Levison*, the ship was to load a full and complete cargo of "about 1,100 tons." The charterer loaded 1,080 tons, but the ship could have taken 1,210 tons. It was held that effect must be given to the words "say, about 1,100 tons," and that 3 per cent. was a fair excess to allow, so that the charterer ought to have loaded 1,133 tons. In another case, where the contract was to load "a cargo of ore, say, about 2,800 tons," it was held sufficient to load 2,840 tons, although the ship could have carried 2,880 tons. In another case (*Rotherfield S. S. Co. v. Tweedy*) the ship was to load under a berth note a full cargo of wheat at a certain rate "per ton on the guaranteed deadweight capacity of 4,250 tons." The 4,250 tons included bunker coals, and the vessel only took on board 3,947 tons of cargo. It was held that freight was payable upon 3,947 tons only, not upon 4,250 tons.

Letter postage between the United States and the colonies of Barbadoes and the Leeward Islands, in the British West Indies, is now two cents an ounce, having just been reduced from five cents. The reduction is the outcome of the American Government's invitation to all the nations and dependencies of the Western Hemisphere to enter into an agreement for a two-cent letter rate to foster commerce.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Lawson Must Be Freed."

"Lawson Must Be Freed!" declares President Gompers in the leading editorial of American Federationist, June issue. The causes that forced Colorado miners on strike are recorded, as are other recent events in that State.

"This attempt," writes President Gompers, "to hold John R. Lawson responsible in connection with the death of a man of which he had no knowledge, stands in vivid contrast to the studied efforts of John D. Rockefeller, Jr., to establish his complete ignorance of the Colorado strike and hence his complete irresponsibility. John R. Lawson had nothing to gain by the death of John Nimmo, but John D. Rockefeller had profits at stake in the suppression of the Colorado strike.

"Holders of property have created a tradition of the paramount importance of property and have exalted and exaggerated the part that property has in production. At the same time they have minimized and detracted from the service that the laborers render. Through their political influence gained by their economic power they have incorporated this misconception into governmental and legal theory. It is against this inequality, this injustice, that the workers are now directing the power of the labor movement.

"Slowly the workers are learning to appreciate their great economic power. As producers they have the world in their grasp. Through their economic power they have been slowly injecting into political and legal thought the conception of the sacredness of human life and the paramount importance of humanity. They are trying to establish a real equality of opportunity in industrial and political affairs; they are trying to secure equal governmental protection to all human beings. This is the real revolution the labor movement is working.

"The great injustice and wrong already inflicted on Lawson must be undone and righted.

"John R. Lawson must be freed!"

Rockefellers Are Blamed.

Every charge made by the "bitterest of agitators" against the Rockefellers has been sustained.

This is the sum total of a statement by Chairman Walsh of the Industrial Relations Commission, which has closed its hearings, and is now preparing recommendations for presentation to Congress, next fall.

The value of the commission's investigation, according to Chairman Walsh, is:

"The American people now have access to a public record which, for the first time in the history of the country, tells the whole story of how great monopolistic property interests can go about when they wish to crush a revolt against industrial despotism, and thus to retain their arbitrary power over the lives of men, women and children.

"The record of the Washington hearing, to my mind, is remarkable, chiefly because every major indictment against Rockefellers, father and son, as well as the other coal operators working with them in Colo-

rado, by the bitterest of agitators, has been proven out of the mouths of John D. Rockefeller, Jr., or the men whom he hires to carry out the joint wills of his father and himself; in most instances backed up by letters over the signature of these men.

"Political domination, intimidation of the Governor, contempt for government and the American people as a whole, the prostitution of the State to private interests and utter disregard for the State and Federal constitutions, as well as for statute law; the horror of the Ludlow massacre; the exploitation of helpless miners by economic pressure and the vile forms of larceny; the attempt to make it appear the coal companies had met in conference representatives of the strikers, when such was not the case; the carefully organized and extensive campaign undertaken to deceive the people—all of these have been established, beyond all doubt, from the testimony of Mr. John D. Rockefeller, Jr., and his personal lieutenants."

Mr. Taft Sings Old Song.

William Howard Taft, ex-President and ex-Federal Judge, has learned nothing new, despite opportunities for study and reflection as a teacher in an eastern university. He made a speech last week at the annual banquet of the National Association of Manufacturers.

With an irony known only to injunction judges, Mr. Taft denounced "the leaders of the American Federation of Labor for exercising a power that has become excessive and detrimental to the public weal and the good of society." This was followed by the stale and frazzled platitude: "I fully approve of the principle of labor unions." Mr. Taft repeatedly referred to "the law," but failed to distinguish between real law and the kind injunction judges manufacture. The Clayton Act, which declares "the labor of a human being is not a commodity or article of commerce," was also opposed. This is quite natural for the ex-jurist.

The speaker's remedy for present conditions is "political courage," which, he insisted, would have "a sobering effect on labor leaders intoxicated with their sense of political power."

The speech was applauded, but the reference to "political courage" recalled the days of 1913, when the National Association of Manufacturers was condemned in scathing terms by a congressional committee for its illegitimate legislative activities. The committee reported its belief that it was "outrageous and offensive" that this association should have its "paid hirelings about this capitol button-holing members of Congress, striving to induce them to remain away from the chamber when a vote was being taken."

The minority report declared that the N. A. of M., in its opposition to remedial legislation, "made use of any method of corruption found to be effectual."

Of course, Mr. Taft made no mention of this regrettable incident when he called for "political courage."

American Federation of Labor officials

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A police and prison officers' union is now on a firm foundation in England.

Authorities in England are continuing to utilize female labor and placing women in the workshops to fill the places of men at the front.

Statistics furnished by the Victorian Immigration Department show that the total number of men registered as unemployed at the State Labor Bureau is 3,755.

The New South Wales Labor Government intends to develop trade schools in Sydney, and proposes to establish agricultural high schools in the country, for the benefit of farmers' sons.

A movement is on foot in Melbourne (Victoria) to form a Grand Federal Council of Labor, and the proposal is to be submitted to the various State Labor Councils for approval.

The Australian Minister for Defense is sounding the Imperial authorities as to whether it is expedient to send Australian ironworkers and other skilled workmen to assist in the manufacture of munitions in England.

All civil servants in New South Wales, married or single, receiving less than £200 a year will now be granted such increments as will not bring their salaries above £200 a year, as from the date when such increments are due.

It is estimated that 23,000 members of trades unions had joined the Australian expeditionary force up to January 31. Mr. Knibbs calculates that 4 per cent. of the eligible non-unionists have joined, as against 6.77 per cent. of unionists.

A conference of miners and coal barons of Great Britain over an increase of wages has proved abortive. A 20 per cent. rise is demanded, and before all is over the dispute may be settled by the Government taking over the control of the mines.

The Swedish maritime law has been amended to the effect that no seamen shall be compelled to go on sea in case of danger caused by mines or torpedoes. Unsuccessful efforts were made in Parliament to have postal steamers and other cases where danger to the lives of the seamen exists, included in this provision.

The Scottish railways and the Northeastern have come into line with "war bonuses" to workers, says latest "Reynolds" to hand, and now there is every reason to expect that the railway shop workers will share in the advance. The case having been admitted for one set of men, is irresistible for the others. Mr. J. E. Williams has stated that the cost to the railway companies will be £6,500,000 a year.

The "New Statesman" says that "the best and most effective remedy for a rise in prices is an exactly corresponding and equally universal rise in wages and salaries, and it is this that the British Government, if it knew its economics and were willing to act on its knowledge, would have sought to secure. It is very anxious that the 'industrial truce' which it imposed on the trade unions should continue. What the Government ought to do is to proclaim the urgent importance of all wages and salaries under, say, £160 a year being increased in proportion to the rise in cost of living, as ascertained and periodically declared by the Board of Trade."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, Cj.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buanik, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Ericsson, Otto	Rytke, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johansen, John	Strahle, Chas.
Johansson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edward	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johnson, Edward A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Pacific Coast Marine.

The largest cargo ever taken from San Francisco by a Pacific Mail liner since the Russo-Japanese war went to the Orient on June 12 by the liner "Mongolia," Captain Emery Rice. The "Mongolia" took out 17,000 measurement tons of cargo and used part of her bunker space to take it in.

General Manager Barker of the Columbia River Packers' Association has received a wireless message from Chignak Bay, Alaska, stating that every one connected with the association's cannery there is in the best of health. The message also stated that preparations are being made to begin packing fish and the outlook for the season is good.

The new steam-schooner "Mukilteo," which was recently built at Raymond, is now at the Sunset Lumber Company wharf, Oakland, where she will remain until finished, which will be about the middle of August. She is 225 feet long, has a lumber carrying capacity of 1,400,000 feet and is one of the largest wooden steam schooners on the coast. She will run between San Pedro, San Francisco and Puget Sound.

The Interstate Commerce Commission has denied the application of the Southern Pacific Railroad to continue ownership of oil tank ships plying between California points and points between Oregon and Washington. As to oil sent to Alaska by boat, the Commission held that the railroad must compete with its own steamers. Permission was, however, given to continue ownership in vessels transporting oil to the Hawaiian Islands.

In furtherance of its retrenchment policy, the Port of Portland Commission has abolished the office of superintendent of towage, held by Harry S. Champion, and also that of his assistant, W. F. Esherbaugh. The jobs paid \$3600 annually. The agency at Astoria, paying \$1200 a year, is also abolished. E. W. Wright, general manager of the commission, will handle all the affairs of the three offices hereafter. The river towboat "Ocklahama" will be laid up until the next grain season.

An order for 10,000,000 feet of lumber placed in British Columbia by the British Admiralty started on its journey when the British steamer "Trevince" began loading a part cargo at Hastings Mills. The balance of her cargo will be taken at Chemainus. The handling of this lumber order will necessitate four or five vessels. Previous government lumber shipped from British Columbia was in the form of ties for European railroads. Two cargoes have gone forward in the steamers "Dunraven" and "Boyne."

A new line of cargo steamers has been organized to ply between the Orient and the Pacific coast under the name of Timber Line. The first boat of the new line will be the Japanese steamer "Bankok Maru," which sailed from Shanghai recently. She was scheduled to take on cargo at Japanese ports and go thence to San Francisco via Honolulu, taking a return cargo of lumber from the North. Other vessels will be announced later. Comyn, Mackall & Co. will act as agents for the Pacific Coast.

The Panama Canal Zone Government has awarded to W. R. Grace & Co. the contract for furnishing 1,350,000 feet of lumber for dwellings for Canal Zone employees. One million feet will be carried south by the steamship "Stanley Dollar," sailing from Puget Sound July 27. The Grace Company has chartered the vessel for operation in its Central American and west coast trade. The lumber will be obtained from three Tacoma plants, Defiance Lumber Company, Dempsey Lumber Company and St. Paul and Tacoma Lumber Company.

After being idle on the Sound since last September, the Grand Trunk Pacific steamer "Prince Albert" has been taken on time charter by the Southwestern Steamship Company (Bennett & Goodall, agents), and will be operated between this port and Mexico, calling at San Pedro. Last summer the "Prince Albert" went on the rocks when inbound from the Queen Charlottes to Prince Rupert, B. C., and after being salvaged and repaired at Esquimalt, was laid up at Vancouver. She is a vessel of about 1200 tons carrying capacity and is fitted with good passenger accommodation.

The whereabouts of the British freighter "Strathesk," which disappeared after steaming from San Francisco for Eureka some time ago, appeared at Junin, the Chilean nitrate port, on June 7. There the freighter is to load nitrate for Great Britain, as was expected when she failed to appear at Eureka to load several hundred thousand railroad ties, for which cargo she was chartered. In steaming for a foreign port after getting a customs permit to a domestic port, the "Strathesk" made a serious breach in the navigation laws, and should she return to an American port will be subject to a heavy fine.

The Canadian customs authorities have issued instructions that lumber shipped from British Columbia to eastern Canadian points by way of the United States must pay a war tax of 7½ per cent. Toronto ordered a big shipment of British Columbian lumber, and this was supplied from Chemainus, Genoa Bay, Vancouver and New Westminster. The "Robert Dollar" and

"Bessie Dollar" handled the first two cargoes and the lumber was transhipped at New London, Conn., for Toronto. It got through free of war tax, as it was Canadian lumber, but under the new ruling lumber so shipped must pay the usual rate.

Leaking badly and showing the effects of a long voyage, the barkentine "Koko Head" arrived on Puget Sound on June 10, 139 days from Port Elizabeth, South Africa, via Honolulu. On the voyage from the North Pacific to South Africa with a cargo of lumber, the vessel experienced many hardships and constant gales. Off the Horn ice was met and the vessel was badly hammered. While in the vicinity of the Horn, November 6, she was spoken by an unknown cruiser and questioned. Captain Larsen believes the cruiser was a German converted vessel, but she displayed no colors. The voyage back from South Africa was marked by a series of great gales. The "Koko Head" went to Winslow for dry dock and overhauling. She will then load lumber at Everett for Port Pirie, Australia.

It is announced at Mare Island that the tanker "Kanawha" and the "Maumee" will make their official trials at the same time. A builder's steaming trial will be made by the "Kanawha" as soon as orders are received from Washington. The vessel went into active service at the yard recently with no ceremonies. Fires were started under several of the boilers. Most of the crew is living on board the vessel at present. The galleys are running and the cooks are preparing the meals for the crew. It is expected that word will be received from the Department within the next few days for her to make her trial trip and she will remain at the yard until such time as these orders are received. A number of Mare Island officers and residents of Vallejo will in all probability make the first trip on the tanker after which she will return to the yard before departing for the east coast with fuel, as is the present plan.

On the grounds that the service is in the interest of the public and of advantage to the convenience and commerce of the people and will neither prevent, exclude nor reduce competition on the water route concerned, the Interstate Commerce Commission has just rendered an order permitting the Southern Pacific Company to retain its Sacramento steamer line. Under the Panama Canal act railroads are forbidden to operate or own steamer lines which run through the Panama Canal "or elsewhere" without permission by the Interstate Commerce Commission. At the hearing of the case in San Francisco last August upon the application of the railroad company to retain its steamer line Sacramento merchants and fruit, grain and vegetable growers appeared before the examiner and testified that the service was necessary and that its elimination would hurt the community. The Commission ruled: "The Southern Pacific Company competes for traffic with its boat line on the Sacramento River and connecting waters within the meaning of the act. Operation of the boat line is in the interest of the public and of advantage to commerce; its continued operation will neither exclude, prevent nor reduce competition on the route by water, and the application should be granted." Rates, fares, schedules and regulations of the boat line must be filed with the Commission.

The gasoline schooner "Polar Bear," which sailed from Seattle March 23, has arrived at Nome from the Siberian Coast with tales of storm, shipwreck and death. Captain Lane reported that the steam whaler "Belvedere" was nearly wrecked in a storm in Kamchatka Bay, on the Siberian Coast, and four of the crew perished. The deceased put out for shore in a boat, which was capsized. George Isbester, Antonio Roderick, John Domingo and a Russian, name unknown, were drowned. Olaf Swanson, second officer of the ship, swam ashore, as also did Chief Engineer J. T. Clayton. The gasoline schooner "New Jersey," which left Nome last fall with Orin Bank in command and a crew of Esquimaux, is believed to have been lost in the Arctic. The "Polar Bear" itself was all but wrecked in a storm off Cape Havarine, Siberia, sustaining damage which caused her to return to Unalaska for repairs. Second Officer Harry Slade died and was buried at sea. On the way to Unalaska Captain Lane touched at Nuniak Island and took off the surviving members of the crew of the wrecked Japanese schooner "Diaku Maru," whose loss has already been reported by cable. The "Polar Bear" will sail for the Arctic Ocean in a few days, seeking for traces of Vilhjalmur Stefansson and two companions, who were last seen on the Arctic ice north of Martin Point, moving north, April 7, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
J. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 / Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

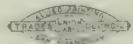
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 16, 1915.

WAGES VS. EFFICIENCY.

In view of the many obviously silly assertions made by editorial writers upon the "going out of business" of the Pacific Mail Steamship Company, the following from a recent issue of "Shipping Illustrated," a New York weekly, dedicated to the "shipping interests," is particularly timely and well worthy of reproduction:

The cost of operating steamers under the Japanese flag, with the cheapest labor in the world, exceeds that allowable under the British flag and wherever Japanese and British ships are competing; only the subsidies paid by the Japanese Government make it possible for the Japanese lines to exist at all. The same condition exists in Italy and Greece as compared with Great Britain, and it is a matter of common knowledge that the yearly saving effected in machinery upkeep with the class of skilled labor operating the engines of British steamers is amply sufficient to repay not only their superior wages but also the extra cost of keeping a larger crew. In fact, the higher wages prevailing in Great Britain are a guarantee of efficiency.

The coolie lovers among Pacific Coast shipowners ought to memorize the foregoing. The facts stated therein constitute a complete refutation of the labored attempts to discredit the Seamen's Act.

Cheap crews are not only the direct cause of many disastrous wrecks with their attendant loss of life, but they are also wholly responsible for numerous and costly delays directly due to inefficiency and incompetency.

A volume could be written upon the relative importance of wages and efficiency. It is not the province of this journal, however, to prepare balance sheets for labor skimmers. The New York organ of the shipowners has clearly pointed out the fallacy of the contention that American ships competing in the offshore trade must have the cheapest labor to be found anywhere in the wide world. We submit our case to the jury, perfectly satisfied that our opponents' argument is bound to win the case for efficiency rather than cheapness.

The "labor leader" who wobbles under abuse and misconstruction from friend or foe can generally find the cause of his instability in the fact that his boots are too big for him.

SPREADING ROCKEFELLER IDEAS.

Careful consideration of the evidence brought forth at the hearings of the United States Commission on Industrial Relations, proves without any question of doubt the dangers of the Rockefeller foundations and all other endowments of like kind.

As a particularly convincing example it is only necessary to refer to the peculiar psychology of Robert Fulton Cutting, who testified that he was active in the counsels of the New York Trades School, the Society for Improving the Condition of the Poor, and the Bureau for Municipal Research. To the last named organization Mr. J. D. Rockefeller has been giving \$70,000 a year. When asked if it was not a fact that the \$70,000 was paid on condition that the Bureau adopted Mr. Rockefeller's views, Mr. Cutting stated that the trustees hold the same views as Mr. Rockefeller, but if they had not held these views they would not have gotten the money.

In this particular instance we are confronted with the situation of one person, connected with three different public welfare bodies, who admits that the whole board of trustees of at least one of these institutions conforms either consciously or unconsciously to the views and desires of Mr. Rockefeller in order to obtain from him the \$70,000 yearly endowment. So the Rockefeller ideas are spread. And are we not warranted in assuming that exceptionally faithful and effective efforts along these lines are made by those subsidized?

Moreover, is it not reasonable to assume that most other similar institutions dependent upon private endowment are operated upon the same lines?

Thus, then, we are confronted with the alarming menace of predatory financiers expending their millions for the propagation of reactionary and un-American ideas; which are extremely dangerous to the future liberties and welfare of all Americans.

The alleged philanthropy of the Rockefellers was very ably elucidated by John D. Lawson of the United Mine Workers, when the latter referred to the pitiful ignorance of Mr. Rockefeller, made manifest in testimony before the Commission on Industrial Relations. This same Mr. Lawson, who has since been given a life sentence for his identification with organized labor, described this philanthropy as "Health for China, a refuge for birds, food for Belgians, pensions for New York widows, university training for the elect—and never a thought or a dollar for thousands of men, women and children, who starved in Colorado; for the widows robbed of husbands, children of their fathers. There are thousands of Mr. Rockefeller's employes in Colorado who wish to God they were in Belgium to be fed, or a bird to be tenderly cared for."

With a master hand Mr. Lawson recorded the different events of which Mr. Rockefeller professed ignorance. The violation of all constitutional rights by the militia in the mineowners' pay during the recent strike; the bull-pen, suspension of habeas corpus, lawlessness of Rockefeller partisans in Colorado and final overthrow of the Governor and civil authorities of that State; domination by gunmen and militia, kidnaping and illegal exportation of hundreds of miners, etc.

These depredations of the Rockefeller interests in Colorado finally culminated in the massacre of women and children at Ludlow;

a crime that for diabolical cruelty has never been excelled.

And Lawson, that true and faithful servant of the organized mine workers, was selected as the shining victim of Rockefeller thought and domination.

Rockefeller ideas, propagated by the various subsidized foundations, are worse than the poison which emanates from the fangs of the rattlesnake.

THE TYRANNY OF CIVIL SERVICE.

Government ownership and civil service have again been used as an excuse in order to deprive workingmen of their fundamental political rights.

In a communication just issued by the district secretary of the Federal Civil Service Commission, workmen at the Mare Island Navy Yard are with one grand stroke of the pen "forbidden" to serve as officers in the labor council. The free (?) American workers employed in Uncle Sam's California Navy Yard are still graciously "permitted" to serve as delegates to the labor council, but, says the order, "such service is inadvisable" because it is likely to involve them in political activity.

Americans are in the habit of poking fun at certain foreign countries where man's every activity is directed by governmental rules and regulations. It is to be hoped that these same Americans will see the fine, sardonic humor conveyed in our own civil service tyrants' order. Practically all the delegates to the Vallejo Trades and Labor Council are employed in one capacity or another at the Navy Yard. The Czar-like individuals who issue civil service orders have now forbidden these men to serve as officers in that council. Just how a labor council can be conducted without a president, secretary, doorkeeper, etc., remains to be solved by future experiments, for the past is a blank upon such perplexing problem. Perhaps the omnipotent Civil Service Commission will step in and work out a system whereby labor unions and labor councils can conduct their business without officers. The Commission's power seems to be unlimited when it comes to keeping workmen in their "proper" station of life; so we take it that our organized brethren of Vallejo will have patience and due resignation—everything comes to those who wait.

To be quite serious, however, it would seem as if the limit in bureaucratic arrogance has very nearly been reached in this "order."

If serving the Government means unqualified subjection to petty tyrants and complete abrogation of the individual's political rights, then let us pray for delivery from Government ownership. But we know that Government ownership does not mean anything of the kind—and we know that freemen will never tamely submit to the autocracy of a few little inflated human beings who imagine their position as Federal Civil Service Commissioners gives them supreme power over their fellow citizens who toil in the sweat of their brow.

The man who boasts of being the "father of the union" should be guarded against allowing his parental solicitude to become like that of the mother who remains always afraid lest her boy will go too near the water. Unions, like children, grow to years of discretion, when they must for their own good be allowed to exercise it.

UNION CREW WINS RACES.

The fine reputation for boatmanship which Pacific Coast union crews have always enjoyed was more than sustained in a recent boat race on the Columbia River.

We quote from a Portland newspaper:

In 15 minutes flat a whaleboat crew from the steamer "Rose City" pulled over a mile and a half course yesterday, winning from the U. S. S. "Boston's" crew by several boat lengths. A cutter crew from the "Rose City" took first place against the Bostonians over the same course, but crossed the line a bare ten seconds ahead of the cruiser's boat. The second race was won in 12 minutes and 46 seconds, pronounced the best time that has been made in a cutter event in Portland harbor.

J. Ellis, boatswain of the "Rose City," was coxswain of the whaleboat, and with him were J. Flynn, J. Mooney, G. Davis, N. Norris, M. Carlson and A. E. Johnson. Ray Cornell, who is in the ticket office of the "Big Three," but also belongs to the Naval Militia, was coxswain of the cruiser's whaleboat, and with him were J. N. Linn, R. Romberg, C. Quigley, C. Brown, A. G. Boe and H. E. Moore.

The "Rose City's" cutter crew was made up of Third Officer C. Qvistgaard, as coxswain; A. Johnson, John Anderson, Bjorn Gulbrandsen, A. Thor, M. T. Valeur, C. F. Wifstrand, J. Stocker, T. Roe, H. Langin and J. Halder. In the "Boston's" boat T. Bishop was coxswain, with A. Edwards, P. C. Linn, C. Steigleder, A. De Brauw, G. A. Standley, S. Griffin, R. F. McNulty, C. Gillis, L. J. Carson and H. M. Lytle.

Following the races the men assembled in the social hall of the "Rose City," where Mr. McNulty, of the United States Hydrographic Office, presented the cups. In addition, each crew had made up a purse, which was divided among the rowers. And then there were cheers for both vessels, the citizen sailors climbing over the side to return to their man-o'-war, feeling unabashed that they had been beaten by deep water men.

All of the men from the "Rose City" who took part in the race were members of the Sailors' Union of the Pacific. They constituted a typical union deck crew of the Pacific coastwise trade. Everyone who witnessed the race would doubtless concede that these men are a credit to their union and to the American merchant marine.

The new Seamen's Act when in practical operation will have a tendency to encourage the employment of just such men, not only in the coastwise trade but in the offshore trade as well. And who, except those financially interested, would not rather see all American ships manned by courageous and skilful white seamen, than the poor yellow makeshifts who again showed their gross incompetency in the recent fire on the steamer "Mackinaw"?

Notwithstanding the printed announcement that the Pacific Mail Steamship Company has definitely decided to retire its trans-Pacific fleet, the Chinese crews employed by that concern are being taught to repeat in good United States language the principal nautical phrases used on the company's vessels. Among nautical observers it remains somewhat of a puzzle just why Mr. Schwerin is going to the trouble of issuing a Chinese-American dictionary to his almond-eyed seamen when the company is withdrawing from the trade in the Orient. Can it be possible that Mr. Schwerin has suddenly acquired a broad streak of benevolence, or is he training his Chinese pets for the benefit of his successors? It is very, very strange—this whole procedure. Let us hope that the calcium light will soon begin to shine in certain dark places. It surely does require some powerful illumination to get at the bottom of things in this muddle.

If the intellect were as highly developed as is the instinct we would seldom witness the absurdity of the working class seeking its pabulum in the columns of the daily press.

From recent observations and developments it appears that political thought is just about to take another reaction. Unless the people of the country are very much alive to their own interests, the old time politicians and reactionaries will surely crawl back in the saddle under the stress of hard times. When the wave of political reform was first felt, the trusts and predatory rich began to squeal in a most uncouth manner; but when they found that progress in political thought still rolled on, other and more vigorous measures were adopted to stem the tide. The economic power of "the interests" has been brought into play, and hard times, accompanying business depression and unemployment have been instituted by the uncrowned financial kings of our Republic. After putting the screws upon the American public to the danger point and when the condition has just become about intolerable, Big Business has given indications of favoring a slight let-up, provided, of course, the dear public will conform to the political wishes and desires of the moneyed rulers. Under these circumstances it is more than ever necessary for the workers to look to the strength of their own economic organizations and gain such strategic position as will permit the full sway of the workers' industrial and political power against the modern robber barons who are responsible for artificially created "hard times."

It is a pleasure to note that the San Francisco Labor Council has, by a practically unanimous vote, decided to reject the reactionary recommendations of the legislative agent who would, among other things, discontinue publishing the truth about State legislators. Most of the stand-pat and anti-labor members of the last Legislature have doubtless agreed that their true record on labor and humanitarian measures should be kept carefully hidden in the bulky Journals containing the daily proceedings. But to this date it remains very difficult to understand how anyone representing labor could thus lend himself to plead the cause of men who have personal motives for desiring to conceal the bare truth upon their actual performances as public servants.

An enterprising and industrious individual at San Francisco has evolved a new method to separate the public from the elusive Dollar. The scheme is simple. It consists in peddling an imposing letterhead of the "Grand International Brotherhood of Railroad and Steamship Employees of America" among unsuspecting business men and invite them to "subscribe" to the entertainment of delegates to the before-mentioned organization's convention. Of course, there is no such organization, but that does not matter as long as the solicitor has a glib tongue and imposing credentials. Beware, ye business men; beware!

The merit of a labor paper is proved more by the amount of matter stolen from its columns than by the amount that is reprinted with credit. As imitation is the sincerest form of flattery, so literal appropriation is the strongest admission of worth.

The labor press will not begin to be the power it should be until the people in whose interests it is published begin to show it a little of the deference and respect that they now bestow upon the press of their opponents.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 14, 1915.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., June 7, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 7, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, June 7, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 7, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, June 7, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 7, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 7, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 31, 1915.

No meeting. Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 10, 1915.
No meeting. Shipping slow; plenty of members ashore.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, June 3, 1915.

Shipping fair; plenty of members ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, June 2, 1915.

No meeting. Shipping fair; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, June 7, 1915.

No meeting. Shipping very dull.

THOMAS BAKER, Agent.

27½ Second St. Bickle Bldg., Room No. 10. Phone Broadway 2506.

DIED.

John Konrad Johnson, No. 2395, a native of Finland, age 33, died at Portland, Ore., June 14, 1915.

John Nelson, No. 410, a native of Sweden, age 39, died at San Francisco, Cal., June 10, 1915.

The disposition to indulge in personalities in the treatment of trade-union affairs is a proof of that egotism that puts the individual above the mass. The egotist should remember that even if all the charges against the other fellow were true, it would make no difference in the end. The trade-union, being grounded upon the necessities of the workers' existence, will pursue its way serene, indifferent, oblivious to individual perfection or frailty.

AFTER THE WAR—WHAT?

(By Congressman R. P. Hobson.)

When Europe is relieved of the absorbing activities of the great war, what will likely be the attitude of the victorious nation toward Mexico, especially in the event that the allies are victorious and British financial interests are greatly disturbed and injured by Mexican disorder? No one can tell when or in what way the issue may arise, but certain it is that America will be called on to surrender the Monroe doctrine unless she is able to defend it, and since the countries involved, Mexico and Central and South America, are over the seas, this defense will hinge absolutely upon our Navy, whether it is powerful enough to control the sea.

Canada and the Monroe Doctrine.

A new complication of the Monroe doctrine has arisen in the participation by Canada in the European war. If Germany were victorious and gained control of the sea, she would probably send an expeditionary force against the British colonies. In the event of such a force conquering Canada, question would arise whether Germany, following her natural inclination to remain, should be allowed by the United States to establish a German colony on our borders. In case German and American policies should conflict, the question of peace and war—the question of the integrity of the Monroe doctrine—would hang upon the strength of our Navy. If we want peace with the Monroe doctrine, we must control the sea.

The Open-Door Policy in China.

America has been the champion of the open-door policy in China, beneath which lies essentially the same principle underlying the Monroe doctrine, namely, justice to the weak and equal opportunity to all; respect for the integrity of China and equal opportunity for all nations in their competition for the trade of China.

Russian encroachments through Manchuria continued until Port Arthur was occupied. America promptly protested and practically called on Russia to retire. We had no strong fleet and no military strength behind the fleet we had. Russia ignored our demand and remained, and from her remaining came the war between Russia and Japan. Great Britain has shown scarcely more consideration for the integrity of China than Russia. She seized Hongkong after imposing her opium from India upon the unwilling Chinese by war. She has since extended the territory first seized in the mainland in the Kaloon extension. She made a second war on China to further impose opium upon her people, and later seized Wei-hai-wei, though it appears that since the Japanese alliance she has dismantled this station. Germany has shown a similar attitude toward China, especially when she seized Kiaochow and fortified the harbor of Tsing Tau.

Japan and the Open-Door Policy.

Japan has shown less regard than all the other nations for the integrity of China. She has annexed Korea, part of the Liao Tung Peninsula with Port Arthur; she has practically annexed southern Manchuria, and now has seized Kiaochow. She went to war against Russia ostensibly to get Russia out of Port Arthur and out of Chinese territory, but when Russia withdrew Japan remained and never made any pretense of returning the Chinese territory to China. The probabilities amount to almost a certainty that having gone to war with Germany ostensibly to remove

Germany from its encroachment upon China, Japan now in Germany's place will never dream of retiring herself.

Anti-American Propaganda in Japan.

The cosmopolitan press and the dispatches to the foreign press from Japan continue more or less the same kind of smooth generalities regarding the Japanese and American relations, but in the vernacular press all kinds of disquieting and misleading rumors are being energetically circulated, all tending to arouse enmity and hatred of Americans among the Japanese populace, ending in the conviction that war with the United States is inevitable. A similar propaganda against Russia preceded the Russo-Japanese war. Among the rumors and misrepresentations may be mentioned the following: That the United States had territorial ambitions in the Far East and proposed to seize a naval station on the continent of Asia; that the United States is seeking to undermine Japanese commerce and the like. It is authentically reported that when the Japanese troops were mobilized for the expedition against Kiaochow the soldiers for a long time thought they were starting for war against America.

My warnings to my countrymen as to the dangers in the Pacific Ocean arising from our lack of defensive preparations have been little heeded, and in some quarters have even been ridiculed.

Officers high in the councils of our Government have joined in the scoffing when they themselves knew that code messages had been sent to commandants of our navy yards to be prepared to put their stations on a war basis upon short notice and that our troops in the Philippines protecting the harbor of Manila had slept at their guns for weeks with the harbor mined, hourly expecting an attack by the Japanese fleet. I renew my warning. The only security for permanent peace in the Pacific Ocean is our unquestioned control of the sea in that ocean.

Pacific Ocean Cleared of Battleships.

When our battleship fleet started around the world I endeavored to have it stopped and remain in the Pacific Ocean. The impression I received led me to the firm conviction which I have not since changed, that our fleet was allowed to go to the Pacific Ocean by Japan only upon our assurance that it would be out of that ocean by a fixed date. I have felt for some time that our battleship fleet will never go to the Pacific Ocean under the present administration. My conviction is firm that, notwithstanding, peace with Japan has thus far been secured by the present administration and war was averted at the critical juncture to which I have referred by assurances that America would speedily retire from the Philippine Islands. I am further convinced that our first inquiry as to the intentions of Japan in seizing Kiaochow and the islands in the Pacific Ocean will not be followed up, at least by this administration, and that Japan, as a price for peace, will be given a free hand in China with the prospect of the complete overthrow of the open-door policy, leaving China to its fate to become a "governed" nation, while the commerce of America, which in cotton goods alone fell off over twenty millions in Manchuria after Japanese occupation, will be at the mercy of a competitor, while the complete overthrow of the balance of power in the Pacific Ocean would lead to one inevitable result—war.

The Anglo-Japanese Alliance.

In determining the movements of our bat-

tieship fleet we can not escape leaving one ocean undefended. We may rest assured that in our negotiations with England that country has in mind her alliance, offensive and defensive, with Japan, knowing that both the Japanese Navy and the Japanese Army would be available for cooperation should war result, while in our negotiations with Japan, that country will bear in mind that the British fleet, or part of it, and possibly the forces of other allies will be available in the Atlantic to prevent our battle fleet from going to the Pacific, insuring Japanese control of the sea and the availability of her overpowering army already on a war footing.

This brief scan of America's policies, the Monroe doctrine, and the open-door policy, based upon the principle of right and justice like America's policies based upon the necessity of self-preservation, both meet in the same inevitable conclusion. We must control the sea in the Atlantic and in the Pacific, both at the same time.

LABOR FOR PEACE.

Nine international unions were represented at a meeting held during the week at the United Mine Workers' headquarters at Indianapolis, to consider the complications that threatened to embroil the United States in the war that is now devastating all Europe.

The organizations represented at the meeting were as follows: United Mine Workers, Teamsters, International Typographical Union, Stone Cutters, Bricklayers, Carpenters, Book Binders, Structural Iron Workers and Barbers.

Daniel Tobin, president of the Teamsters' International Union, was elected chairman, and William Green, secretary-treasurer of the United Mine Workers of America, was elected secretary of the meeting.

Congressman Buchanan addressed the conference, pointing out the situation of the United States with regard to the European war at the present time.

The subject matter considered was the possibility of the United States becoming involved in the European war and the opposition of the national and international unions represented against war. Free and full expression of sentiment was given by the representatives present.

A motion was adopted as follows:

"That it is the sense of this meeting that each international union represented adopt suitable resolutions regarding the war situation and forward copies of same to the President of the United States and the President of the American Federation of Labor."

It was further agreed that the secretary communicate with President Gompers relative to the calling of a conference of the representatives of all labor organizations if the situation regarding war would seem to justify such action.

No laws are binding on the human subject which assault the body or violate the conscience. The right of personal security consists in a person's legal or uninterrupted enjoyment of his life, his limbs and his reputation. Both the life and limbs of a human subject are of such high value in the estimation of the law that it pardons even homicide if committed in defense of them, or in order to preserve them.—Blackstone.

STATE INSURANCE.

The State Compensation Insurance Fund, the insurance enterprise of the State of California, led all competitors in 1914, writing net premiums of \$547,161, or \$144,000 in excess of the writings of its closest competitor.

The operating expense of the "Fund" (other than claims) amounted to only 8 per cent. of net premiums, a showing of economy never equaled by any State insurance fund in competition.

Fifteen per cent. of all premiums earned in 1914 is now being returned to policyholders (except those who paid only the minimum premium). This return is being made as the actual pay-roll of employers is ascertained, and about one-half the entire sum has actually been paid to date. In addition, the "Fund" has an unapportioned surplus of 28 per cent., which will be returned to 1914 policyholders when the excess of legal reserves over actual losses is determined and withdrawn. This additional surplus, subject to distribution, will be apportioned to each employer in such measure as the experience on the risk has contributed to the surplus in the class; the class surplus to be determined by ascertaining to what extent the earnings in each class have contributed to the total surplus of the "Fund." In this manner, the employer is encouraged to promote safety, because by preventing accidents, he will participate to a greater extent in the return, and such method of refunding premium also tends to correct any relative unfairness in initial rates. The plan further carries out the intent of the Compensation Act that the State Compensation Insurance Fund shall provide insurance for employers at actual cost.

The State Compensation Insurance Fund is operated under the direction of the California Industrial Accident Commission. The following are the officers of the "Fund": C. W. Fellows, manager; Wm. Leslie, secretary-actuary; M. R. Gibbons, M. D., medical director; W. L. McConnell, Southern California district manager. The executive office of the "Fund" is located at No. 525 Market street, San Francisco, and the Los Angeles office is in the W. I. Hollingsworth Building.

Since the Austrians made the city of Pola their chief base in 1848 they have accomplished wonders there. It is claimed that with the assistance of submarines and aircraft Pola is virtually impregnable. Its commodious harbor, almost land-locked, has been enlarged so that it easily contains the entire Austrian fleet. It is divided into two basins by a chain of small islands. The entrance is strongly defended, and an extensive system of fortifications on the hills enclosing the harbor insures complete protection. There is a good roadstead in the large channel of Fasana, which separates the mainland from the Brionian Islands. The marine arsenal of Pola is a vast establishment with all the requisites for a large fleet. Artillery laboratories and powder magazines are situated on the north shore, and behind the arsenal is San Policarpo, with huge barracks and hospitals.

Russian is already the dominant tongue of 170,000,000 people, and the statisticians declare that by 1950 it will be spoken by no less than 300,000,000.

A TWENTIETH CENTURY JOKE.

There was a time when I enjoyed reading the official organ of the I. W. W. Perhaps it was because I was a good bit of an I. W. W. patriot, as a great many good rebels are to-day, and could not see its faults. Or it may be that the I. W. W. organ itself has changed its tune.

There was a time when I. W. W. literature and agitators used to tell the workers that the solidarity of the working class, can and will better the conditions of the working class. But the tune seems slightly changed. Now, only the "I. W. W." can better the conditions of the working class.

I have before me an I. W. W. organ of recent date, where I find a story headed "Colorado Miners Organizing in the I. W. W." and going into details as to how the I. W. W. will surely save them. The impression given is that the only reason the Colorado miners' strike was not won, was because the miners didn't carry I. W. W. cards in their pockets.

There was never a more splendid exhibition of working class solidarity than that displayed among the trade unionists of Colorado and the United States during this fight. While the philosophers were philosophizing near a hot stove at I. W. W. headquarters, trade unionists (yes, craft unionists), were putting up the cash, and risking their lives, to win the Colorado strike.

But the strikers were not armed with I. W. W. cards, therefore the failure. Now comes the savior of the workers, the I. W. W., and for the small sum of fifty cents, a half dollar, will sell each one of the miners a membership card, and then they will be saved.

And so it goes on every page of the official I. W. W. paper. One finds but one thing; that everywhere the workers are joining the I. W. W.; that the cure of all evils is to merely join the I. W. W. Working-class emancipation a la I. W. W. corresponds closely to the politician who constantly repeats that all we must do to cure all evil, is to vote right; so the I. W. W. is teaching its members an I. W. W. patriotism. All one need do to cure all existing problems is to join the I. W. W. This sort of dope may go with some boobs, but "nix" on it for the American workers. The whole thing is a joke.

The truth is the I. W. W. is a big organization on paper, but has damn few members.—The Toiler.

Up to the end of May Great Britain and her Allies had lost forty-eight warships and Germany had lost seventy-five. But the tonnage of the former was 254,000 and the tonnage of the latter only 193,000. Up to the middle of May the tonnage of merchant ships destroyed by Germany was 460,628, while the tonnage of merchant ships lost by Germany was 314,465. Mr. Macnamara, making this announcement in the House of Commons, said that so far as was known not a single life had been lost on the German ships captured or sunk, while in the attacks upon British ships or ships assumed to be British 1556 persons of all nationalities had been killed.

For fair products of all kinds consult the JOURNAL's ad columns.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

refused to seriously consider attacks made on them by former President Taft.

President Gompers said: "I take it as a great pity that a former President of the United States should spend his declining years in the service of the discredited National Association of Manufacturers."

Secretary Morrison said: "The public statements of Mr. Taft are in entire accord with his anti-labor policy as President of the United States and in complete sympathy with his opinions as a member of the Federal judiciary."

"Canadian" Unions Don't Fool Workers.

So-called "Canadian" unions are becoming less popular every day in the Dominion, despite the efforts of "jingo" to arouse a national spirit and divide workers on the North American continent.

Under the caption, "No Canadian Unions Are Wanted Here," the British Columbia Federationist voices the sentiments of Canadian trade unionists as follows:

"A Canadian union of longshoremen was recently formed in Vancouver. It came at a time which was too suggestive, for any one with even half an idea, to be deceived as to the real reason responsible for its birth. The local union of the International Association of Longshoremen has just succeeded, after a month's strike, in preventing the stevedoring companies from lowering wages. The most powerful influence the men had on their side was that through their international they refused at all ports on the Pacific Coast, to touch cargoes loaded by strikebreakers in Vancouver. And that was why they won.

"Then came the new union. Its advent was announced in terms and arguments of the same kind which have heralded the very short lives of similar unions in Canada before. Its sponsors declared they wanted to form a purely British union, without affiliations in the United States, in order to protect British workmen from being dictated to by 'foreign agitators.' The longshoremen were to be protected against themselves. Being very simple, unsophisticated men, they had not up to then realized how they were being deceived.

"But the scheme has failed, and failed miserably, like many others of its kind have done—and for that matter most likely will do again. The longshoremen would have none of it. They have been through that idea and out the other side long ago.

"The attitude of these water-front workers towards the idea of purely Canadian unions, is the official attitude of organized labor throughout Canada."

Grundy is a Bitter Loser.

Furious over his failure to block the child labor bill, President Grundy of the Pennsylvania Manufacturers' Association has issued a public statement denouncing friends of the bill who would not agree to amendments "in some particulars."

The manufacturer declares this to be "a fanatical cruelty," which none will approve or condone when the public comes to appreciate it fully.

President Grundy—who is a mill owner—tells the public that bitter days are coming for those who championed this bill, and he wants it understood that em-

ployers cannot be blamed when wreck and ruin overtake this fair State. This is Mr. Grundy's dismal warning:

"The Pennsylvania Manufacturers' Association feels that it should make a final statement regarding its attitude toward the measure in order that the blame for the hardships, the suffering and the serious curtailment of industrial opportunities which it will produce—indeed, is already producing—may be placed upon the shoulders of those who are responsible for it, and not upon the shoulders of the employers of Pennsylvania."

President Grundy deplores the arrival of January 1, 1916, the day the law goes into effect, for then, declares this mill owner, the doors of the factory and mill "which heretofore have afforded opportunity for livelihood and advancement to juveniles" will be closed against them.

The bill as passed by both Houses, and favored by Gov. Brumbaugh, provides for a nine-hour day and a fifty-one hour week, but out of these hours there must be eight hours of continuation school work between the hours of 8 a. m. and 5 p. m. This was the feature opposed by the manufacturers. President Grundy says the bill is "not a 51-hour bill, but a 37½-hour bill." He and his colleagues fear the reduction of hours will force other employes to work shorter hours, because these employes depend on what President Grundy terms "juvenile workers."

School authorities in Philadelphia are already preparing to spend \$250,000 and employ 150 public school teachers to establish the continuation schools demanded in the child labor bill.

Ludlow's Companion Blot.

This is what the Toledo, O., News-Bee editor thinks of the Lawson conviction at Trinidad:

"The conviction of John R. Lawson, Colorado coal strike leader, must go down in history as a companion blot to the Ludlow massacre.

"Both are concrete examples of how John D. Rockefeller, Jr., punishes those toilers who dare oppose his avowed plan to enforce the 'open shop' in American industry.

"Women and children were shot and smothered at Ludlow, on land leased by the strikers, by coal company gunmen in the uniform of Colorado's militia.

"Lawson was convicted of murdering a mine guard deputy. Not a single witness even pretended that Lawson shot him.

"The only claim of deputy attorneys general ordered by Gov. Carlson to prosecute Lawson was that he was in charge of the Ludlow tent colony the day the deputy was killed in a battle with strikers.

"Overwhelming testimony showed that mine guards began the battle, that Lawson was not out of the colony during the battle except to escort a mine superintendent's daughter out of danger.

"The verdict is intended by Rockefeller as a warning to organized labor everywhere of what to expect if it opposes his 'open shop' plans."

Canal Rent Order Postponed a Year.

President O'Connell and Secretary Berres of the A. F. of L. Metal Trades Department, have won their contention against enforcement of an executive order that

canal zone workers be charged for rent, fuel and lights during the period of actual construction of the canal. A modification of the order until June 30, 1916, means a saving to canal workers of \$259,000. The metal trades department has insisted that this order was not in accord with the spirit of the law passed by the last Congress which extends the present canal wage scale until this waterway is completed. These rates are higher than in continental United States. Secretary of Labor Wilson supported this position and as a result of conferences with Secretary of War Garrison and the unionists the former agreed to recommend to the President that the order be modified. The chief executive, at a previous conference with President O'Connell and Secretary Berres, stated he would accept the decision of his Secretary of War.

Apologizes for Thugs.

Even Walter Drew testifies to the effectiveness of organized labor's campaign of protest against the use of thugs and gunmen in times of strike, and now the attorney for the National Erectors' Association is apologizing for these private armies maintained by corporations.

Mr. Drew is no more choice in his terms of derision against gunmen than are unionists. The attorney calls them "hired mercenaries," but pleads that employers are justified in employing them because they are "unable to get protection from the regular authorities." This man of law didn't say so, but his testimony indicates that his employers would be satisfied with public officials if they would conduct themselves as do these same "hired mercenaries" in times of strike. Mr. Drew also advised trade unionists how to conduct their affairs, and insisted that labor organizations should be incorporated, so they "would be responsible," he said.

The Times is usually regarded as the oldest existing London newspaper. This, however, is a mistake. The Morning Post, one of the finest papers ever printed, preceded it by several years, having been first issued in 1772, whereas the birth of The Times is usually dated from the 1st of January, 1788, though, under the title of the "London Daily Universal Register, printed logographically," it was actually issued on the 1st of January, 1785. Its present prosecution under the Defense of the Realm Act is not the first time that it has come in contact with the government. In 1789 the first John Walter was prosecuted for libeling the Duke of York, and sentenced to a fine of fifty pounds, a year's imprisonment in Newgate, to stand in the pillory for one hour, and to give security for good behavior for seven years; whilst on account of further libels, on the Prince of Wales and the Duke of Clarence, this sentence was increased to two years imprisonment and a fine of a hundred pounds. He was, however, liberated and pardoned on the 9th of March, 1791.

In politics the minority of the voters, no matter how great their numbers, can accomplish nothing. In trade-unionism the minority of the workers, though comparatively few in numbers, as it happens, have made their influence felt materially upon every phase of labor's existence.

WHO SHALL COMMAND THE SEA?

(By Nehemiah Boynton, D. D.)

(Editor's Note.—The following excerpts from a sermon preached in a New York City church are reprinted from the Sailors' Magazine, published by the American Seamen's Friend Society. The society in question does not encourage organization of seamen, but the minister who preached this sermon seems to have a vague realization that some sort of self-help or economic organization is very badly needed by the toilers of the sea.)

The sea is the patriot's friend. It is his friend through its natural defense and per contra, through its uniting power. The ideas of our forefathers could never have prevailed except for the sea. There was no adequate chance for them in England, nor in Holland, but on the stern and rockbound coast, with three thousand miles of open water between them and those who disputed their ideal, the opportunity was afforded for the growth, the maturity and the strengthening of those ideas which to-day are gripping the heart of the world. But not only for defense, the sea is also the great purveyor of advancing ideas. It is as true to-day, as it has always been historically, that the progressive nations have not been the inland nations, but the maritime nations. "It was never a Babylon or a Timbuctoo, or any city of the inland regions that was forward to change and improvement. But it was a Tyre, queen of the sea; a Carthage sending out her ships beyond the pillars of Hercules to Britain and the northern isles; an Athens, an Alexandria—these were the seats of art and thought and learning, and liberal improvement of every sort."

The nation which has the longest coast line has the greatest human opportunity. For it is through the interchange of ideas and of industries, of capital and of customs, that the world advances. A pent-up Utica may be smug enough, but it can never develop merchants of Venice, for "the sails of commerce are the wings of truth," and it is the interchange of great ideas which is the condition of human advancement.

The greatest question before the world to-day, probably, is the question of who shall command the sea. Shall it be one nation, which while building itself into maritime power has unquestionably been a mighty benediction to the world at large? Or has the time arrived when an international guardianship of the sea shall secure its freedom and benefaction to all the nations of the earth equally? No nation can be more keenly interested in the mighty question than America, whose interests apparently increasingly require that the friendship of the sea may be made possible to all the nations of the earth. But this question of the command of the sea, whatever the immediate answer may be, inevitably secures for the sea a new appraisal and a reaffirmation of the essential nature of its relationship to developing life. In man's great struggle to subdue nature, his tools have been the plow for the land, and the ship for the sea. By developing his plow and his ship he has gradually secured his mastery over the elements, but his plow would have been a petty tool, save for the reinforcement of his ship and the land would have still been a wilderness but for the deliverance and the development afforded by the sea.

It is evident from what has been said, that with the growing appreciation of the sea, the importance of the sailor as a human asset

must also be confessed. He is no inconsequential or insignificant member of the human society. Since steam has revolutionized ocean transportation, the sailor cult has broadened, bounded no longer simply by the able-bodied seaman who can hand-reef and steer, but must include the engineers and the oilers, the stokers and the stewards; in fact, all on shipboard, whose team work contributes to the efficiency and safety of the ship. This means the presence of the skilled mechanic with his specialized mind and his superior craftsmanship, and on the whole, lifting the sailor cult in efficiency and importance.

It is a singular fact that while the farmer with his plow has been permitted to share adequately in his conquest of nature, until to-day, he belongs to the properly compensated class and the sailor has been largely overlooked as sharing the wealth he has created. He is poorly paid for his work. His accommodations are not too luxurious, and his place in human society more humble far, than his abilities and achievements would suggest. Perhaps the real reason for this is, that he is a sailor, a sea rover, a detached spirit, while the farmer is a man of locality with a permanent home. But in any event, no man brings such contributions to the world and in return receives such meagre recompense, as does the sailor. His calling makes great contribution to his life. His strength is established by his opposition to wind and wave and his courage by the conquests of adverse surroundings. New countries bring new sights and new ideas, and thus his mind becomes quick and well stored. Danger enlarges his sympathies so that he is probably the most generous type of humanity in existence. He could never be shrewd in a trade, but he could share what he had with a stranger, in a manner to compel admiration. His whole character seems to be free from those astringent qualities which make landmen so sharp and cunning and exacting, while into it seems to have been put something of the boundlessness, the sufficiency and the royal camaraderie of the tumultuous and unmeasured ocean.

Few people have realized that Mr. Lloyd-George has broken the record of every Chancellor of the Exchequer except one. What is perhaps more curious is that few people have ever heard of the man who holds the record. Nicholas Vansittart, Lord Bexley, was Chancellor during the eleven years from 1812 to 1822, a period which included the last years of the Peninsular War and the "Hundred Days." During that time he introduced eleven budgets, four of which were war budgets. After him the record was held by Lord St. Aldwyn, who, as Sir Michael Hicks-Beach, introduced seven in succession. This has now been distanced by Mr. Lloyd-George, who has recently introduced his eighth consecutive budget. Three more years would have enabled Mr. Lloyd-George to equal Lord Bexley, but unless the war comes to a rapid conclusion, the next will be introduced by Mr. McKenna.

Noted for many queer institutions, Cairo has the unenviable reputation of being the home of the "deadest university in the world." This is El Azhar, the great Moslem university, which schools its 11,000 students on the Ptolemaic theory of the universe which makes the earth the center of the solar system around which the sun and stars revolve.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Shall the bartenders and culinary workers be divided into separate international unions? This question will be settled by the 500 delegates to the biennial convention of the Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America, which convenes in San Francisco during this week. Officers of the international are opposing the plan.

Six hours or less for night work, at \$3 per night, is one of the demands of Street Car Men's Union No. 241, on the Chicago surface lines. The contract now in force expired May 31. A wage rate of 33 cents per hour for the first year and 36 cents thereafter is asked. Week day hours shall be no more than eleven nor less than nine. Waiting time while in charge of baseball extras, trolley parties, etc., shall be paid for, and Sunday work shall be straight time, and not exceed eight hours.

Fifteen cities have been canvassed by an insurance company for unemployment statistics, which are made public by the United States Department of Labor in its effort to secure reliable statistics of unemployed and part time wage earners. The number of families questioned is 399,881, and the number of wage earners in these families is 644,358. The canvass was made during March and the first part of April, 1915. The results show a total of 73,800 unemployed, or 11.5 per cent.

Governor Whitman of New York has appointed the five members of the new Industrial Commission, which will take over the work of the State Labor Bureau and the Workmen's Compensation Commission. John Mitchell, ex-president of the United Mine Workers' Union and member of the Compensation Commission, is chairman of the new board. James M. Lynch, former State Labor Commissioner and ex-president of the International Typographical Union, is the other appointee from organized labor. The salary for these positions is \$8,000 a year.

The Canton (O.) City Council, by a unanimous vote, has ordered that hereafter only members of organized labor can be employed on work done by or for the city of Canton. In urging the adoption of this resolution, unionists insisted that: "Contractors figure on the basis of the prevailing union wage, and inasmuch as the laboring men carry the burden of maintaining those wages, they are entitled to any money the city may spend on public works, and that through their labor unions they maintain the rate contractors accept, even though the contractors refuse to recognize the union."

The attempt to discredit Chairman Walsh of the Industrial Relations Commission, because of his vigorous cross-examination of John D. Rockefeller, Jr., has been answered by many influential organizations. The Unitarian Fellowship of Social Justice, at Boston, Mass., has passed the following resolution: "Resolved, That the Unitarian Fellowship of Social Justice sends its greeting to the Hon. Frank Walsh, chairman of the United States Commission on Industrial Relations, and rejoices in his wisdom and courage in pursuing a relentless investigation of the Rockefeller interests and the Colorado strike."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alonzo, Julio	Meyerdelrks, H.
Anderson, Carl	Moore, Tryger
Anderson, A. B.	Muler, J.
-1082	Monroe, Wallace
Anderson, William	Mikkelsen, K. -1620
Blumel, Wm.	Nilsen, Nils
Boose, P. C.	Norlin, Georg
Bruhn, B. de	Nygard, Olaf
Brunstad, John	Nickerson, Arthur
Brynulfen, Halvor	D.
Christensen, Trygve	Naro, H.
Dolan, Chas.	Olsen, Yuko
Denver, Geo.	O'Daly, John
Edson, Frank	Olsen, E. -966
Erikson, C.	Olsen, Harald
Eaton, I. N.	Olsen, Petter
Evanger, Nils	Perry, Albert
Franzell, A.	Petersen, Carl M.
Gabrielson, Gust.	Pertson, J.
Giovanni, L.	Pedersen, F. A.
Granqvist, O. A.	Quigley, R. E.
Hansen, Morris	Ramberg, Barney
Haugland, Harold	Schmideberg, R.
Hansen, C.	Schantz, Harry
Holm, Hans P.	Scherman, Karl
Hansen, W.	Schankat, Hans
Hansen, H. T.	Sorensen, Morits
Iversen, R.	Stein, Erich
Jacobson, Anders	Stone, C. L.
Jorgensen, L.	Steffensen, S.
Jahnke, Otto	Starck, D.
Jensen, Hans -2014	Stapleton, R.
Johnson, Andrew	Sweeting, Ed
Johansen, Ole W.	Sarger, E.
Johnson, C. W. -64	Sorensen, Geo.
Jacobson, Johan	Samuelsen, W. L.
Krantz, J. O.	-1346
Kalning, Jacob	Smith, T.
Kruse, K.	Thomsen, R.
Larsen, S. -1055	Tullifsen, Hans
Larsen, Ludvig A.	Travers, John E.
Lillhorn, O. J.	Thompson, W.
Luberg, William	Willen, Toivo
Larson, E. G.	Willsard, D.
Louis, Jimmy	Witti, Max
Larson, H. -1677	Williams, T. C.
Muler, James	Wick, John

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Wictor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing

FURNISHINGS, HATS AND SHOES
At
WESTERMAN & SCHERMER
Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4817 ARCADE ANNEX
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

J. Jacobson, a sailor, who, on May 14, 1914, was paid off from the steamship "Quinault" at Portland, Ore., is requested to at once communicate with H. M. Montgomery, Deputy Collector of Customs. 4-28-15

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039

UNION SHOP

Big Bargains in Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning 109 1/2 NORTH THIRD STREET PORTLAND, OREGON

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore. Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL

RESTAURANT

Best Meals on the East Side

\$5.50 Meal Ticket for \$5.00

Phone East 406

371 BURNSIDE STREET

PORTLAND OREGON

CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND SOFT DRINKS

Corner Front and Burnside, Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsh, Henry
Geiger, Joe
Gasch, Willy
Gunther, John
Holmstrom, Chas. A.
Holman, W.
Holm, Peter
Hellman, Albin
Holm, Aage
Handt, Wm.
Henriks, Waldemar
Ingelbrigtsen, O.
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Kronstrand, T.
King, J. L.
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Larson, C.
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
Muller, P.

Mathson, Nils
Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdiel, Heinrich
Meyer, Chas.
Nielsen, Harry
Neuling, Albert
Olsen, Andy
Osterberg, Henry
Oglive, Wm. A.
Olsen, Oscar
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Emil
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Schultz, John N.
Smith, John
Selin, Joe
Soderlund, Uno
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Tarnford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urso, Geozepp
Wegge, Wm.
Walker, John
Wickman, Ernest
White, Harry
Westengren, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John
Bleasing, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.

Nilsen, -1054
Uilsen, Harry
Nordgren, Chas.
Onu, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

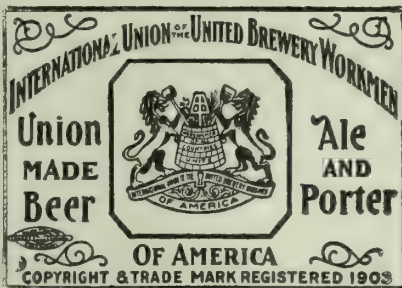
Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION



DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.
320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15

Home News.

An eight-foot waterway from the Lakes to the Gulf was assured on passage by the Illinois Legislature of the bill providing for it, championed by Governor Dunne. A commission to build the waterway is to be appointed by the Governor.

Governor Walsh of Massachusetts has signed the resolve that places the woman suffrage amendment upon the ballot and thus completes all the legal requirements necessary to take the question before the voters of Massachusetts for their decision at the next State election in November.

The hanging of five Mexicans at Florence, Arizona, was stayed by the Pardon Board at the last moment. A stay of nine weeks was granted on a plea for mercy from Secretary of State William J. Bryan, who warned against possible bad results the execution might have on American interests in Mexico.

The United States Government has appealed to the Supreme Court from the decision of the New York Federal Court, holding that the conference agreement between steamship lines plying between New York and Boston and the Far East was not an unreasonable restraint of trade in violation of the Sherman Anti-Trust law.

William Jennings Bryan, three times Democratic candidate for the Presidency of the United States and author of nearly thirty peace treaties with the principal nations of the world, resigned as Secretary of State on June 8, as a dramatic sequel to his disagreement with President Wilson over the Government's policy toward Germany. The resignation was accepted by the President. The Cabinet then approved the response which had been prepared to the German reply to the "Lusitania" note.

The United States, in its latest note to Germany, made public on June 10, formally asks the Imperial Government for assurances that measures hereafter will be adopted to safeguard "American lives and American ships" on the high seas. The alternative in case of refusal is not stated. It was this note to which William Jennings Bryan refused to attach his signature, resigning, instead, his portfolio of Secretary of State and thereby precipitating a dramatic Cabinet crisis. Robert Lansing, Secretary of State ad interim, signed the communication, which went forth with the approval of President Wilson and his entire Cabinet.

Germany, in a note on the case of the "William P. Frye," an American ship sunk by the "Prinz Eitel Friedrich," has informed the United States that it interprets the Prussian-American treaty of 1828 to mean that American vessels carrying contraband can be destroyed. Payment is promised for the destruction, but the right to destroy is asserted as a logical inference from the language of the treaty. In reiterating that she stands ready to pay damages for the losses to American citizens occasioned by the sinking of the "Frye," Germany insists that a prize court must first pass on the legality of the capture of the vessel. The argument advanced by the United States that a prize court is unnecessary, since compensation is promised whenever there is a violation of the treaty of 1828, is rejected.

Domestic and Naval.

The war insurance premium in Denmark for ships plying between America and Denmark has been raised from 1¼ to 2½ per cent. on the value of the cargo. The premium for ships sailing to England has been raised by ½ per cent.

Announcement is made of the award of contracts to two Philadelphia concerns for the immediate shipment of 200,000 tons of bituminous coal to Italy. The Consolidation Coal Company is to supply 150,000 tons, and the Berwind-White Company the remainder.

Messrs. Burmeister and Wain, of Copenhagen, have just launched the motor ship "San Francisco," of 6600 tons deadweight, for the Johnson line, of Stockholm. She will be the company's sixth motor vessel. The "San Francisco" will trade regularly from Europe to the Pacific Coast.

The New Orleans Dock Board borrowed \$105,000 without interest last week and without definite limit as to the time for repayment. The money was loaned to the board by the United Fruit Company and is for the purpose of paying the cost of rat-proofing the Julia street wharves, where the United Fruit passenger and freight liners are berthed.

A cable despatch received at the State Department from the American Consul-General at London states that the British Admiralty has devised a signal to be used by merchant vessels in warning others of the presence of enemy submarines. In the daytime this signal is a B flag, international code, over ball, and at night continuous flashing of letter S.

It has become known that the Clyde line is having three freight vessels constructed for the coastwise trade by the Great Lakes Engineering Works, of Detroit, which are to be ready for the winter service. They will be single screw steamships of 2500 tons gross register, and will cost about \$175,000 each. The three vessels will be delivered this fall.

The Osaka Shosen Kabushiki Kaisha, Osaka, have contracted with the Osaka Iron Works of Osaka for the construction of eight steamers, to be duplicates of the "Iking Maru" and "Nanking Maru." The vessels are to be built on the Isherwood system, and will be 3223 tons gross, 305 feet by 43 feet 9 inches by 27 feet 3 inches, with engines 22 inches, 37 inches and 61 inches by 42-inch stroke.

The United States Tramp Steamship Company, New York, has been incorporated in the State of Delaware with a capital of \$300,000 to engage in the manufacture, lease, own and maintaining of steamships and vessels and establish a regular service either coastwise or inland between the United States and foreign countries. Incorporators: Norman Klein, John A. Elliot, James F. Meara, New York.

A new cargo steamer for the Porto Rico line, designed by Theodore E. Ferris, of New York, was launched last week at Newport News and named the "Mariana." She has a length over all of 347 feet and 334.5 feet between perpendiculars; beam molded 46.9 feet, depth molded to upper deck at side 25 feet, depth to lower deck 16.10 feet, draft loaded 20 feet, gross tonnage 3,063, net 1,942. Classification is with Lloyd's Register for highest class in the service in which the vessel is to engage.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS
Telephone Kearny 3771
Union Made Shoes for Men
Exclusively
NEW GOODS!
CALL AND GIVE US A TRIAL
Repairing done while you wait by the latest machinery
Work called for and delivered
We use only the best leather market affords

We can save you money by purchasing your next pair of shoes from us.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery. Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aale, O. S.	Anderson, Ernst	Johnson, E. G. -227
Abrahamson, Alek	Anderson, H. E.	Johnson, Eric
Ahlstrom, Arthur	Anderson, Jon	Johnson, Johan
Ahlstrom, Ellis	Anderson, J. R.	Johnson, John
Ahlstrom, Harry	-1246	Johnson, Peter
Ahokas, Ilmar	Anderson, Otto	Johnson, R.
Albrecht, Chas. M.	Anderson, Walter	Johnson, Robert
Amundsen, Albert	Anderson, O. L.	Johnson, Carl
Andersen, Alfred	-1963	Johnson, C. J. -1566
Olaf	Andersen, A. -1635	Jones, Berthron
Andersen, Chr. -1765	Antonson, H. -1783	Jungberg, L.
Andersen, H. J.	Antonson, Viktor	Junge, Herman
-1620	Assmann, Hermann	
Andersen, N. -1549	Augustin, Hermann	
Andersen, A. -1447	Austin, Tom	
Andersen, D.	Azevedo, Manuel T.	
Andersen, Ed		
Bakker, Haakon	Brady, Jack	
Barz, Herman	Brander, W.	
Baumann, A. O.	Bredemeyer, Elmer	
Beier, Jens Chr.	H.	
Bergman, E. Ivar	Brown, Thos.	
Berklind, Gus	Brown, William	
Berlin, Werner	Brun, Axel	
Bertelsen, Kristian	Bryning, Walter	
Bilke, E. -2049	Buckly, J. J.	
Bodagh, A.	Bunnnett, E.	
Boers, M.	Byggelin, Olv	
Bowden, Chas.	Byglin, O. O.	
Bowman, Jack	Byloff, Charles	
Boye, A. H.		
Calson, Fred	Christensen, Alfred	
Campbell, Donald C.	Christensen, Otto	
Campbell, George	Christiansen, L. P.	
Campbell, S.	Claus, Charles	
Carrera, Pete	Clever, Hugo	
Carlson, C. O.	Collin, C. V.	
Carl, Waldemar	Collins, E. F.	
Carlson, Charley R.	Constantinos, Lay	
Carter, J.	Countedt, Ernest	
Catt, Frederick	Crosiglia, G.	
Cellan, John	Curran, N.	
Dahlkvist, Fred	Denis, I.	
Daly, John	Dianus, William	
Daniel, J. C.	Donnelly, John	
Danielson, E.	Douglas, G. A.	
De Baer, Harry	Dracar, Ed.	
De Hayes, F.		
Earling, Gus	Elisen, Sam	
Ebersole, R. E.	Ellersen, Otto	
Echlin, Lester W.	Ellingsen, Fred	
Eckart, T. G.	Erickson, E. R.	
Eckstrand, Frank	Erickson, George	
Edmann, Oscar	Evans, David	
Edwardsen, Anton	Evans, Stanley C.	
Egenes, Nils	Evansen, Martin	
Ellassen, Sigurd		
Fagerstrom, O. -587	Fjellman, Jonas	
Fallinger, A.	Follan, Thomas	
Fane, James	Forshu, Alex.	
Ferguson, J.	Franklin, John	
Ferguson, Will	Frazer, James	
Fitzgerald, Wm.	Fredholm, C. J.	
Fitzpatrick, Patrick	Fredrickson, F.	
Gardan, Geo.	Gulbrandsen, An-	
Gart, George	Gulbrandsen, Jens	
Gillholm, Albin	Gulliken, Amandus	
Gjosdal, Eiling	Gumas, Nicholas	
Gjansson, Nestor	Gundersen, Andrew	
Grant, Otto	Gundersen, Kristian	
Graugaard, L. J.	Gustavsen, Olaf	
Green, T.	Guthre, R.	
Guthrie, Hugh E.	Gutman, C.	
Gronthal, Arthur		
Hall, S. C.	Hellin, John	
Halvarsen, Henry	Helberger, M.	
Hampel, Will	Helnaz, C. -2117	
Hansen, Adolf	Helmer, H.	
Hansen, Charlie	Helmer, Fred	
Hansen, Geo. J.	Henikson, Chas.	
Hansen, H. C.	Henke, E.	
Hansen, Henry W.	Hermanson, Fritz	
Hansen, I. 2156	Hetman, Walter	
Hansen, Martin	Hilderbranch, A.	
Hansen, Nils S.	Hilke, Karl	
Hansen, Norkard M.	Hine, Jack	
Hansen, Olof	Hokan, A.	
Hansen, Thomas	Holm, Aago	
Hanson, Harald	Holmqvist, F.	
Hanson, Henrik	Holst, R.	
Hanson, H. O. -2418	Hooze, Frank	
Hanson, John	Hord, Charlie	
Hannus, Alex	Hoverson, Carl	
Hauan, Karl	Hubertz, Emil	
Hauzen, Hans C.	Hubner, Carl	
Hawkins, Fred	Huse, E.	
Helander, John		
Hakom, Joe	Insunso, Francisco	
Ingebretsen, Olaf	Iversen, Ivar	
Jackson, Aug.	Jensen, Charles	
Jacobs, G.	Jensen, H.	
Jacobsen, Martin	Jensen, Halford	
Jacobson, T.	Jensen, Hans -1555	
Jade, H.	Jensen, Henry	
Jamson, J. E.	Jensen, Jens	
Jarosinski, Feliks	Jensen, John Frank	

Jensen, Oskar
Jersch, Wilhelm
Johansen, Axel H.
Johansen, Carl J.
Johansen, Edward
Johansen, Peter
Johansen, R.
Johansson, Arvo
Johansson, Bernard
Johansen, Walter
Johnson, C. -2094
Johnson, C. -2392
Johnson, E. A. -2247

Kaleva, Gustaf
Kallas, Alexander
Kallas, August
Kallaman, E.
Kallberg, A.
Kampel, D.
Karlsen, Hans
Karlsen, Wiktor
Kendahl, Chas.
Kine, C.
Kinlock, Wm.
Kipste, Chas.
Laakso, Frank
Landegren, J. F.
Larsen, A.
Larsen, George
Larsen, Herman
Larsen, John
Larsen, Julius
Larsen, Louis
Larsen, Ludvig J.
Larsen, N. P.
Larsson, K. E.
Laursen, Chris.
Lawson, J. P.
Leelkolm, M.
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Magee, E. H.
Magnussen, Magnus
Maki, Ivar
Malland, O.
Manno, Albert
Manse, Peter
Marguaret, Robert
Marquels, Frank
Martens, H. -1892
Martens, F. -2262
Martin, H.
Martin, J.
Martinson, Ernst
Mathiesen, N. L.
Mathsen, Ludwig
Mathsen, Olaf
Matta, Humberto
Mattison, Harry
Mattson, J.
Mayes, Joel B.
McKeating, R.
McLaughlin, M.
McLean, H.
Naujack, Fritz
Nedson, John B.
Nelson, Alvin
Nelson, C.
Nelson, Ernest C.
Nelson, Wm.
Neuling, George
Neumann, Joseph
Nextrom, Alex
Nicklas, M.
Nielsen, Edwin N.
Nielsen, E. S. -1116
Nielsen, H. O. -1229
Niemeyer, Oscar
O'Brien, Fred
O'Brien, J. S.
O'Brien, R. F.
O'Keefe, Ed
Oleman, Henry
Olofsson, M.
Olsen, Carl -1315
Olsen, Charles A.
Olsen, Martinus
Olsen, Ole -1047
Olsen, Ragnvald
Olsen, Tom

Palm, P. A.
Paulman, Geo.
Paulsen, N.
Persson, John
Persson, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Olaus
Pedersen, P. -896
Pedersen, W. G.
Peterson, Oscar
Peterson, Anton
Peterson, Hernning
Peterson, J. A. -515
Peterson, C. -1493
Peterson, L. -1389
Quigley, Robert E.
Raasu, Matti
Raam, Henry
Randolph, J. S.
Randropp, John
Rank, W.
Rasmussen, Emil
Rath, Hermann
Reyberg, Sverre
Rimmer, C. M.
Sanders, S.
Saunders, James
Savage, Roland
Nilsen, Anders
Nilsen, Harry
Nilsen, Henrik
Nilsen, N.
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurhonen, Evert
Nurm, John -1151
Nyman, Axel
Nyman, Oskar
Olson, Andrew
Olson, Dolph
Olson, Morten
Olson, O. J. -542
Olson, P.
Olsson, James
Olsson, Carl
Opderbeck, Eugen
Orling, Gust
Osterholm, J. W.
Owen, Fred
Peterson, Mauritz
Peterson, M.
Peterson, Nils
Peterson, Olaf -1595
Peterson, Viggo
Peterson, Tom
Pettersen, Oscar
Petrov, Alex
Pettersen, Carl
Pinkert, C. B.
Plattner, Fred
Plett, Herrman
Plom, Charles
Poknandt, H.
Pommer, Jon
Publicatus, Aug.
Punn, Antoni
Quinn, R. C.
Roberts, Frederick
Rode, Fritz
Rolland, Lars O.
Rosenfeldt, A.
Rotter, R.
Rudt, Walter
Rundquist, O.
Ryan, James
Schneider, H.
Schroder, Willy
Schulz, F. J.

Sellin, B.
Sender, W.
Siemers, Bernhard
Sharkey, Tom
Skellerup, Aksel
Skoglund, Harry
Skogman, W.
Slettemark, Einar
Smith, Donald
Snider, G.
Solberg, Bernt
Sonnenberg, J. C.
Sorensen, Anton
Sorensen, J. -2037
Spanas, Nick
Spanos, James
Speller, Harry
Tamsar, P.
Tanum, H. -973
Tayra, August
Teishert, Karl
Thee, Rudolf
Thewas, E. J.
Thoren, Gus
Thoren, Wiktor
Thorsen, C.
Thorn, Arvid
Uderkull, C.
Vogel, Gus
Wacner, Wil
Wald, Olaf -1285
Walker, Erick
Wallin, Gustaf
Walther, I.
Weatcroft, L.
Weber, Fred
Weltz, Ornuif
Werner, Charles
Yejata, Yrjo
Stenberg, Gus
Strand, Charley
Stratten, H. B.
Steinfart, J. H. F.
Stenman, Richard
Stetnberg, Alfred
Stolzerman, Emil
Strand, Louis
Sundberg, John
Svendsen, J. -1903
Sorensen, C. J.
Swanson, Gus
Swanson, O.
Swensson, T. H. -2055
Thorsell, C.
Thorsen, Rolf
Tierney, Pat
Tompson, Charley
Thomson, G. E.
Tonnesen, Trygve
Tothz, Dick
Traynor, John
Trenkhahn, Martin
Ulmars, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Olsen, Arne
Anderson, Andrew	Olsen, Carl -1101
Athanasel, Michal	Pedersen, Elif
Berling, J. B.	Penningsrud, Ludwik
Carter, Sidney	Persson, Oscar
Ceelan, John	Raasch, O.
Ellefsen, Otto	Raum, Henry
Evensen, Louis	Rary, Frans
Finnely, Wm.	Rathke, Reinhold
Furth, Richard	Relursen, A. L.
Hansen, Karl	Silver, S. A.
Hansen, Marius	Slettemark, Einar
Hansen, O.	Sorensen, Pete
Hendriksen, Hag-	Strasdin, A. W.
bart	Swanson, Ben
Jacobsen, Emil	Tillman, A. C.
Johansen, Emil	Thoren, V. A.
Jorgensen, Oluv	Wakely, R. E.
Klette, E. F.	Walters, Albert B.
Matheson, A.	Wirthman, W. L.
Nelson, Axel.	

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlsson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlsson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings
Banks of San Francisco.)
The following Branches for Receipt and
Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.
RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.93
Deposits55,675,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund..... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending December 31,
1914, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: 25, 30 and
50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made
Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

WHEN IN SAN FRANCISCO
Patronize

Charles Johnson's Cigar Stand

Union Made Cigars and Tobacco
138 EMBARCADERO

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

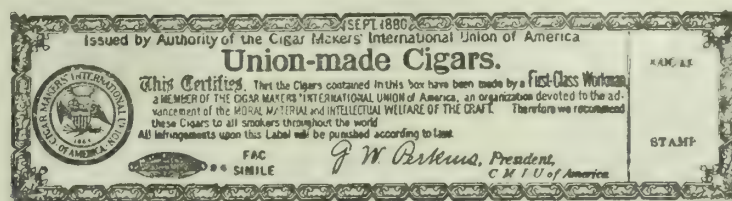
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



DR. F. W. RIEHL

Graduate of Berlin University, Germany
51 THIRD STREET, CORNER STEVENSON

Office Hours, from 11 A. M. to 4 P. M.

Patent Dirigible Life-Saving-Kites for Sale

One Kite, in the worst kind of gale, will save in one trip more
people, better and faster through the breakers,
than any life-saving boat.

J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH
RED SEAL CIGAR
UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15
Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

News from Abroad.

Tales of distress and starvation continue to come from nearly all parts of Mexico. The American Red Cross Society and the American consuls are distributing such relief as has been contributed by the people of the United States.

Admiral Sir Henry B. Jackson has been appointed first lord of the admiralty in place of Admiral of the Fleet Lord Fisher of Kilverstone. Admiral of the Fleet Sir Arthur K. Wilson remains associated with the board of the admiralty in an advisory capacity.

Two British torpedo-boats were torpedoed on June 10 off the east coast of England by a German submarine. The two torpedo-boats in question, No. 10 and No. 12, had each a complement of thirty-five men. No. 10 had a displacement of 244 tons, a speed of twenty-six knots, and was 166 feet long. No. 12 had a displacement of 253 tons, a speed of twenty-six knots and was 172 feet long. Both were built in 1906.

General Christian de Wet, one of the leaders of the South African rebellion against Great Britain, pleaded not guilty to a charge of high treason, but guilty to a charge of sedition, at the opening of his trial at Bloemfontein on June 10. The indictment against him is a long one, covering alleged rebellious acts and seditious utterances. Attorney-General De Gager is prosecuting the case, and three judges are sitting.

The coal supply is becoming a serious question in France. Certain portions of the mining districts are in the hands of the Germans, so that no supplies can be obtained from them. Imports from England are held up in the ports, and are subject to demurrage, but the principal cause of the increased prices is excessive freight charges. Many of the bourgeois press are calling for increased hours of labor in the mines, so as to increase the French output.

The German war corn company recently found it possible to reduce the price of flour, that of rye flour being reduced by almost 10 per cent., and that of other flours to a lesser extent. The municipality of Berlin has therefore introduced maximum retail prices for bread, in order that consumers may share in the benefit of the reduced prices. The charge for two, 1½ kilogrammes, and one kilogramme of rye bread is to be 85, 63 and 43 pfennigs respectively, and the price of smaller quantities is to be reckoned accordingly. It was found impossible to fix maximum prices for biscuits, Pumpernickel, milk rolls, and so forth, owing to the variety of their preparation.

The question of the shortage of labor for agricultural purposes is to the front in Germany, even in a more acute form than it is in Britain. It is essential that as much wheat as possible shall be produced inside the German Empire, in view of the increasing difficulty of obtaining supplies from abroad. Consequently the German farmers want boy labor. Already orders have been issued permitting the school authorities to release boys and girls for farm work at the age of twelve or thirteen. The Socialist papers are up in arms against this employment of children, and declare that it is unnecessary, since the farmers had plenty of labor to get the harvest in without the assistance of the children.

ALASKA FISHERMEN.

San Francisco.

Elkeland, Will H. Hakansson, Ingvar
Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels W.	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

With the Wits.

A Record-Breaker.—"And do you really love me?"

"Love you? Darling, you're dearer to me than my wheat."—Buffalo Express.

Something Wrong.—"How much did he pay for those grand-opera tickets?"

"Five dollars apiece," replied Miss Cayenne.

"He must love music."

"Possibly. And, on the other hand, he may have very little respect for five dollars."—Chicago Tribune.

Life's Bitternesses.—Arthur sat on the front doorsteps crying softly.

"What is the matter, little boy?" asked a kind-hearted woman who was passing.

"Ma's gone and drowned all the kittens," he sobbed.

"What a pity! I'm awfully sorry."

"An' s-she promised—boohoo—at I c'u'd do it."—Boston Transcript.

"Nobody Home."—The judge did not seem to appreciate the remarks of the lawyer for the defense. (Several years before they had had a fight over the question of religion.) At last the judge interrupted the lawyer and said, "Do you not know that everything you are saying is going in one ear and out the other?" The lawyer turned to him and replied, "Your honor, what is to prevent?"—Burr.

He Qualified.—"Tommy Atkins" pleaded exemption from church parade on the ground that he was an agnostic. The sergeant-major assumed an expression of innocent interest.

"Don't you believe in the Ten Commandments?" he mildly asked the bold freethinker.

"Not one, sir," was the reply.

"What! Not the rule about keeping the Sabbath?"

"No, sir."

"Ah, well, you're the very man I've been looking for to scrub out the canteen."—Tit-Bits.

Joint Accounts

This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

\$1000.00

REWARD

\$1000.00

J. COHEN & CO. BALTIMORE CLOTHING CO.

72 EAST STREET, NEXT TO OLD SAILORS' UNION HALL
SUITS MADE TO ORDER—UNION LABEL
HAVE MORE UNION LABEL ARTICLES IN THEIR STORE
THAN ANY TWO STORES ON EAST STREET
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen,
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

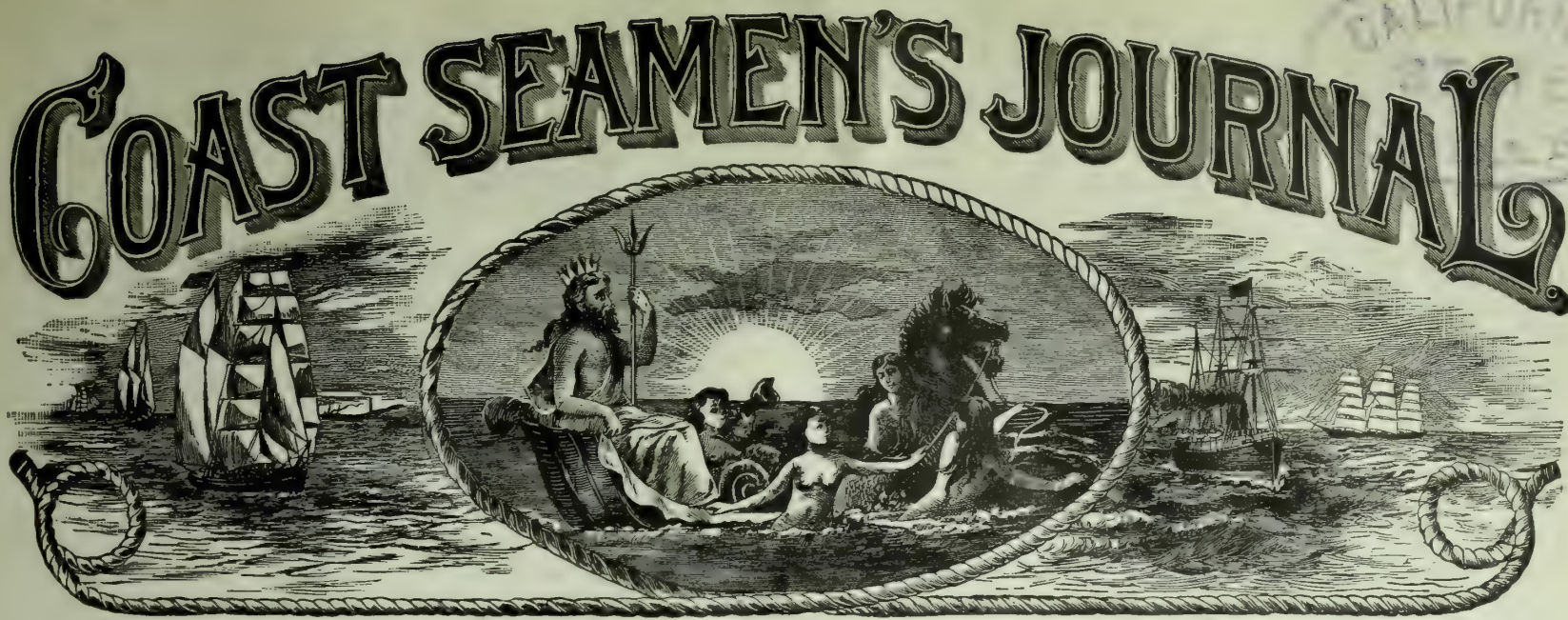
72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 41.

SAN FRANCISCO, WEDNESDAY, JUNE 23, 1915.

Whole No. 2335.

CAPITALISM AND MILITARISM.

Both Stand for the Workers' Oppression and Both Should be Suppressed.

In the present world war there have been certain hopeful signs or symptoms which must have filled the war lords with alarm.

The great mass of the daily and weekly newspapers in the belligerent countries have done their duty (?) with enthusiasm. They have never missed an opportunity to stir up hatred between the countries at war.

According to the German and Austrian papers the English are little better than savages, and according to the British press the Teutons are just a little worse.

But in spite of the shameful campaign of calumny and lies to make the working people of each country hate the workers of the other, they have had only poor and withal most discouraging results.

In a recent issue, the Journal had occasion to severely criticize the unreasonable and narrow-minded attitude of certain longshoremen's unions in the Antipodes who had refused to work with German and Austrian born members of their unions, even though they had long ago become naturalized and had in some instances helped to organize the very unions which now turned against them. This was a pitiful example of isolated success by the poison press.

Needless to state the spirit of hatred thus shown by the longshoremen was not approved or condoned by the Australian labor press.

Always vigilant, keen and alive to its opportunities and responsibilities, the Australian labor press has furnished some splendid contributions to contemporary literature on militarism and kindred subjects. As a worthy example we reprint the following from the current issue of "The Australian Worker":

There is one thing about this war that needs to be said. It is not a war to end war, as many patriotic democrats are trying to persuade themselves and us it is.

If such were really the case, there might be some justification for the frightful slaughter and suffering the war entails.

To slay the hideous monster that for thousands of years has held mankind in its power, and devoured its bravest and depraved its purest, would be a consummation worth dying for indeed.

But to labor under a delusion on this score, and sacrifice innumerable precious lives to a false belief, would be only adding a crowning horror to the most revolting tragedy of all time.

This war is not a war to end war. That is merely the pretext of the warmongers and the warlords.

The age has grown so democratic and humanitarian, so enlightened and life-conscious, that

it is no longer possible to incite it to a senseless fury of destruction. Some plausible reason has to be found to satisfy its scruples, some stirring cry to wake its sleeping passions. "A war to end war" fills the bill, and the Junkers and Jingoers are using it for all it is worth.

No organ of the working class dare tolerate this cunning decoy. No person or body representing the labor movement can permit so gross a lie to pass unchallenged without treason to the ideals of brotherhood which inspire the agitation for economic justice.

It is NOT a war to end war. Unless the workers keep their eyes unclouded, and their brains clear of cant, this gigantic orgy of bloodshed will not be the last great drunk of all, but just another dipsomaniacal outbreak, bearing in its foulness nothing but the promise of more to follow.

The delegates of the Australian Workers' Union, who recently sat in Sydney, were keenly alert to the pernicious nature of the appeal which the militarists are making to the patriotism of the workers. They carried the resolution hereunder unanimously:

"That this Conference emphatically condemns warfare, which is against the workers' interests, and hopes that the termination of the present war will mean the overthrow of Capitalism and Militarism, and the triumph of the working class throughout the world."

In that resolution the upholders of the existing social system are identified with the war-makers. And Capitalism and Militarism in truth are one and the same. The exploitation of the people is backed up by brute violence. Profit-hunting, in the final analysis, is robbery under arms.

The time is coming when the Labor Movement will have to fight the ape with the gun. It is no use pretending that such a beast can be the workers' savior.

In most of the countries of the world it confronts them with lips curled back from its teeth, and snarls the murderous hatred that is in its heart.

It consumes the wealth they produce. It imposes grievous burdens upon them. It binds them as slaves to its service.

In Australia we have made a great effort to escape from its savage clutches. Recognizing it as a monster created by the monopoly of physical force in the hands of a class, we have striven to render its existence impossible by democratizing physical force, by wresting it from a class and distributing it through the whole mass of the people.

The plan is not without its perils. It is by no means a counsel of perfection. A nation under arms—even when the rifle in one hand is counterbalanced by the vote in the other—is liable to become corrupted by the power it wields.

But in spite of its snares and its sinister seductiveness, it marks a vast advance on the system that prevails in the lands of Europe.

It is not in Germany alone that the curse of militarism blights progress, and holds the workers in subjection. In France, in Russia, in

Italy, it is the same. In England, at the very heart of our own Empire, it rears its ugly head. The mightiest navy the world has ever seen rides triumphantly upon the waters, but veiled in the smoke it vomits from ten thousand funnels are the vilest slums that ever disgraced a civilized community.

To maintain enormous organizations of violence the workers are taxed to an extent that only a spirit broken on the wheel of hopeless toil could endure.

Great armament trusts batten upon their labor. Traffickers in the weapons of destruction grow rich on their misery.

And should they dare to rise in revolt, should they straighten their backs for an instant to demand the smallest amelioration of their lot, the power that they have fed with their heart's blood, whose ravenous appetite they have stripped the flesh from their bones to satisfy, is hurled against them by their oppressors, and crushes them to the earth with ruthless barbarism.

Isn't it perfectly plain that the workers will have to fight this monster? How can the war destroy it, when it dominates the nations that will be victorious as well as those that are destined to suffer defeat?

It would be folly to cherish the belief that militarism will bring about its own death, and atone by self-annihilation for the murders that redden its hands.

The greatest of men and women have looked forward with longing eyes to the elimination of this evil. They have hoped that the growth of the humanitarian spirit would destroy it; or that religion, with the thongs of Christ, would drive it from the earth it has defiled.

But this has not happened. To-day militarism is more powerfully established than ever it was before in the history of mankind.

It obsesses every sphere of life. It is able, responding to the will of half a dozen diplomats, to overturn the civilizing agencies of the world, and plunge us into a deeper darkness than that of savagery.

It can paralyze trade and industry. It can deprive millions of their daily bread. It can ravage the fields that the husbandmen have tilled and sown; burn down the cities that the builders have built; condemn whole multitudes of innocent women and children to starvation.

Whatever the result of the war, the workers will still be faced with the task of slaying the monster. The workers, and the workers only, can do it.

Democratic progress cannot attain its full fruition while it continues to swagger about the earth with spurred heels and mailed fists.

Between the creators of wealth and the destroyers of wealth there can be no truce.

War is teaching the workers that Capitalism and Militarism are but two phases of the same system of oppression.

And the time is within measurable distance when the organized labor movement in every land will concentrate its intelligence, its energy, and its courage on bringing to pass the double execution of these twin traitors to humanity.

THE WORLD-WIDE WAR TRUST.

(By Congressman Clyde H. Tavenner.)

There are tricks in all trades. If the peoples of the several powers can be incited to mutual distrust, suspicion, and hatred, for instance, it means increased dividends for the stockholders of the war traffickers in each country.

The several leading powers aim to increase their naval strength in the same proportion. If one of the powers can be induced to take on an additional super-dreadnaught, it is used as an argument as to why the other leading powers should do the same. It works as an endless chain, with the war burden ever and ever increasing on the backs of the taxpayers of the world.

If a new design can be worked out, that, too, means more grist for the ship-builders. It calls for the speedy "scrapping" of the vessels already on hand as "obsolete," "scrapping" meaning throwing on the scrap heap as old junk. So the life of the battleship is ever lessening.

Another trick in the trade of the war traders which is obviously profitable, otherwise it would not be continued, is the hiring of retired Army and Navy officials and ex-Members of Congress by the powder, armor and shipbuilding concerns. These ex-officials know the inner workings of the military branches of the Government, know the personnel in an intimate way, and by private conversation, by correspondence, and in various ways are in a position to obtain much useful information. They know how to go about things for results. Through these ex-officials the War Trust has become thoroughly at home in Washington.

There seems to be no limit to the extremes to which the war traders are willing to go for business.

Although scarcely believable, it is the proven fact that British and German war trusts many years ago actually set about to represent to their respective home governments that their rivals were planning to build and building great armadas of giant fighting craft, which have since been proven absolutely to have been figments of the imagination pure and simple. The same character of campaigns has been going on between France and Germany, between the countries in the triple alliance and the triple entente, and it is yet to be established whether the United States of America has not also been the victim of a similar brand of commercialism, in which patriotism is the means and profit the end.

Misrepresentation as to the building programs of Great Britain and Germany were carried on to such an extent that the papers became full of it, and the suspicion of the people toward each other grew and grew. It was inevitable that there could be but one end to such proceedings, and that end war.

Specific information, replete with details, is available to show just how the work was carried on.

Briefly, this is the story: Beginning in 1906, Mr. H. H. Mulliner, managing director of the Coventry Ordnance Company, of England, one of the great British war trafficking concerns, gave himself to the work of propagating the myth of a gigantic expansion of Krupp's works

in particular and German military acceleration in general.

It was an underground campaign, but subsequent letters and speeches (Mulliner's communications to London Times, August 2 and 16, September 21, December 14 and 17, 1909; January 1, 3, 6, 7, 8, 12, 15 and 18, 1910, etc.), indicate that Mr. Mulliner's "information," sent first to the war office in May, 1906, was "passed on to the admiralty," "was discussed by them with several outsiders," and then "passed from hand to hand so that hundreds have read it."

Of this "information" it need only be added that as soon as it became public it was contradicted by Messrs. Krupp, through Hon. John Leyland, member of Parliament in England, and other correspondents. After some years it was practically admitted by the British Government to have been false. Time has proved that it never had any real basis.

But the "information" had its effect, the effect that Managing Director Mulliner, of the Coventry Ordnance Company, desired that it should have. The "information," becoming public, swept Great Britain off its feet. The people took up and repeated the war traders' slogan: "We want eight, and we won't wait," meaning battleships.

Ten days after Mr. Mulliner presented his "information" to the supreme governing body of the British Empire the statement explanatory of the navy estimates was made. It showed a total of \$170,793,522 for 1909-10, an increase of \$13,720,752; new construction accounting for an increase of \$6,512,400.

As a result of the "tip" furnished by the managing director of the war munition firm, the British Government foretold that Germany would have 17 dreadnaught battleships by March, 1912, and Leader Balfour, still more impressed by the fake "scare," declared Germany would have 25, or, in any case, 21 dreadnaughts in March, 1912.

On almost the same day the predicting was going on in England, the German Admiral, Von Tirpitz, told the budget committee of the German Reichstag that the German Navy would have only 13 dreadnaughts in the autumn of 1912.

Germany had, in fact, according to the British Naval Annual, only 9 dreadnaught battleships and cruisers on March 31, 1912, and only 14 on March 31, 1913.

At last the picturesque statistician is beginning to lay hold on figures appertaining to the business of the Panama Canal. He finds, for instance, that the cargoes passing through that waterway in a recent month would have filled approximately eighteen hundred freight trains of twenty cars each, and that these trains if placed end to end would have stretched along a track for a distance of 275 miles, or would have filled five parallel tracks running from Panama to Colon. When an enterprise reaches the stage where the picturesque statistician is able to make himself at home with its business figures it may be said to have attained a settled place in the world's economy. There should now be no more anxiety with regard to slides.

If you are not too large for the place you occupy, you are too small for it.—Garfield.

POOR OLD SCHWERIN.

Vice-President and General Manager R. P. Schwerin, of the Pacific Mail, said to a Congress committee recently:

"If you had struggled for twenty years, as I have; taken a line that was \$1,250,000 in debt, doubled its traffic by slow, hard labor, raised \$12,000,000 to build four 37,000-ton ships to put into the trade from New York to the Philippines and you were defeated by Congress through the Canal bill and the Seamen's act, I think you would be a little discouraged. I have given twenty years of my life, morning, noon and night, to see the American flag on the ocean, and if those four ships had been built, I would have had four more for the coast of South America and four more equal to the Imperator, all under the American flag. As it is, I am done with the American flag forever."

Poor old Schwerin! He has gone back on his own flag all because Congress has demanded that seamen under that flag shall have protection and rights as human beings. For years controlled by the trans-continental railroads merely to kill off water competition the old Pacific Mail outlived its usefulness when the Panama Canal opened. A service like that was a disgrace to the flag, not a credit to it.

Now Schwerin is charging all his troubles to the Seamen's bill. Yet, in spite of his wail and the fact that most of the ships of the line are obsolete and fit for the scrap heap, the stock of the company has gone up 4¼ points since the passage of the Seamen's bill. Never was the American flag more flagrantly used as a cloak to hide a service that was not creditable to it than over the ships on the Pacific Mail.—San Pedro Daily Pilot.

The Gibraltar Supreme Court has condemned the German steamer "Macedonia" and her cargo as good lawful prize of war. The "Macedonia," which was built at Newcastle-on-Tyne in 1900, and was owned by the Hamburg-American Line, left Hamburg June 29, 1914, with cargo for Baltimore and New Orleans, and after taking on board at the latter port coal and general cargo consisting of ship's stores, cleared about August 28 for Cadiz, which port, however, was not entered. The ship, after having been interned in the Spanish ports of Santa Cruz la Palma for one month and Las Palmas for three and a half months, left the latter port without formality, leaving behind anchors and cables. When steering a southwest course she was on March 28 last captured by H. M. S. "Gloucester" on the Equator, about 33 longitude. At the time of capture the ship had the name "Hendrik" painted on the stern, and was flying the Dutch colors.

Salt wells in China have been operated for hundreds of years, and in the Tzelinching district, especially, have built up a prosperous community. In some cases the wells are 300 feet deep. The salt is obtained in the form of brine, which is raised in bamboo tubes by means of crude derricks, the motive power for which is furnished by water buffaloes.

For fair products of all kinds consult the JOURNAL's ad columns.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Demand Lawson's Release.

The parade and mass meeting held in Denver as a protest against the Lawson verdict was participated in by over 6,000 men and women. At the mass meeting a mighty roar greeted the 17-year-old daughter of Lawson when she thanked labor for its support of her father.

"It is not the liberty of my father alone, that is in danger," she said, between cheers of the audience, "but it is the liberty of every man and woman and child which is in danger."

Congressman Buchanan came from Chicago to deliver one of the principal addresses. The trades unionist reviewed the causes that led up to the miners' strike and declared that labor would continue its efforts to not only secure the release of Lawson but would maintain its agitation against all forms of injustice.

Prof. James H. Brewster, of the law department, Colorado University, called attention to the failure of the Attorney-General to indict mine guards who used a machine gun on the Forbes tent colony.

"Was it justice when, last summer," he asked, "Sheriff Grisham chose a grand jury to investigate the troubles that had occurred the previous year and to bring in indictments against the guilty parties—was it justice, I say, when Grisham appointed upon that grand jury, Wilson, Riggs and others, especially Wilson? Wilson admitted before the Congressional Committee that he guided the mine guards—some of them from Texas—to Forbes on October 17. Wilson was there during the murderous onslaught against that little tent colony. Wilson was put by Sheriff Grisham on that grand jury. Is that justice?"

Resolutions were adopted calling on the Governor and Attorney-General to prove to the public they are unbiased by prosecuting the men responsible for Ludlow.

Another resolution commends Chairman Walsh, of the Commission on Industrial Relations, "as the one and only man who ever forced the Rockefellers to acknowledge the supremacy of the law; the only man who has ever had the courage to compel them to disgorge the whole disgraceful truth regarding their dealing in Colorado." This resolution refers to the attempt of special privilege to discredit Walsh and thereby weaken any condemnatory report on Rockefeller methods the Commission may make.

Rockefeller Millions Taint Public Press.

President Gompers told delegates to the National Women's Trade Union League how the Rockefeller foundation and similar organizations possessing untold millions are poisoning the well of intelligence and often give workers the wrong viewpoint on subjects that are vital to labor. The speaker illustrated his point by referring to the controversy between the Rockefellers and Chairman Walsh, of the Commission on Industrial Relations. He declared he attended every session of the Commission when John D. Rockefeller, Jr., was on the stand, and that the stories given out later by Rockefeller and the

public press that supports him, were neither fair nor honest to Chairman Walsh, who was described as doing a great work for the cause of labor.

"Frank Walsh has no business to give to the newspapers," said the unionist. "He has no secret fund upon which to draw to pay for advertisements; he has no \$200,000,000 foundation with which to corrupt the minds of the people of the country. Our own people have sometimes been misled by reason of the misinformation spread broadcast by the millions of the Rockefeller foundation, and some workers have even criticized the splendid work of Mr. Walsh; some of our own are led to side against us by reason of this false and misleading information. I have personally heard many good men criticize the splendid work of Mr. Walsh in the interest of the workers because they have been misinformed as to the facts," said President Gompers.

The speaker referred to the Clayton law as the Declaration of Industrial Independence, and said this act would undoubtedly be attacked "by the forces that are poisoning the wells of intelligence by conveying misinformation to the people through the medium of the press."

President Gompers urged the delegates to make trade unionism their life's paramount issue, and not permit themselves to let other issues overshadow the one great question of organization, that workers may regulate their lives, may have a voice in regulating wages, hours and conditions. This, the speaker insisted, was of prime importance, all other questions being secondary.

Oppression in Porto Rico.

A. F. of L. Organizer Iglesias and President Martiniz of the Cigar Workers' Union of Porto Rico told the Industrial Relations Commission recently of oppressive conditions prevailing in that island.

Only after the island was occupied by Americans, said Martiniz, did the Porto Ricans learn that all men have equal rights. "We became enlightened," he said, "and we began to protest at the manner in which we had been treated in the past." The witness stated that despite the workers' belief that they have a right to organize and a right of free speech, they have been thrown into jail, on the slightest pretext. The employment of women and children in industries that formerly employed men, at twice the rates now prevailing, was mentioned as a factor in causing unrest.

"We want protection for the widows and orphans of workers killed in industry, and we want the big bosses, the lawyers of corporations and the political ringleaders to cease waging warfare on our labor organizations," said President Martiniz.

Organizer Iglesias told the commission of officials' brutality toward workers in the recent strike of agricultural laborers. The witness, together with other A. F. of L. officials, had been "pulled from the stands" by policemen and thrown into filthy cells when they attempted to address the strikers. Many of the latter were so poverty-stricken they lived in trees and in the

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Trades and Labor Council of Vancouver, B. C., has asked for the removal from office of Chief Inspector of Mines Graham, who is charged with attempting to deceive the jury at the inquest of the nineteen miners who were drowned in a mine at South Wellington, last February. The disaster was caused by water rushing into the mine from another mine. Blue prints indicated that the mines were 415 feet apart, but the actual measurements showed a difference of only two feet. At the inquest the mine inspector acknowledged that he knew the blue prints were drawn to different scales.

The woolen mills of England, Ireland, and Scotland are working to the very limit of their capacity to supply cloth for the fighting men of the Allies. Never has Yorkshire known such industry in her mills. Saturday afternoon work is almost universal. Sunday work is quite common. Some mills are working twenty-four hours a day. Several are working seven days a week, with perhaps a three-hours' respite on Sunday afternoons for the cleaning and overhauling of machinery. The output of cloth is prodigious. Firms no longer measure their production by the yard, but by the mile. A recent estimate put the war-time output of army cloth at 300 miles a week.

New Zealand again sets the pace: "The proposal to establish small flour mills in country districts, each to supply the requirements of a narrow area, which is being favorably considered by the farmers in the Auckland district, is interesting, because it really seeks to re-establish the conditions which existed in some parts of New Zealand thirty or forty years ago or more," says "Lyttelton Times." "The idea is to set up district mills, which could grind a sufficient quantity of wheat grown in the neighborhood to satisfy the needs of the settlers and the residents in the various small townships, and to serve more economically the areas remote from the cities, where the farmers have to pay heavy bills for railage and cartage on their supplies of flour. Such mill, if revived and conducted preferably by co-operative enterprise, would benefit many a country district throughout New Zealand."

At a recent dinner given by the Railway Clerks' Association in London recently, to celebrate the development of the association from a struggling provincial organization to the present day, when it consists of 240 branches with a membership of 34,000, C. W. Bowerman, M. P., declared that he had no doubt that at no distant date the United Kingdom would, after the example of the Australian Commonwealth, have its own Labor government. The extent of the labor organizations in this country were shown, he said, by the fact that had the annual Trades Union Congress been held in September last it would have included a membership of 546 delegates, representing 2,780,000 men. F. W. Goldstone, M. P., said that the development of future power in the hands of the working classes must be laid along the lines of fuller and freer education, and to insure this all barriers must be broken down on the broad highway from the elementary schools to the university.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, Sven H.	Larsen, L. K.
Andersen, Sven	Lindholm, A.
Anderson, Oscar	Larsen, Hans -1783
Anderson, Ernest	Lindstrom, C.
Andersson, Enkan	Lindholm, Chas.
Apelquist, Otto	Mourice, F.
Anderson, David C.	Malmberg, Ellis
Alin, Emil	Meyers, Max
Apostolakes, P.	Michelsen, Ellert
Ban, Martin	Malm, Gustaf
Bergh, Borge	Moberg, Karl
Brusbard, E.	Midling, M.
Buanik, L.	Nordlund, Gust
Brein, Hans	Nurminen, Mr.
Birkenberg, H.	Olsen, Nick
Bringsrud, Marald	Olsen, Olaf
Contrera, J.	Owen, Fred
Christensen, Martin	Olsen, Ole Wilhelm
Chilton, Harry	Olsen, Harald
Duval, William	Peterson, N. -1234
Eklund, Sven	Petterson, Oscar F.
Engstrom, M. R.	Pillman, Frank
Ericsson, Otto	Rytko, Otto
Fredrickson, H. G.	Ruter, Peter
Fredriksen, J. H.	Rodgers, Mike
Fasholz, Dan	Renvall, Anshelm
Gusek, B.	Severson, Paul
Hansen, Sigvarth	Swanson, Fred H.
Jacobsen, Alfred	Schultz, Albert
Johansen, John	Strahle, Chas.
Johansson, Geo. W.	Schmith, George
-1219	Sievers, G. P.
Johansen, Ingvald	Thompson, Tommy
Jensen, Edvard	Toren, Gustaf A.
Johansen, Emil	Thornlund, J. N.
Johanson, Geo.	Uhlig, Richard
Johnson, Ole	Voss, Henry
Johnson, Edvard A.	Wagner, W.
Jonsen, Leonard	Wallin, John
Johansen, Chas.	Wilson, C. J.
Karlsson, Aksel	Photos & Packages.
Lutzen, Valdemar	Anderson, David C.
Laine, F.	Johansen, Nils A.

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

Mitsui & Co. have chartered the steamer "Hokai Maru" for a round trip to the Pacific Coast. She will bring sulphur and hardwood to San Francisco and Portland and take back lumber.

Federal Judge Dooling, at San Francisco, has given judgment in favor of 20 seamen, amounting to \$65.50 for each, for shortage of provisions on the schooner "Roy Somers" on a voyage from Alaska to San Francisco.

The British steamer "Derwent River" arrived at Portland during the week, where she is under charter to load grain for Europe or Australia at 87 shillings. The steamer is only four months old and it is said when she completes her outward run her freight earnings will have paid her cost of construction.

Charter rates from northern Pacific Coast ports have taken a jump of 25 cents per thousand feet, although but few fixtures were reported last week by the Shipowners' Association. The rate now is \$4 from Puget Sound, Grays Harbor, Willapa and Columbia River; \$3.50 from Humboldt Bay and Coos Bay, and \$3.25 from Mendocino ports.

The Canadian Pacific Railway has been appointed by the Russian Government as the agent, in Canada and the United States, of the Russian Volunteer Fleet which is to run steamers between Vladivostok and Vancouver. The Canadian Pacific will handle all freight intended for Russia by this line through its railway and steamship departments.

Nine tins of opium were found on the Pacific Mail steamship "City of Para" while that vessel was in drydock at Hunter's Point. The drug was found concealed behind the panels in one of the state-rooms and the discovery was made by Inspector F. G. Fessler. Customs men were also busy looking for contraband on the "Persia" of the China fleet.

With practically all the deck-gear of the ill-fated motor-ship "Malaka," the steamer "Greenwood" of the Whitelaw Wrecking Company arrived at San Francisco from Cedros Island during the week via San Diego. The "Malaka" was en route to this port from Europe when she piled up on the rocks December 18 of last year. Captain Whitelaw stated that the "Malaka" was a total loss and that the hull had broken in three pieces. Nothing other than the gear brought here by the "Greenwood" will be salvaged.

After strenuous efforts, the crew of the fire-boat "Dennis Sullivan" finally succeeded in extinguishing the fire in the coal cargo of the French bark "La Rochefoucauld," which was beached on the mud flats near Hunter's Point, San Francisco. In order to quench the blaze it was necessary to practically fill the vessel with water. The operations were in charge of Battalion Chief Cook and Captain Muentner. Work of discharging the coal cargo of the French bark "Sully," which was also on fire a few days ago, is under way. The fire in her was extinguished by the use of gas.

On instructions from Washington, the Collector of Customs at San Francisco has instituted an investigation into the status of the Mexican ship "Mazatlan," seized and held by Mexican authorities in Ensenada. The "Mazatlan" when seized was owned by Fred Jebsen. Later the ship was reported sold to the Executive Co. of San Francisco, and application was made for a change to American registry. The purpose of the change and the real ownership is what Washington wants investigated. A local bank, it is said, holds a bill of sale from Jebsen and is thus presumably an owner.

The remains of the wreck of the British four-masted barque "Dalgona" have been found on Maupihoo Island in the Society Group. The island is uninhabited, but schooners call there about twice a year to obtain copra. The "Dalgona," it will be recalled, was lost some twelve months or more ago. She was caught in a hurricane, and dismantled and thrown on her beam ends. The master, Captain Isbister, and several of the crew were either killed by the falling wreckage or washed overboard. The dismantled "Dalgona" was subsequently sighted by a French barque, and the survivors, after enduring great privations, were taken off and landed in America.

Still sound of hull and said to be as seaworthy as the day on which she was built, the barge "Gardiner City," once noted as a sailing vessel out of this port, is to be rehabilitated into a windjammer once more. She will be again operated as a barkentine in the lumber trade. Until several years ago the "Gardiner City" plied in the North Pacific lumber trade. Toward the close of her career as a sailing craft she was twice dismantled. A year ago the vessel was purchased by the Cache Creek Dredging Company from Swayne & Hoyt of this city and converted into a barge. The "Gardiner City" is now the property of the Port Blakeley Mill Company, which will place her in the lumber traffic.

Captain Newell B. Jordan, for many years a bar pilot at San Francisco, died suddenly at San Francisco during the week from the effects of a stroke of apoplexy. Captain Jordan was born

in Bath, Me., sixty-two years ago. He commanded several clipper ships, the last being the full-rigged ship "R. D. Rice," in which he made many fast passages from this port and New Orleans to Liverpool. After leaving the sea as a commander he was one of the bar pilots in San Francisco for a long time, and left this position eight years ago. He went to Seattle and was in the stevedoring business for some time, and then made his home in Liverpool, returning to San Francisco about a year ago. He is survived by a widow.

Premier Fisher of Australia has sent the following letter to the Premier of New South Wales, concerning the Sydney-San Francisco service: "The Postmaster General's Department is already paying a much higher subsidy for its oversea mail contract than the circumstances of the postoffice justify. Moreover, with the cheaper cable service now available under the deferred and week-end systems, it is considered there would be no warrant for increasing the cost of the service in order to secure a shortening of the period of transit. I may mention further that it would not appear that vessels capable of ensuring this shorter period of transit via America would be suitable for trade purposes, both on account of the special construction, etc., necessary to ensure the requisite speed, and of the shortness of time which can be allowed at ports of call in America in order to secure the shorter period of transit claimed."

Eight days less than a year from Newcastle, England, and having three skippers on the trip, the French ship "Rene Kervilier" arrived in San Francisco during the week. The vessel brought 1250 tons of pig-iron, 1703 tons of coke and 511 tons of fire-brick to Balfour, Guthrie & Co. Captain Herve, the first master, was taken sick and the ship put into Montevideo to land him and put to sea again with Captain Ybert in command. Encountering hurricane after hurricane, the vessel was partially dismantled and finally made Montevideo again for repairs, which took many weeks. On the second attempt to make San Francisco the "Kervilier" went out in command of Captain Legal. Failing to make around Cape Horn, the skipper squared away and took the course around Cape of Good Hope, making the trip to this port in 150 days. Nothing but good weather was encountered on the trip from the South American port to San Francisco.

One trip was lost by the turbiner "Northern Pacific," which had to go in dry dock at Portland for repairs, due to her rudder being disabled while passing in the Columbia River. According to advices received from Astoria by the local agency of the Great Northern Pacific Steamship Company, the rudder was put out of commission while crossing the bar, due to excessive vibration while in shallow water. The big turbiner was towed safely to Flavel. An examination of the rudder made by a diver showed the extent of the damage, and the vessel proceeded to Portland to be put in dry dock. After having been laid up for several months at the Union Iron Works for turbine repairs, the sister ship of the "Northern Pacific," the "Great Northern," has left dry dock and will go into commission in a few days. Since the accident to the "Northern Pacific" Tuesday, work on the "Great Northern" is being rushed with the idea of putting her into commission at once, instead of on July 3, as had been planned.

The Australian Trade Commissioner to America (Mr. Nielsen) has placed before the Commonwealth Premier proposals for the improvement of the steamship service between Sydney and San Francisco. These provide for an accelerated subsidized service, which would reduce the journey between Sydney and London by four days. An offer has been made by one of the companies to build two 20-knot vessels, and the proposals have been sent on to the Commonwealth Government for consideration. Mr. Nielsen calculates that the mails, under the proposed arrangement, would reach London in 24 or 25 days, and that the journey to the western ports of America would be reduced by three or four days. The "Sydney Daily Telegraph" says that the suggestion that there should be a subsidy from Australia for the San Francisco mail service has already received the consideration of the Postmaster-General's Department, which reported that, as far as the European mails are concerned, the Suez route is better, and they do not recommend the subsidizing of the Pacific boats. As regards the American service, it is considered that there is not sufficient mail matter carried by the American boats to warrant the payment of a subsidy. The Department will therefore continue the present system of paying for the carriage of its American mails at the poundage rate.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHWARZENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 23, 1915.

THE NEW SEAMEN'S ACT.

Time When Sections Will Take Effect.

From time to time inquiries are received by the "Journal" as to the exact dates when the various provisions of the new Seamen's Act will take effect.

In order that there may be no misunderstanding upon this matter, the dates of enforcement are herewith again submitted in detail:

On American vessels all the provisions of the Seamen's Act will go into force on November 4, 1915.

On foreign vessels in American ports the provisions for Life-Saving Regulations will go into force on March 4, 1916.

All other provisions of the Seamen's Act which apply to foreign vessels in American ports, namely: Advance and Allotment, Right to Money in Port, Qualifications of Seamen, Desertion of Foreign Seamen in the United States, will go into force upon the expiration of the period provided for the abrogation of the respective treaty provisions, June 4, 1916.

THE COST OF OPERATION.

As has been repeatedly explained in these columns, the new Seamen's Act is designed not only to improve the condition of American seamen but also to equalize the cost of operation between American and foreign ships touching at our ports.

In compiling the cost of operation the item labeled "wages" is generally the greatest factor. Thus so-called low-wage countries are said to have an advantage over high-wage countries that can be overcome only by extreme measures, if at all.

Japan and China are probably at the bottom of the ladder among low-wage countries. Therefore, it is argued American ships cannot compete in the world's shipping trade unless they are permitted to employ the natives of these two Asiatic countries.

This, in brief, constitutes the main argument of the alleged patriotic "Americans" who are at present working overtime in

attempting to discredit the new Seamen's Act.

The members of the Schwerin-Dollar Knockers' Club know, of course, that the greatest value of the before-mentioned low-wage crews is to be found in their status as slaves who cannot under any circumstances leave their ship, no matter if she be moored in the safest harbor of the world. If low-wage crews were at liberty to leave their ship in high-wage ports or, at any rate, were enabled to demand the going wages of the port (where the vessel may be located) the whole contention of the cheap crew argument would immediately become a most transparent pretense. And that is precisely what the new Seamen's Act will do.

By releasing cheap crews from their bondage when in American ports they will be able to demand the wages of the port and prevent the ship from proceeding to sea until she has either made terms with the cheap crew or hired another crew at the wages of the port. That low-wage crews are perfectly willing, in fact, over-anxious to co-operate in working out this equalizing plan is evident to anyone who follows the news of the day. It has been said by the publicity agents of the shipping interests that Oriental seamen will not avail themselves of the new opportunity to improve their condition. But current events easily give the lie to claims of that nature. Scarcely a week passes that some Japanese seamen do not actually risk their lives in trying to gain liberty from the vessel which brought them to these shores. Only last week a reward of \$50.00 each was offered by the master of the Japanese steamer "Kenkou Maru" for the apprehension of two seamen who had "escaped" from the vessel by jumping into the Columbia River and swimming ashore.

It would be worse than silly to answer the statement that foreign ships will stay away from American ports in order to avoid the restrictions and penalties of the Seamen's Act.

Ships will go wherever freight and passengers are to be found. They will go anywhere—right to the edge of the abyss, if necessary—as long as it pays to go there. And who, except Mr. Schwerin, will attempt to assert that general compulsory employment of competent and efficient seamen at fair wages will drive shipping out of business?

A HOODOO SHIP?

Ever since the steamer "Mackinaw" came under the management of the Robert Dollar Company there seems to have been an old-fashioned hoodoo with that gallant vessel.

Built at West Bay City, Mich., in 1890, the "Mackinaw" has had the usual checkered career of a tramp steamer. But her really eventful history began when Captain Dollar imported a Chinese crew for the craft. This seemed to be a flagrant violation of the Alien Contract Labor law and a citizen of San Francisco promptly brought suit in the Federal Court against the owner of the "Mackinaw" to recover the sum of \$19,000 for violating the above-named law in importing nineteen Chinamen for service on the "Mackinaw." That suit is still pending and, since the case is par-

ticularly clear and void of conflicting side issues, will doubtless ultimately result in a verdict for the complainant.

The next disaster to overtake the luckless vessel was a fire at sea, off the California coast. With a panic-stricken coolie crew this experiment was something worth while noting. Moreover, it furnished an additional and a most interesting chapter to the "history of disasters at sea that might have been avoided."

Undaunted, the "Mackinaw" started again after due repairs had been completed. This time it took her nearly nine days to make the trip from San Francisco to the Columbia River, arriving there only with the aid of the tug "Dauntless." From private information received it has been learned that both the fire at sea and the more recent long voyage are solely due to the inability of a cheap crew to master the art of burning oil instead of coal.

All in all, the case of the "Mackinaw" is another instance where a cheap crew has proved decidedly an expensive proposition.

MORE OFFICIAL ARROGANCE.

It appears as if Government by Civil Service develops different degrees of tyrants. The men who issue "orders" forbidding Navy Yard workers from serving as officials of a labor council may be classed as petty tyrants. But the man who transmits these orders to the victims of official arrogance and uses offensive language in so doing, can be classed only as a tyrant who ought to be pitied.

F. M. Bennett, the Commandant of the Mare Island Navy Yard, doubtless qualified as a tyrant who ought to be pitied when he formally advised several trade-unionists that they had shown themselves "unfit for the trust Uncle Sam reposes in his employes" because of their activity in furthering certain Constitutional Amendments favored by organized labor. The worthy Commandant is evidently unable to distinguish between enlisted men serving in the Navy, and civilians employed in the Navy Yard. An enlisted man is not supposed to "talk back" when superiors write foolish letters or issue boomerang orders. But the civilian employes of our Government are not muzzled—at least not yet. That grand feat has not been accomplished even though desperate attempts along these lines are being made by three political Commissioners who think they control the political conscience of some 482,000 men and women classified as Civil Service employes.

Civil Service was established primarily to purify politics and to secure for the Government, competent and efficient employes—i. e., to make appointments upon a merit instead of a party basis.

Now it begins to appear as if Civil Service has been construed to mean "Servile Service."

Against this bureaucratic endeavor the workers must protest with all their might. Government ownership has come to stay; in fact, we shall have more and more of it as the years roll by. It behooves all workers, therefore, to pay earnest attention to the case of these Mare Island Navy Yard workers.

Can we afford to remain silent while our fellow-workers are being muzzled?

We can not, and we shall not; for silence in this instance would mean tacit approval. More than that, it would inevitably bring still further aggression upon the political rights of the workers in Government service.

ABOUT CONVICT LABOR.

The Public, of Chicago, takes issue with organized labor of California upon the objections raised by the latter against the employment of convict labor in the State Highway project.

The JOURNAL frankly concedes that there is much to be said on both sides of this question. The Public, however, does not seem to take that attitude. After quoting a single paragraph from the JOURNAL's protest, our contemporary poses as the mentor of labor and administers a rebuke which concludes with the following command:

Let organized labor give its attention to California's land system, and see that all its citizens have equal opportunity to labor, and there will be no occasion for solicitude over the employment of convict labor.

Now, it so happens that organized labor in California has for years given its earnest attention to the land system. Organized labor in California has in two recent campaigns given its energy, time and money to educate the people upon the fundamentals of the single tax. So much for our contemporary's belated advice.

The Public in its commendable zeal for smashing monopoly of land is at times inclined to forget that the organized workers must perforce wrestle with the commonplace problems of to-day. Organized labor can not give all its energy to propaganda. The workers must eat, and they must eat to-day and to-morrow in order to have strength and courage for the future battles with the monopolists.

The Public is very, very unfair when it insinuates that organized labor would keep convicts in idleness. Nothing is further from the truth. Organized labor is in deep sympathy with every effort to bring sunlight and some degree of happiness into the lives of men serving time in the penitentiaries.

We maintain, however, that organized labor's first duty is to protect the ever-growing army of so-called unskilled or migratory workers from ruinous competition, and still further degradation. And to those who constantly shed tears over the prisoners' hard life we submit this thought: If some of the bountiful sympathy so freely bestowed upon the inmates of prisons were given to the army of workers who toil and sweat and struggle, year after year, outside the prison's walls there would be much less occasion for academic lectures upon prison reform.

When it comes to a question of weighing the relative importance of passing events we take our hats off to Dr. Harvey Wiley, the well-known food authority, who said, in the course of a recent address: "Greater than the question of what ships shall fly the American flag; greater than the question of what nation shall rule Europe, and greater than the question of what flag shall rule the seas is the question today of giving the laboring man his fair and just reward."

It is gratifying to reflect that much of the so-called dissension in the ranks of organized labor is but the inevitable accompaniment and evidence of the vital force within the movement. The dead alone present a perfectly peaceful exterior.

If there were fewer slaving children there would also be fewer idling parents.

DEMOCRACY AND WAR.

A most interesting discussion has taken place in Germany during the recent past upon the relationship between Democracy and War.

It has been held by certain scholars that war is invariably followed by progress and democracy. Another school of thought is just as emphatic in maintaining the very opposite, i. e., that reaction and autocracy are the logical successors of war.

Thus the oral and verbal battle has raged. The leading German Socialist daily, "The Vorwaerts," has, for example, declined to accept the theory recently propounded by a writer in another publication "that democratic reform has usually been brought about, not by a change of attitude on the part of the Conservative element, but as a necessary consequence of war."

The writer who argued for the affirmative appealed to history in support of his contention, but the "Vorwaerts" considered that there was little foundation in historical facts for his optimistic view that democratic changes must necessarily follow the present war. In the first place, he had been somewhat unfortunate in his rather meager selection of illustrations from among the numerous wars of the nineteenth century; for in the wars he had cited, it was invariably in the vanquished state that reforms were made, while no democratic innovations took place in the victorious country. This was particularly true of the war waged by Prussia in 1806-07, when the defeat of that country led to such a complete breakdown of the feudal system, that the abolition of serfdom became an absolute necessity. Similarly it was defeat which had compelled the introduction of reforms in Russia after the Crimean war.

The gentleman who argued for the affirmative, the "Vorwaerts" continued, appeared himself to have been aware of this weak point in his thesis, and had therefore laid greater stress upon the circumstance that the franchise demanded by the revolutionists of 1848 was introduced after the victorious campaign of 1866.

Here again, however, the "Vorwaerts" pointed out, what actually happened was that, in defeated Austria, the constitution which had been suppressed in 1865, was restored, and an agreement with Hungary arrived at, while, in victorious Prussia, the introduction of the franchise had been rather a preliminary condition to, than a consequence of the war. It was not introduced, it was true, until a year after the conclusion of peace, but Bismarck had resolved to take the step before even Koenigraetz and Nikolsburg were fought. It had, in fact, already become clear to him in the "fifties" that Prussia, which was the center around which all his plans revolved, must become mistress of the German national movement in the interests of her future, and that the German nation could only be won, if the north German power made greater concessions to Liberalism than did Austria. For that reason Bismarck outbid the proposals submitted by Austria to the diet of princes at Frankfort, and on Sept. 22, 1863, urged the federal council to adopt universal suffrage, after he had made it clear to the King that such a measure could only be in the interest of Germany, and particularly in that of

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 21, 1915.
Regular weekly meeting came to order at 7 p. m., A. Seaman presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., June 14, 1915.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 14, 1915.

No meeting; no quorum. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 14, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 14, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 14, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 14, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 14, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 7, 1915.

No meeting. Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 17, 1915.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported slight improvement in shipping. The report of the Secretary upon the result of the recent conference with the shipowners in Seattle was received and endorsed.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, June 10, 1915.

Shipping improving; plenty of men ashore.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, June 9, 1915.

No meeting. Shipping fair; few men ashore.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, June 14, 1915.

No meeting. Shipping fair.

THOMAS BAKER, Agent.
89 Second Street N. Phone Broadway 2306.

DIED.

Alfred Acorn, No. 847, a native of Nova Scotia, age 53, died at San Francisco, Cal., June 16, 1915.

The labor movement does not lack for men who can point out the promise of the future. What it too frequently does lack is the man who remembers and respects the lessons of the past.

The man who talks about the "sacrifices" he has made for the labor movement usually spends most of his energies in the effort to "get back his own"—and as much more as possible.

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 23, 1915.

THE NEW SEAMEN'S ACT.

Time When Sections Will Take Effect.

From time to time inquiries are received by the "Journal" as to the exact dates when the various provisions of the new Seamen's Act will take effect.

In order that there may be no misunderstanding upon this matter, the dates of enforcement are herewith again submitted in detail:

On American vessels all the provisions of the Seamen's Act will go into force on November 4, 1915.

On foreign vessels in American ports the provisions for Life-Saving Regulations will go into force on March 4, 1916.

All other provisions of the Seamen's Act which apply to foreign vessels in American ports, namely: Advance and Allotment, Right to Money in Port, Qualifications of Seamen, Desertion of Foreign Seamen in the United States, will go into force upon the expiration of the period provided for the abrogation of the respective treaty provisions, June 4, 1916.

THE COST OF OPERATION.

As has been repeatedly explained in these columns, the new Seamen's Act is designed not only to improve the condition of American seamen but also to equalize the cost of operation between American and foreign ships touching at our ports.

In compiling the cost of operation the item labeled "wages" is generally the greatest factor. Thus so-called low-wage countries are said to have an advantage over high-wage countries that can be overcome only by extreme measures, if at all.

Japan and China are probably at the bottom of the ladder among low-wage countries. Therefore, it is argued American ships cannot compete in the world's shipping trade unless they are permitted to employ the natives of these two Asiatic countries.

This, in brief, constitutes the main argument of the alleged patriotic "Americans" who are at present working overtime in

attempting to discredit the new Seamen's Act.

The members of the Schwerin-Dollar Knockers' Club know, of course, that the greatest value of the before-mentioned low-wage crews is to be found in their status as slaves who cannot under any circumstances leave their ship, no matter if she be moored in the safest harbor of the world. If low-wage crews were at liberty to leave their ship in high-wage ports or, at any rate, were enabled to demand the going wages of the port (where the vessel may be located) the whole contention of the cheap crew argument would immediately become a most transparent pretense. And that is precisely what the new Seamen's Act will do.

By releasing cheap crews from their bondage when in American ports they will be able to demand the wages of the port and prevent the ship from proceeding to sea until she has either made terms with the cheap crew or hired another crew at the wages of the port. That low-wage crews are perfectly willing, in fact, over-anxious to co-operate in working out this equalizing plan is evident to anyone who follows the news of the day. It has been said by the publicity agents of the shipping interests that Oriental seamen will not avail themselves of the new opportunity to improve their condition. But current events easily give the lie to claims of that nature. Scarcely a week passes that some Japanese seamen do not actually risk their lives in trying to gain liberty from the vessel which brought them to these shores. Only last week a reward of \$50.00 each was offered by the master of the Japanese steamer "Kenkou Maru" for the apprehension of two seamen who had "escaped" from the vessel by jumping into the Columbia River and swimming ashore.

It would be worse than silly to answer the statement that foreign ships will stay away from American ports in order to avoid the restrictions and penalties of the Seamen's Act.

Ships will go wherever freight and passengers are to be found. They will go anywhere—right to the edge of the abyss, if necessary—as long as it pays to go there. And who, except Mr. Schwerin, will attempt to assert that general compulsory employment of competent and efficient seamen at fair wages will drive shipping out of business?

A HOODOO SHIP?

Ever since the steamer "Mackinaw" came under the management of the Robert Dollar Company there seems to have been an old-fashioned hoodoo with that gallant vessel.

Built at West Bay City, Mich., in 1890, the "Mackinaw" has had the usual checkered career of a tramp steamer. But her really eventful history began when Captain Dollar imported a Chinese crew for the craft. This seemed to be a flagrant violation of the Alien Contract Labor law and a citizen of San Francisco promptly brought suit in the Federal Court against the owner of the "Mackinaw" to recover the sum of \$19,000 for violating the above-named law in importing nineteen Chinamen for service on the "Mackinaw." That suit is still pending and, since the case is par-

ticularly clear and void of conflicting side issues, will doubtless ultimately result in a verdict for the complainant.

The next disaster to overtake the luckless vessel was a fire at sea, off the California coast. With a panic-stricken coolie crew this experiment was something worth while noting. Moreover, it furnished an additional and a most interesting chapter to the "history of disasters at sea that might have been avoided."

Undaunted, the "Mackinaw" started again after due repairs had been completed. This time it took her nearly nine days to make the trip from San Francisco to the Columbia River, arriving there only with the aid of the tug "Dauntless." From private information received it has been learned that both the fire at sea and the more recent long voyage are solely due to the inability of a cheap crew to master the art of burning oil instead of coal.

All in all, the case of the "Mackinaw" is another instance where a cheap crew has proved decidedly an expensive proposition.

MORE OFFICIAL ARROGANCE.

It appears as if Government by Civil Service develops different degrees of tyrants. The men who issue "orders" forbidding Navy Yard workers from serving as officials of a labor council may be classed as petty tyrants. But the man who transmits these orders to the victims of official arrogance and uses offensive language in so doing, can be classed only as a tyrant who ought to be pitied.

F. M. Bennett, the Commandant of the Mare Island Navy Yard, doubtless qualified as a tyrant who ought to be pitied when he formally advised several trade-unionists that they had shown themselves "unfit for the trust Uncle Sam reposes in his employees" because of their activity in furthering certain Constitutional Amendments favored by organized labor. The worthy Commandant is evidently unable to distinguish between enlisted men serving in the Navy, and civilians employed in the Navy Yard. An enlisted man is not supposed to "talk back" when superiors write foolish letters or issue boomerang orders. But the civilian employees of our Government are not muzzled—at least not yet. That grand feat has not been accomplished even though desperate attempts along these lines are being made by three political Commissioners who think they control the political conscience of some 482,000 men and women classified as Civil Service employees.

Civil Service was established primarily to purify politics and to secure for the Government, competent and efficient employees—i. e., to make appointments upon a merit instead of a party basis.

Now it begins to appear as if Civil Service has been construed to mean "Servile Service."

Against this bureaucratic endeavor the workers must protest with all their might. Government ownership has come to stay; in fact, we shall have more and more of it as the years roll by. It behooves all workers, therefore, to pay earnest attention to the case of these Mare Island Navy Yard workers.

Can we afford to remain silent while our fellow-workers are being muzzled?

We can not, and we shall not; for silence in this instance would mean tacit approval. More than that, it would inevitably bring still further aggression upon the political rights of the workers in Government service.

ABOUT CONVICT LABOR.

The Public, of Chicago, takes issue with organized labor of California upon the objections raised by the latter against the employment of convict labor in the State Highway project.

The JOURNAL frankly concedes that there is much to be said on both sides of this question. The Public, however, does not seem to take that attitude. After quoting a single paragraph from the JOURNAL's protest, our contemporary poses as the mentor of labor and administers a rebuke which concludes with the following command:

Let organized labor give its attention to California's land system, and see that all its citizens have equal opportunity to labor, and there will be no occasion for solicitude over the employment of convict labor.

Now, it so happens that organized labor in California has for years given its earnest attention to the land system. Organized labor in California has in two recent campaigns given its energy, time and money to educate the people upon the fundamentals of the single tax. So much for our contemporary's belated advice.

The Public in its commendable zeal for smashing monopoly of land is at times inclined to forget that the organized workers must perforce wrestle with the commonplace problems of to-day. Organized labor can not give all its energy to propaganda. The workers must eat, and they must eat to-day and to-morrow in order to have strength and courage for the future battles with the monopolists.

The Public is very, very unfair when it insinuates that organized labor would keep convicts in idleness. Nothing is further from the truth. Organized labor is in deep sympathy with every effort to bring sunlight and some degree of happiness into the lives of men serving time in the penitentiaries.

We maintain, however, that organized labor's first duty is to protect the ever-growing army of so-called unskilled or migratory workers from ruinous competition, and still further degradation. And to those who constantly shed tears over the prisoners' hard life we submit this thought: If some of the bountiful sympathy so freely bestowed upon the inmates of prisons were given to the army of workers who toil and sweat and struggle, year after year, outside the prison's walls there would be much less occasion for academic lectures upon prison reform.

When it comes to a question of weighing the relative importance of passing events we take our hats off to Dr. Harvey Wiley, the well-known food authority, who said, in the course of a recent address: "Greater than the question of what ships shall fly the American flag; greater than the question of what nation shall rule Europe, and greater than the question of what flag shall rule the seas is the question to-day of giving the laboring man his fair and just reward."

It is gratifying to reflect that much of the so-called dissension in the ranks of organized labor is but the inevitable accompaniment and evidence of the vital force within the movement. The dead alone present a perfectly peaceful exterior.

If there were fewer slaving children there would also be fewer idling parents.

DEMOCRACY AND WAR.

A most interesting discussion has taken place in Germany during the recent past upon the relationship between Democracy and War.

It has been held by certain scholars that war is invariably followed by progress and democracy. Another school of thought is just as emphatic in maintaining the very opposite, i. e., that reaction and autocracy are the logical successors of war.

Thus the oral and verbal battle has raged. The leading German Socialist daily, "The Vorwaerts," has, for example, declined to accept the theory recently propounded by a writer in another publication "that democratic reform has usually been brought about, not by a change of attitude on the part of the Conservative element, but as a necessary consequence of war."

The writer who argued for the affirmative appealed to history in support of his contention, but the "Vorwaerts" considered that there was little foundation in historical facts for his optimistic view that democratic changes must necessarily follow the present war. In the first place, he had been somewhat unfortunate in his rather meager selection of illustrations from among the numerous wars of the nineteenth century; for in the wars he had cited, it was invariably in the vanquished state that reforms were made, while no democratic innovations took place in the victorious country. This was particularly true of the war waged by Prussia in 1806-07, when the defeat of that country led to such a complete breakdown of the feudal system, that the abolition of serfdom became an absolute necessity. Similarly it was defeat which had compelled the introduction of reforms in Russia after the Crimean war.

The gentleman who argued for the affirmative, the "Vorwaerts" continued, appeared himself to have been aware of this weak point in his thesis, and had therefore laid greater stress upon the circumstance that the franchise demanded by the revolutionists of 1848 was introduced after the victorious campaign of 1866.

Here again, however, the "Vorwaerts" pointed out, what actually happened was that, in defeated Austria, the constitution which had been suppressed in 1865, was restored, and an agreement with Hungary arrived at, while, in victorious Prussia, the introduction of the franchise had been rather a preliminary condition to, than a consequence of the war. It was not introduced, it was true, until a year after the conclusion of peace, but Bismarck had resolved to take the step before even Koenigraetz and Nikolsburg were fought. It had, in fact, already become clear to him in the "fifties" that Prussia, which was the center around which all his plans revolved, must become mistress of the German national movement in the interests of her future, and that the German nation could only be won, if the north German power made greater concessions to Liberalism than did Austria. For that reason Bismarck outbid the proposals submitted by Austria to the diet of princes at Frankfort, and on Sept. 22, 1863, urged the federal council to adopt universal suffrage, after he had made it clear to the King that such a measure could only be in the interest of Germany, and particularly in that of

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 21, 1915.
Regular weekly meeting came to order at 7 p. m., A. Seaman presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., June 14, 1915.
Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 14, 1915.
No meeting; no quorum. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 14, 1915.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 14, 1915.
Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 14, 1915.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 14, 1915.
Shipping and prospects poor.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 14, 1915.
Shipping and prospects poor.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 7, 1915.
No meeting. Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 17, 1915.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported slight improvement in shipping. The report of the Secretary upon the result of the recent conference with the shipowners in Seattle was received and endorsed.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, June 10, 1915.
Shipping improving; plenty of men ashore.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, June 9, 1915.
No meeting. Shipping fair; few men ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, June 14, 1915.
No meeting. Shipping fair.
THOMAS BAKER, Agent.
89 Second Street N. Phone Broadway 2306.

DIED.

Alfred Acorn, No. 847, a native of Nova Scotia, age 53, died at San Francisco, Cal., June 16, 1915.

The labor movement does not lack for men who can point out the promise of the future. What it too frequently does lack is the man who remembers and respects the lessons of the past.

The man who talks about the "sacrifices" he has made for the labor movement usually spends most of his energies in the effort to "get back his own"—and as much more as possible.

THE CUBA FERRY.

The final link that will enable a freight-car loaded in any part of the United States to be unpacked in Havana is at last completed. It has been possible for several years to send cars through to Key West over the wonderful system of viaducts planned and built by Henry M. Flagler for the Florida East Coast Railroad. Cars at this point are now to be run on board a newly completed ferry-steamer, said to be the largest in the world, and after a hundred-mile ocean trip will be landed at Havana on the Cuban Railroad system. This powerful craft, we learn from an article contributed by Harry Chapin Plummer to *The Scientific American Supplement*, bears Flagler's name and has been specially designed for its task.

Says Mr. Plummer:

"It is in the movement northward from Cuba of grapefruit, oranges, bananas, pineapples, and other products of the 'Pearl of the Antilles,' which are liable to the greatest danger of ruin or injury when transfers are made, that the new vessel must prove her worth at the outset. On her southward runs from Key West she will move trains largely laden with dressed beef and foodstuffs originating in the West and the North of this country.

"Equipped with four sets of tracks of standard gage on the car deck, which is 360 feet long and provides accommodation for thirty of the largest-size refrigerator-cars, the ferry-steamer is, in addition, fitted with three cargo-holds. These can be loaded either direct from the cars themselves or through cargo-ports at the side of the vessel.

"The dry-cargo capacity of the boat is approximately 3,000 tons, with an additional provision in one of the forward ballast-tanks for the shipment of a bulk quantity of molasses. Each cargo-hold is served by an independent double-drum electric cargo-hoist of two tons capacity, and the necessary filling and discharging apparatus has been fitted to the tank intended for molasses.

"Ten water-tight compartments, into which the vessel is subdivided, are used for ballast purposes. These deep tanks have a capacity of 3,000 tons, and the steamer thereby can be brought down to her proper draft when no cargo is carried. A system of pipes connects the tanks, and for emptying them two 12-inch centrifugal pumps have been fitted, which have a capacity capable of clearing all the tanks within an hour and a quarter.

"The voyage of 100 miles (from dock to dock) is to be made in eight hours—at an average speed of 12½ miles per hour. . .

"A notable feature of the boat is the fine accommodations provided for the officers and crew. Four individual baths are provided for the officers, while the crew's quarters are equipped with four shower-baths. Running hot and cold water is furnished for each room, and cold salt water for the showers and bath-tubs.

"The steamer, the keel of which was laid April 20 last, was built at Cramp's Shipbuilding Yards, Philadelphia, and launched September 22. M. C. Furstenau, consulting naval architect for the Florida East Coast Railway, designed the plans and specifications.

"The idea of quick communication with Cuba is not new, for the promoters of the Florida East Coast Railway have had it in

view for many years, but the accomplishment has been slow on account of the many difficulties to be overcome. It was no small undertaking to extend the line down the sandy, marshy shore of Florida to Miami, where a long pause was made. Then came that daring engineering feat of carrying a railroad over the swampy tip of Florida, and thence by a remarkable series of embankments and concrete viaducts, using the long curving series of keys as stepping-stones, to Key West, the outermost accessible point that can be reached in this manner.

"In building this wonderful viaduct, which is 128 miles long from Homestead, at the tip of Florida, to Key West, earth and rock embankments were used wherever the depth of the water permitted, and over fifty miles of this kind of roadbed was constructed; but in many of the intervals between the keys, of which about thirty were linked together by the undertaking, the water was too deep to permit of filling in, and, moreover, many of these openings were navigable passages that could not be closed or were in such exposed positions that embankments would not stand. Here a series of massive reinforced-concrete viaducts were placed, being built with arches of 50- or 60-foot spans. Altogether, these viaducts have a total length of somewhat over five and three-fourths miles, there being four separate viaducts, from 4,950 to 10,500 feet long.

"At the time the road reached Key West it built a substantial drydock, together with ample wharves, so that it was all ready when the time came to establish the hundred-mile ferry to Havana, as has now been done."

WHEN A BOAT IS NOT A BOAT.

It is no violation of neutrality to construct a gun and sell it to a foreign belligerent. The mountings can also be sent with it and all other appurtenances necessary. Even ammunition for it can be exported, and still the act is no violation of neutrality—except "in spirit," which, of course, does not count.

If the gun is to be used on shore, the constructors can even furnish the platform on which it is to be set, and still there is no violation of neutrality.

But to build and sell a floating platform for such a gun is distinctly a violation of neutrality and is not allowed. The floating platform for a gun is known as a warship, and the construction of warships for belligerents is forbidden. The gun can be sold, but not the ship; the torpedo, but not the torpedo boat.

The inventive genius of capitalism inspired by this anomaly has, however, been set to work to circumvent it, and has succeeded, so far at least as supplying the torpedo boat with the torpedo is concerned.

Submarine torpedo boats are now being manufactured for the British, in the New England shipyards under the control of that genius of industry, Charles M. Schwab. They are not completed there, however. The parts are made and sent to Canada to be "assembled." It is a "knocked down" submarine that is furnished.

The law is complied with in every sense—except, of course, in the "spirit"—which, as aforesaid, doesn't count. Just a little ingenious reasoning is necessary. A boat

is not a boat until it is assembled, constructed and made fit for service. The shipping of parts is, therefore, no more improper than the shipping of steel in the rough. The New England shipyards merely send pieces of steel of a certain construction and shape into Canada. How are they to blame if the Canadians put them together and assemble them into submarines? Evidently not at all. And therefore the stock of Bethlehem Steel Company has gone up 12 points on the New York Stock Exchange.

German-Americans, however, seem to be utterly impervious to this reasoning, as they were totally ignorant of the first principles of business. In fact, so unamenable to logic are they that it is said that fanatics among them are hanging around the New England shipyards waiting for a chance to blow up the plants with dynamite, and thus necessitating a constant watch.

They do not even seem to comprehend that Mr. Schwab, excellent business man that he is, is doing his very best to have the Bethlehem company earn dividends for its German stock and bond holders, and thus enable them to carry on the war, and that every "knock-down" submarine sent into Canada means a financial strengthening of the German cause; that most probably a large part of the recent German war loan so successfully raised came from dividends earned for German patriots by the Bethlehem Steel Company.

It seems a task of extraordinary difficulty to get the masses of the common people to understand what big business really means. They appear to be obsessed with the idea that they can destroy it without understanding it, which, unfortunately for them and fortunately for big business is impossible.—New York Call.

FACTS ABOUT RAT PLAGUE.

In view of the admitted importance of the rat in the transmission of plague, the study of this disease among rodents has become quite as necessary from the point of view of preventive hygiene as is the management of the human cases when they arise. A decade or two ago the investigation of disease among such lowly animals would have seemed a gratuitous inquiry, interesting from a purely scientific aspect, but without any direct application to the problems of public health. Modern knowledge has, however, taught the unsuspected significance of work along these lines. In a recently published report to the Local Government Board of England, on rat plague in East Anglia during the period from July to October, 1911, the magnitude of a single campaign is shown. During four months 15,332 rats were examined for plague infection—a task itself of no mean proportions. Thirty-five of the rats were found to be plague infected. Twenty-seven premises were found to harbor plague-infected rats. The places were all within an area previously pronounced to be infected. An economic as well as hygienic advantage in the antirrat crusade is shown by this English investigation, says *The Journal of the American Medical Association*. The rat destruction, which has been maintained by local enterprise for somewhat more than a year, had, in many localities, appreciably diminished the rat population.

ONE DAY OF REST IN SEVEN.

The nation-wide campaign for the enforcement of one day of rest in seven will be greatly assisted by the favorable decision recently handed down by the Court of Appeals in New York. As the highest court of New York has thus upheld the constitutionality of the law, it is thought improbable that it will be seriously challenged in other States. Bills to limit the working week to six days are to the front in Illinois, Pennsylvania, Ohio, Minnesota, New Hampshire, New Jersey, California and Wisconsin, and a number of other States.

In giving this decision the bench of the New York Court of Appeals is unanimous. The bench states that such a law is "in the direction of the betterment of public health and welfare, and, therefore, that it is one which the State for its protection and advantage may enact and enforce." The decision also points to the special need for legislative protection of the worker in the confined atmosphere of factories and workshops. The act primarily applies to factories and mercantile establishments.

The American Association for Labor Legislation which initiated legislation for one day of rest in seven points to the new need of affording the worker this protection owing to the inadequacy of Sunday laws under modern conditions.

Many modern industries are and must be continuous in their operation. "More than 15 per cent. of the employes in the iron and steel industry as a whole and more than 50 per cent. of the blast-furnace workmen were on a regular schedule of seven days a week, with a long turn of eighteen or twenty-four hours at the change of shift," stated the United States Bureau of Labor Statistics, in its report in August, 1912. This means that nearly 26,000 men, in this industry alone, were condemned to toil week in, week out, without respite.

Of 180,000 trade-union members in the State of New York one man in every five was reported to the State Department of Labor in 1910 as working regularly seven days a week. In the same year the Bureau of Labor in Minnesota reported 98,558 men working seven days each week. In Massachusetts a joint legislative committee in 1907 estimated that 221,985 persons, or over 7 per cent. of the population, were engaged in seven-day labor.

Not only must blast furnaces be stoked all the week but many forms of house service such as heating must be uninterrupted. Thus while the old Sunday laws are no longer practicable, the physical and moral welfare of men and women none the less demands the assurance of a day of rest.

The harmful results of continuous employment are recognized by casualty concerns. "If an applicant came to us for insurance, and we knew he was working seven days a week, we would refuse the risk, unless such excessive work was only temporary," is the declaration of John M. Pattison, president of the Union Central Life Insurance Company. A statement more significant of the dangers of seven-day labor could hardly be found.

The law on model lines which has been passed in Massachusetts as well as in New York compels the employer to post in factories and mercantile establishments where Sunday work is undertaken the rest

days of such workers as are employed on Sundays.

Since the enactment of the law in New York and Massachusetts not only have a number of manufacturers expressed satisfaction with the law but representatives of labor have said that the workers were much benefited by it. A labor union in New York City states: "Since the bill is enacted in the State of New York eighty-five of our members have the benefit of it. Formerly the same members had to work seven days a week and the best we had was one day off in a month. Furthermore, we maintained the same wages for six days as we formerly had for seven."

LOWER CALIFORNIA.

Whenever a stable Mexican government exists again, with which the United States is on terms of amity, it would not be surprising if it were to be approached with proffers of cash for transfer of the peninsula known as "Lower California." To be sure the terms of Mexico's present constitution would make such cession an act of treason; but that might not deter an administration firmly seated in power from providing other features if the affair were satisfactory.

The desire for the change of title has diverse origins, some of which are likely to remain constant. For military reasons it would seem to be well if both the peninsula and the waters of the Gulf of California could be controlled from Washington. For economic reasons the outlet of the Colorado River and sites for protection of the 750,000 acres of tillable land in the Imperial Valley should be under United States rule. Large construction enterprises in the form of dams and barriers against excess water, which are necessary for protection of interests in California, must be built in Mexican Lower California if at all. But private capital cannot and will not undertake the task, and the United States Government cannot do so.

Were the peninsula extremely valuable to Mexico, and likely to be developed by her in any near future, it would probably be a waste of thought and desire, for Californians interested in this project even to start discussion of the matter on a national scale, which is what some of them apparently aim to do. But save for the strategic value of the waters of the Gulf to any Mexican navy-to-be, Mexican rating of the value of the remote region cannot, we think, be high; and it is not beyond reason to believe that a turn may come in the relations of the two republics when the hopes of Californians may be realized. But the indispensable prior fact must be an administration in Mexico City able to withstand popular clamor against transfer of territory to a power that by force, years ago, took much Mexican soil. The memory of this filching process has not been obliterated, and still has to be reckoned with in discussion of coming events.

Some Californians, we notice, would have the United States trespass on the peninsula now, erect the necessary protective works for guarding the Imperial Valley, and make "final adjustments with Mexico when that country shall have attained peace." This will not be done so long as Woodrow Wilson is where he is now.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.	Toledo, O.
Cleveland, O.	North Tonawanda, N. Y.
Milwaukee, Wis.	Superior, Wis.
Ashtabula, O.	Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

swamps of the sugar fields. The witness said that buildings were set on fire and the strikers charged with the crime for the purpose of discrediting their cause. Scores of workers were arrested and railroaded to jail without the right of securing counsel or summoning witnesses.

Officials of Porto Rico denied these statements and dwelt at length on the government's neutrality in times of strike. Commissioner O'Connell asked if the Governor of Porto Rico had not advised striking cigarmakers to accept the employers' offer. This incident could not be recalled by the officials, but later, while on the stand, President Gompers stated that this strike was on while he was in the island; that the Governor did take this position and that he (Gompers) urged the cigarmakers to "stick." They followed his advice and won.

Labor Asks Changes in Organic Law.

President Gompers assisted unionists of New York in preparing a list of 21 proposals for presentation to the State constitutional convention, now in session. The workers agreed that a campaign of education must be conducted in favor of these planks, which include:

The writ of habeas corpus shall never be suspended and military tribunals shall not exercise civil or criminal jurisdiction over citizens while the regularly constituted State courts are open to administer justice.

Against the State constabulary and the employment of private armed forces in labor disputes. The Governor of the State shall be the commander-in-Chief of the army and naval forces thereof, and that as such commander, he alone be empowered to call out any portion or the whole of said forces or either of them in time of need.

Power to enable the State to insure workers against accident, sickness, invalidity, old age and unemployment.

The extension of popular rule and control of officials by the initiative, referendum and recall.

A State fund to insure employers against a risk of workmen's compensation, to the exclusion of every other form of compensation insurance.

Empowering the State and its several political divisions to undertake such public works and engage in such industries as they deem necessary to the public welfare for the purpose of relieving distress from unemployment or other extraordinary emergencies.

Abolish the power of the courts to nullify laws regularly passed by the Legislature or the voters of the State by means of referendum on the ground of alleged unconstitutionality.

Insure the right to trial by jury in all criminal or quasi-criminal prosecutions where the offense charged is punishable by imprisonment, including all cases of contempt of court.

That the constitution contain a provision as follows: "That the labor of a human being is not a commodity or article of commerce and the legislature shall not enact a law and the courts shall not construe a law contrary to this declaration."

Any act which any person may legally and lawfully do shall be held to be legal and lawful when done by two or more in concert.

The following decision was reached on the

short ballot: "Inasmuch as the so-called 'short ballot' is a proposition to vest greater powers in the hands of the chief executive of the Nation, States and municipalities, it is in violation of the fundamental principles of justice, democracy and freedom. The proposition should therefore not be indorsed, but condemned and opposed, and is hereby condemned."

Immigration Increases.

Immigration to the United States is on the increase, according to figures for April, just issued by the Federal Department of Labor. During that month 31,765 were admitted, against 18,704 for February and 26,335 for March.

Except Ireland, which increased from 452 in March to 1,238 in April, Southern Europe furnished the largest gains. Italy, including Sicily and Sardinia, increased from 3,357 to 6,032; Portugal, from 411 to 762.

Japan increased from 658 to 875. Mexico dropped from 1,164 in March to 223 in April, while China maintained its steady average, 156 arriving during April.

Of the skilled trades, the carpenters received the greatest number—436—during April. The total number of skilled workers arrived during that month was 3,595. Farm laborers totaled 2,533 and laborers, 3,860.

The figures show that California and the State of Washington are rapidly facing the same immigration problems that now confront Eastern industrial centers. During April, 1,908 immigrants were ticketed to California, and 1,135 to Washington. New York received 6,174; Massachusetts, 2,473; Pennsylvania, 1,826, and Illinois, 1,177.

Injunction Bait Declined.

Wisconsin trade unionists are urging the State Legislature to pass the Anti-Injunction bill introduced jointly by Assemblyman Frank Weber and Senator Bosshard. The bill has been amended by the Assembly Committee on Judiciary, and in a letter to A. F. of L. Secretary Morrison, in which both bills are explained Assemblyman Weber declares the altered bill "gives but little protection to labor."

In his reply, Secretary Morrison sustains this position and encourages the well-known Milwaukee unionist to continue his opposition to the amended bill.

Secretary Morrison says:

"In a question of this kind we cannot adroitly accept compromises. Great fundamental principles of liberty and justice are involved that are either right or wrong. Your bill, No. 57-A, was a step forward, a great legitimate step, and one that ought not be denied to the workers of Wisconsin by its Legislature. The substitute offered by the committee is similar to many measures which were promptly offered us in Congress by enemies of labor, and which we did not hesitate to denounce as pro-injunction bills. In other words, they legalized the issuance of injunctions during labor disputes and the use of the injunction writ to prevent the exercise of the most normal, personal rights, by the workers of our land. We unhesitatingly opposed such baits and denounced them vigorously. We found it better to delay from Congress to Congress, and if necessary, from generation to generation, in

order to secure a measure that would be guaranteed instead of a subterfuge.

"If you accept a weak or mischievous measure, such as the committee substitute, the mischief will not end in Wisconsin, but the example will be used to thrust similar mischievous legislation upon the workers in other States, and we will be compelled to travel around in innumerable circles for generations before that mischief could be undone.

"Your bill would be a genuine step in advance and upon it you could add other features without undoing what has been done. But upon the proposed substitute you would have more difficulty in disentangling the mischief than you would have in including new constructive features."

Illness a Tax on Workers.

The necessity for higher wages and for immediate legislation that will prevent occupational diseases is shown in a report to the Federal Commission on Industrial Relations which was prepared jointly by representatives of the Commission and the Federal Public Health Service.

The report states that the average wage earner in the United States loses approximately nine days every year on account of sickness, much of which is preventable. Illness has been found to be one of the principal causes of unemployment, and a principal factor in recruiting the army of destitute and dependent persons.

Ill health, it is stated, levies an annual toll of \$750,000,000 upon wage workers because of lost wages and expense of sickness.

The greater part of this gigantic tax falls upon those workers who are least able to afford it, since sickness has been found to be much more prevalent among low-paid workers than among those whose incomes are sufficient to provide sanitary housing, adequate food and pleasant surroundings in the home and in the place of work.

The estimate of an annual loss of \$750,000,000 is conservative, it is declared. It is based on a careful examination of the sick records of nearly 1,000,000 workers in this country, and is found to correspond very closely to the figures afforded by the sick records of a long period of years of about 26,000,000 workers in Germany and Great Britain. It includes merely the loss of wages during illness and the expenses of medical attention and does not take into consideration the impairment of the worker's efficiency and vigor or the cost of illness of members of his family.

President Wilson has issued a proclamation excluding 86,630 acres from the Santa Barbara National Forest, this land being a strip thirty miles in length, varying between three and eight miles in width, and comprising Santa Clara River and Castaic Canyon areas. Another proclamation excludes 160,235 acres from the Sequoia Forest. These lands in the Visalia district lie along the entire western boundary of the reservation in Fresno and Tulare Counties in the foothills of the Sierra Nevada Mountains. The lands withdrawn from both National forests will become subject to settlement under the homestead laws from August 11 until September 7, 1915.

Demand the union label upon all purchases!

DEMOCRACY AND WAR.

(Continued from Page 7.)

Prussia. Apart from that, however, the opposition to the progressives continued to be maintained.

The Danish war, the "Vorwaerts" continued, interrupted the reform movement, but in the spring of 1866 Bismarck again renewed his efforts, and finally, after the victory of Prussia, the Reichstag of the North German confederation was elected on the basis of the revolutionary franchise. Although, however, the war might have been responsible for the parliament, it certainly was not responsible for the franchise.

Bismarck himself in his "Gedanken und Erinnerungen" had written as follows of his attitude towards the demands of the Democrats: In consideration of the necessity of being able to resort, in the last extremity, to the most revolutionary means in a struggle against a superior foreign power, I had no hesitation in throwing what was at the time the most prominent feature of the progressive propaganda, universal suffrage, into the scale. That clearly shows, continued the "Vorwaerts," that the coquetting with democracy belonged to the preliminaries, and not to the consequences of the war. If, however, the chancellor's own testimony does not suffice, perhaps the contemplation of the uninterrupted continuance, in spite of 1866 and 1870, of the Prussian three-class suffrage will serve to point the moral.

All of which would seem to indicate rather conclusively that reaction is the logical aftermath of war.

MASTER'S LICENSE SUSPENDED.

The following self-explanatory communication should be of particular interest to masters and mates of coastwise vessels:

San Francisco, June 4, 1915.

Mr. James Eagles,

2421—13th Street, Oakland, Calif.

Sir:—Referring to your trial on May 21, 1915, on charges of violating Sections 4445 and 4463, U. S. R. S., in allowing your three officers to work from 7 o'clock in the morning until midnight, at which time you left Tacoma for sea; and then permitted the third officer to take charge of the deck watch from 12 to 4, and with special reference to your plea of "guilty" to above charges, we have to inform you that your license as Master and Pilot, Serial No. 56497, Issue 6, issued October 15, 1913, is hereby suspended for fifteen (15) days, effective from date of surrender of said license.

Respectfully,

(Signed) James Guthrie,
Joseph P. Dolan,
U. S. Local Inspectors.

Despite the great dikes of Holland, holding at bay the eager waters of the sea, there are records of terrible inundations which have claimed great numbers of the population. In the latter part of the thirteenth century the waters overcame the dikes at the mouth of the Ems, causing a loss of 80,000 lives. Again, in 1421 the overflow of the Meuse buried seventy-two villages and drowned 100,000 people; and in 1570 another 100,000 lives were swallowed up by the North Sea, when it broke through.

Patents have been issued on a number of cooking utensils in which a downward draft carries all odors away by diverting them into the stove on which the utensils are used.

Genius and ambition laugh at precedents. —Thayer.

PERRY'S VICTORY CENTENNIAL.

To commemorate Commodore Oliver Hazard Perry's victory over the British fleet in the naval battle of Lake Erie on September 10, 1813, the Interstate Board of the Perry's Victory Centennial Commission, appointed by the President of the United States and the Governors of ten States, authorized the erection of a monument at Put-in-Bay, South Bass Island, Ohio. The monument, which has just been completed, is in the form of a great Doric column in pink Milford granite, 317 ft. 3 in. high, surmounted by a gigantic bronze tripod and light, 22 ft. 10 in. high, a total height of 340 ft. 1 in. The column is 45 ft. in diameter at the base, and 35 ft. 6 in. at the neck, while the abacus at the top is 47 ft. square. The walls are 9 ft. 9 in. thick at the base and 4 ft. at the neck. The tripod, of statuary bronze in wrought and cast sections, is 17 ft. 4 in. in diameter. Its glass dome is an unbroken surface with closed joints, a form of construction never before attempted in glass. The tripod weighs approximately 10 tons and cost \$13,000, while the total cost of the column was \$395,000.

The names of the Americans killed and wounded in the battle of Lake Erie, September 10, 1813, will be carved in the wall panels of the rotunda of the column, and the complete roster of the fleet will appear in bronze tablets on the second floor. A passenger elevator will run to the spectator's gallery, at a height of 317 ft. The memorial reservation of 14 acres, from the center of which the column rises, comprises the narrowest part of Put-in-Bay Island toward East Point, overlooking in either direction from the site of the column, within a distance of about 300 ft., the waters of both Lake Erie and Put-in-Bay Harbor. The scene most appropriately includes Gibraltar Island, West Sister Island, off whose shores Commodore Perry dispatched his famous message, "We have met the enemy and they are ours"; the Canadian shore, the expanse of waters, and the international boundary line.

BRITISH COLUMBIA BOUNTIES.

The game department of British Columbia paid out \$21,000 in 1914 to hunters, trappers and settlers as a reward for killing wolves, cougars and coyotes. Bounties were given at the rate of \$15 a head for cougars and wolves and \$3 apiece for coyotes. Bounties were claimed on 382 wolves, 280 cougars and 4,138 coyotes. The Atlin and Skeena districts secured most of the wolf bounties. The largest number of cougars were killed in the Richmond district, near Vancouver, no less than 27 having been shot within the city limits. Columbia and Lillooet report the greatest number of coyotes, 754 bounties being claimed by the former and 794 in the last-named district. Kamloops reported 624 coyotes and 13 wolves.

By destroying these animals of prey the game department believes that the lives of thousands of deer will be preserved. It is estimated that one full-grown cougar requires the equivalent of one deer each week for food, and as these big felines prey upon the young deer the destruction is great, especially in the breeding season, as the wolves and cougars kill many of the fawns while they are quite young.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Government ownership of railroads is the only solution of our industrial problems, according to Amos Pinchot, who declared against private ownership and federal regulation in a speech in New York. The speaker said that railroad rebating "was just getting its second wind," and that private railroading hampered industry.

Street car men of Cleveland, Ohio, are now receiving a wage increase of two cents an hour. The city council and the company have a working agreement by which fares are based on cost of running the system, and last week the municipal authorities allowed the company an additional \$150,000 for operating expenses to cover the wage increase.

Special agents of the Federal Department of Labor have arrested four draftsmen, following months of investigation of charges that alien workmen were employed in Wilmington, Del. The arrests were made under the alien contract labor law of the United States, violation of which, in event of conviction, is punishable by a fine of \$1,000 on the corporation employing such workmen and the deportation of the workers.

tion-wide protests are bearing fruit. Uhlich was arrested by the militia November 25, 1913. For a month he was held in jail without being permitted to see friends. He managed to smuggle a letter to the outside telling of the brutal treatment accorded military prisoners, and later refused to exonerate militia officials on the promise of release. For nine months he was held in a jail where he contracted tuberculosis. Later he was released on bail.

Colorado unionists are asking if the acquittal of Robert Uhlich, union official, charged with murder, indicates that new policies will be followed by the powers that be. Scores of miners are under indictment and two have been found guilty—John R. Lawson and Louis Zancanelli. The latter was convicted on a murder charge and sentenced for life on the second trial. The dismissal of Uhlich, following the expose of Rockefeller methods at Washington, is significant, as it is believed the na-

Governor Brumbaugh of Pennsylvania has signed the six bills which provide a complete system of workmen's compensation and State insurance, to become effective the first of next year. The bill intended to place miners under the compensation law was also signed. This was opposed by operators, who insisted they are not responsible for accidents in mines because the State issues certificates to mine foremen. With the finest of judicial nicety the operators declare this debars them from "the freedom of selection."

When Chicago union carpenters were considering the wage compromise submitted by their employers, the latter made public demands that the trade unionists hold a secret ballot. This interference was answered as follows by Business Agent De Young: "They (employers) criticize and decry what they call the boss system in the union, a criticism which our members know has no foundation when, by the common admission of their own members, but five men have had full power and control of all matters connected with the agreement for their association, no direct ballot having been held."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO. 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alonzo, Julio	Meyerdeirks, H.
Anderson, Carl	Moore, Tryger
Anderson, A. B.	Muler, J.
-1082	Monroe, Wallace
Anderson, William	Mikkelsen, K. -1620
Blumel, Wm.	Nilsen, Nils
Boose, P. C.	Norlin, Georg
Bruhn, B. de	Nygard, Olaf
Brunstad, John	Nickerson, Arthur
Brynulfson, Halvor	D.
Christensen, Trygve	Naro, H.
Dolan, Chas.	Olsen, Yuko
Denver, Geo.	O'Daly, John
Edson, Frank	Olson, E. -966
Erikson, C.	Olsen, Harald
Eaton, I. N.	Olsen, Petter
Evanger, Nils	Perry, Albert
Franzell, A.	Petersen, Carl M.
Gabrielson, Gust.	Pertson, J.
Giovanni, L.	Pedersen, F. A.
Granqvist, O. A.	Quigley, R. E.
Hansen, Morris	Ramberg, Barney
Haugland, Harold	Schmidtberg, R.
Hansen, C.	Schantz, Harry
Holm, Hans P.	Scherman, Karl
Hansen, W.	Schankat, Hans
Hansen, H. T.	Sorensen, Morits
Iversen, R.	Stein, Erich
Jacobsen, Anders	Stone, C. L.
Jorgensen, L.	Steffensen, S.
Jahnke, Otto	Starck, D.
Jensen, Hans -2014	Stapleton, R.
Johnson, Andrew	Sweeting, Ed
Johansen, Ole W.	Sarger, E.
Johnson, C. W. -64	Sorensen, Geo.
Jacobson, Johan	Samuelsen, W. L.
Krantz, J. O.	-1346
Kalning, Jacob	Smith, T.
Kruse, K.	Thomsen, R.
Larsen, S. -1055	Tullifsen, Hans
Larsen, Ludvig A.	Travers, John E.
Lilliorn, O. J.	Thompson, W.
Luberg, William	Willen, Tolvo
Larson, E. G.	Willsard, D.
Louis, Jimmy	Wittl, Max
Larson, H. -1677	Williams, T. C.
Muler, James	Wick, John

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Wictor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association

SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Taber 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Andersson, W.
Bjorkholm, J. E.
Bernhardt, Chas.
Bugge, Mr.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Ellisen, Sam
Felsh, Henry
Geiger, Joe
Gasch, Willy
Gunther, John
Holmstrom, Chas. A.
Holman, W.
Holm, Peter
Hellman, Albin
Holm, Aage
Handt, Wm.
Henriks, Waldemar
Ingelbrigtsen, O.
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Kronstrand, T.
King, J. L.
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Larson, C.
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
Muller, P.
Mathson, Nils
Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdierk, Heinrich
Meyer, Chas.
Nilsen, Harry
Neuling, Albert
Olsen, Andy
Osterberg, Henry
Oglive, Wm. A.
Olsen, Oscar
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Emil
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Schultz, John N.
Smith, John
Selin, Joe
Soderlund, Uno
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urso, Geozsep
Wegs, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengren, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John
Bleasing, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.
Nilsen, -1054
Uilsen, Harry
Nordgren, Chas.
Onu, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

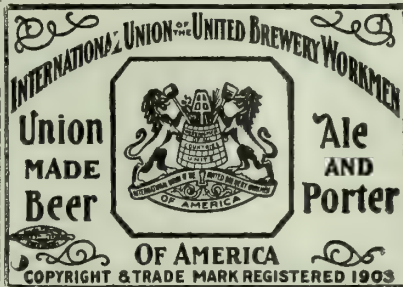
Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

THIS IS OUR LABEL

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen

Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

It is reported that the Carnegie
Steel Company recently has been in
receipt of some extraordinary orders
for ship steel and rails. Eight ships
are said to be contracted for with the
Cramp Company in Philadelphia.

About 75 defiant Ute Indians from
the Uintah reservation invaded Col-
orado last week. They are part of
the old Chief Ouray's tribe. Steps
were taken at once to prevent col-
lisions with other Indians or with
whites.

During the month of March, 579,-
027 tons of bunker coals were sup-
plied foreign vessels at American
ports as compared with 643,942 tons
for March, 1914, a decrease of 64,-
915 tons.

The Italian postoffice department
notified the United States of the
suspension of parcel post between
the two countries. Packages now in
the mails will be returned to the
senders.

The national committee of the
Socialist party has voted to amend
the party's constitution to read as
follows: "Any members of the So-
cialist party elected to any office
who shall vote for appropriations for
war shall be dropped from the
party." Action on the liquor ques-
tion, brought up by a strong report
against alcohol from the committee
named to investigate the subject, was
deferred until next year.

A large shipbuilding plant is to be
constructed at Mobile, Ala. The aim
of the new plant, it is said, will be
to watch and care for the develop-
ment of the South American trade
and that passing through the Pan-
ama Canal. The capacity of the plant
will be for vessels up to 600 feet
long; it will have a drydock capacity
of 800 feet and a marine railroad
with a capacity of 500 feet. The new
organization will involve an initial
employment of 4500 to 5000 men, 50
per cent. of whom will be skilled
workmen. The capitalization will
probably be \$4,000,000. E. W. Hyde,
formerly of the Bath (Me.) Iron
Works, will be general manager.

At a luncheon in New York last
week, Charles M. Schwab, president
of the Bethlehem Steel Company,
said that there is a great need for
merchant ships to ply between the
United States and China. He cared
not what the method followed by
the government or people of the
United States; the thing desired was
a rehabilitated merchant marine.
Goods are made in the United States
with which to supply China, he said,
but there are no ships to carry them.
Cheng Hsun Chang, chairman of the
Commercial Commissioners of the
Republic of China, agreed with Mr.
Schwab that American ships were
necessary to the building up of trade
between the two nations.

The recent Pan-American confer-
ence in Washington was a generally
acknowledged success. This has
been emphasized in the reception ac-
corded the delegates from Central
and South America since the ad-
journing of that gathering. It is
commonly believed that tangible and
valuable results of the meeting will
soon make themselves manifest in
both continents. So impressed is
Secretary McAdoo with the confer-
ence that he announces his inten-
tion of proposing to the President
that similar meetings be held annual-
ly hereafter. Such conferences, he
predicts, will keep interest alive and
have a continuing usefulness.

FRANK STHEVENS

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Carl Fritjof Johansson Lind, age
39, a native of Sonderborg, Germany,
sailing on the Pacific Coast, is in-
quired for by his brother. Anyone
knowing his whereabouts please no-
tify John Lind, 1401 West 9th St.,
Cleveland, Ohio.—3-24-15.

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

Edgar Duncan Stewart, age 22
years, white, born in Massachusetts,
who, on October 9, 1912, was
shipped as seaman on the American
steamship "Toledo," at Marcus Hook,
Pa., for a voyage to Sabine, Texas,
but who did not join the vessel the
next day, and has not since been
heard from. The undersigned will
highly appreciate your kind co-opera-
tion: Augustine R. Smith, United
States Shipping Commissioner, or
Shipping Commissioner, Appraisers
Building, San Francisco. 5-13-14

Any member or members of the
crew of the steam-schooner "Cuzco"
who were on board of her in August,
1912, at Victoria, B. C., when Joseph
H. O'Brien met with an accident,
are requested to communicate with
George Olson, attorney and coun-
selor-at-law, 300-308 Central Bldg.,
Seattle, Wash.—4-7-15.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell. 4-3-15

Domestic and Naval.

The Luckenbach Steamship Company has been granted permission to change the name of their steamer "Damara" to "Florence Luckenbach."

Shares of the Holland-America line, representing about one-quarter of the entire capital, which heretofore were in the hands of German steamship companies, have been transferred to Dutch subjects.

The war has had a serious effect on the number of steamers engaged in the foreign trade of the United Kingdom. In April 2,708,943 tons of shipping entered ports of the United Kingdom with cargoes, as compared with 3,868,560 tons in April of last year and 3,777,646 tons in April, 1913. The tonnage clearing with cargoes in April totaled 3,378,775 tons, as compared with 5,326,059 tons in April, 1914, and 5,784,006 tons in April, 1913.

The Plant line steamer "Halifax" left Halifax recently for Kingston, Jamaica, to transport between 300 and 400 German prisoners to Halifax, where they will be held until an exchange of prisoners is effected or the war is ended. It was reported that the "Halifax" had been sold to the British Government, but this has been denied. She will return to the Boston service this summer, running in conjunction with the "Evangeline."

The Danish school-ship "Viking" has been sold to the United Steamship Company, and will be used by them as a training ship. The price is said to be 320,000 kroner. The "Viking" is a steel four-masted barque, built in 1907 by Burmeister and Wain at a cost of 700,000 kroner. Her former owners were the Schoolship Company, which was founded in 1907, with a capital of 300,000 kroner and 4 1/2 per cent. debentures amounting to 375,000 kroner.

The "Trevisa," a steamer for the Canadian Lakes, has been launched by the North of Ireland Shipbuilding Company, Ltd., Londonderry. Owing to the demand for tonnage in European waters, she has been chartered for special services in connection with the supply of war stores. Length, 250 feet; breadth extreme, 42 feet 6 inches; molded depth, 20 feet. She has been built to Lloyd's highest class, in excess of the society's requirements, for service on the St. Lawrence and Great Lakes.

French shipyards are suffering from a shortage of labor due to the mobilization. Another difficulty is in obtaining raw material, most of which is normally furnished by the steel plants in the Meurthe et Moselle, and in the reduced fuel supply. French shipbuilding yards, however, are working up to their reduced capacity. Workmen have been secured from among the Belgian refugees and from soldiers furnished by the military authorities. Recourse has been had to British construction steel.

According to returns compiled by Lloyd's Register, 212 steamers and sailing ships, of 320,030 tons gross, were totally lost, condemned, etc., during the three months ending December 31 last, of which no less than 74 vessels, of 165,196 tons, were sunk by war ships or by mines. The percentage of British tonnage lost was 0.86 per cent., against 1.16 per cent. of Danish shipping, 0.91 per cent. of French shipping, 0.60 per cent. of German shipping, 0.87 per cent. of Norwegian shipping, 0.73 per cent. of Russian shipping, and 1.43 per cent. of Swedish shipping.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS
Telephone Kearny 3771
Union Made Shoes for Men
Exclusively

Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aale, O. S.
Abrahamson, Alek
Ahlfors, Arthur
Ahlsstrom, Harry
Alexi, Hakon
Almayer, Henry
Amundsen, Albert
Andersen, Alfred
Olaf
Andersen, Chr. -1765
Andersen, H. J.
-1620
Andersen, N. -1549
Andersen, S. P.
Andersen, A. -1447
Andersen, D.
Andersen, Ed
Andersen, E. -1781

Bakker, Haakon
Baro, Severin S.
Barz, Herman
Baumann, A. O.
Behrend, Fred Karl
Beier, Jens Chr.
Bendiksens, Nick
Berg, Sigfred
Bergman, E. Ivar
Bergstrom, Axel
Berkland, Gus
Berlin, Werner
Berry, David J.
Bertelsen, Kristian
Bjake, E. -2049
Bjorkstrom, Artur
Bjorseth, Knut

Caen, P.
Cafferty, A. W.
Calson, Fred
Campbell, Donald C.
Campbell, George
Campbell, S.
Carlson, A. E.
Carlson, C. O.
Carlson, Charley R.
Carlson, Julius
Carlson, Oscar
Carlstrom, Claes

Dahlen, H. N.
Daly, John
Daniel, J. C.
Davis, Frank A.
De Baer, Harry
Dehler, Fred
Earling, Gus
Ebersole, R. E.
Ecklin, Lester W.
Eckart, T. G.
Eckstrand, Frank
Edmann, Oscar
Edvardson, Anton
Elienus, Axel
Eliassen, Sigurd
Fagerli, Ott
Fagerstrom, O. -587
Fane, James
Ferguson, J.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Floppert, Fritz
Follan, Thomas
Forde, S. C.
Forshu, Alex.

Gardan, Geo.
Gart, George
Gillholm, Albin
Gjosdal, Elling
Granstrom, Nestor
Grant, Otto
Green, T.
Gronthal, Hugh B.
Gronthal, Arthur

Halvarsen, Henry
Hampel, Will
Hansen, Adolf
Hansen, Charlie
Hansen, H. C.
Hansen, Henry W.
Hansen, Martin
Hansen, Niels S.
Hansen, Norkard M.
Hansen, Thomas
Hanssen, O. Rudolf
Hanson, Harold
Hanson, Henrik
Hanson, H. O. -2418
Hanson, John
Hartog, John
Hauan, Karl
Haugen, Hans C.
Hawkins, Fred
Helander, John
Hella, John

Holm, Paul
Helmer, M.
Helms, C. -2117
Helmer, H.
Helmer, Fred
Henk, Arance
Hermanson, Fritz
Hermansson, G. H.
Hetman, Walter
Hilderbranch, A.
Hilke, Karl
Holan, A.
Holm, Ago
Holmqvist, F.
Holst, R.
Hoose, Frank
Hord, Charlie
Hoversen, Carl
Hubertz, Emil
Hubner, Carl
Huse, E.

Ikonom, Joe
Ingebretsen, Olaf
Jackson, Aug.
Jacobson, Emil
Jarosinski, Feliks
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Hans -1555
Jensen, Henry
Jensen, Jens
Jensen, John Frank
Jensen, Oskar
Jerseh, Wilhelm
Johansen, Arvid K.
Johansen, Axel H.
Johansen, Oscar
Johansen, Carl J.
Johansen, Einar M.
Johanson, Edward
Kaktin, Edward
Kaleva, Gustaf
Kallias, August
Kallberg, A.
Kampel, D.
Karlsen, Hans
Karlsen, Viktor
Kearns, N.
Kendahl, Chas.
Kinlock, Wm.
Kipste, Chas.
Kive, Karel
Laakso, Frank
Lake, A. F. -1670
Landegren, J. F.
Larsen, A.
Larsen, C. A.
Larsen, George
Larsen, John
Larsen, Julius
Larsen, Ludvig J.
Larsen, N. P.
Larsen, S. G.
Larsson, K. E.
Latz, K.
Laursen, Chris.
Leelkolm, M.
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Madsen, Ludvig
Magee, E. H.
Magnussen, Magnus
Magnusson, E. W.
-153
Makelo, Gustav W.
Malland, O.
Manse, Peter
Marguaret, Robert
Markson, H.
Marquels, Frank
Martin, H.
Martin, J.
Mathlesen, N. L.
Mathsen, Ludwig
Mathsen, Olaf
Matta, Humberto
Mattson, Harry
Mattson, J.
Mayes, Joel B.
McKeating, R.
McLaughlin, M.
McLean, H.
McLellan, John
Naujack, Fritz
Nedsen, John B.
Nelson, Alvin
Nelson, C.
Nelson, Ernest C.
Neuling, George
Nextrom, Alex
Nicklas, M.
Nielsen, Edwin N.
Nielsen, E. S. -1116
Nielsen, H. O. -1229
Niemeyer, Oscar
Nilsen, Anders
O'Brien, Fred
O'Brien, R. F.
Oleman, Henry
Olofsson, M.
Olson, Albert Chr.
Olson, Carl -1315
Olson, Charles A.
Olson, Johan -1222
Olson, John
Olson, Marinus
Olson, Ole -1047
Olson, Ole -1283
Palm, P. A.
Paulman, Geo.
Paulsen, N.
Persson, John
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Halfdan
Pedersen, Olaf
Pedersen, P. -896
Pedersen, W. G.
Peekins, Paul
Peterson, Anton
Peterson, J. A. -515
Peterson, Oscar E.
Quigley, Robert E.
Raasu, Matti
Raum, Henry
Randolph, J. S.
Randropp, John
Rank, W.

Insunso, Francisco
Iversen, Ivar
Johanson, J. -880
Johansson, Arvo
Johansson, Bernard
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Johan
Johnson, Peter
Johnson, Robert
Johsson, Carl
Jordan, Oscar
Jungberg, L.
Junge, Herman
Klebingat, Fred
Klotzke, Otto
Knappe, Adolph
Knudsen, Daniel
Koch, Harry
Kolk, M.
Koso, Pet
Krischjan, Karl W.
Kristensen, Jakob
Kristensen, K. D.
Kromholz, Edwin
Kruff, P.
Lehnberg, August
Leirvag, H. J.
-2213
Lepp, August
Leroen, Larry
Lewald, Harry A.
Lewis, Robt. W.
Lindgren, Oscar
Lindohn, Alfred
Lindroth, Erik
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lynch, James
McMahon, Jack
McPherson, D.
Melander, G. L.
Merriam, A.
Mertensen, Henry
Metje, Gustav
Meyer, Ernest
Meyers, Max
Milling, M.
Miller, Billy
Miller, Harry
Miller, Joe
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Mortensen, J. C.
-2197
Mrisas, Christian
Muenchemeler, Harry
Muschneck, U.
Muller, Henry
Muller, John
Muller, Thom
Murphy, J.
Musch, Karl
Nilsen, Harry
Nilsen, N.
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurhonen, Evert
Nurken, Herman
Nurm, John -1151
Nyman, Axel
Nyman, Oskar

Olsen, Ragnvald
Olsen, Tognvald
Olson, Morten
Olson, O. J. -542
Olson, P.
Olsson, Eric
Olsson, James
Olsson, Carl
Onu, Tobias
Orilling, Gust
Osterholm, J. W.
Owen, Fred
Peterson, Otto
Peterson, Mauritz
Peterson, M.
Peterson, Niels
Peterson, Viggo
Peterson, Tom
Petrov, Alex
Plattner, Fred
Plett, Herrman
Plom, Charles
Plotner, Alfred
Poknart, H.
Pommer, Jon
Publicatus, Aug.
Punla, Antoni
Quinn, R. C.
Reyberg, Sverre
Rimmer, C. M.
Roberts, Frederick
Rode, Fritz
Roggis, A.

Rolland, Lars O.
Rommerdahl, Knud
Rosenfeldt, A.
Roth, Sven T.
Sanders, S.
Saunders, James
Savage, Roland
Schneider, H.
Schroder, Willy
Selin, B.
Senter, W.
Siemers, Bernhard
Silver, S. A.
Skogman, W.
Slaf, Loui
Slettemark, Einar
Snider, G.
Solberg, Bernt
Sonnenberg, J. C.
Sorensen, Anton
Sorensen, J. -2037
Tamsar, P.
Tamman, K.
Tayer, Angus
Teichel, Gustaf
Teishert, Karl
Thee, Rudolf
Thewas, E. J.
Thoren, Gus
Thoren, Victor
Thoresen, C.
Uderkull, C.
Vesgoord, Jens
Vogel, Gus
Wagner, Will
Wald, Olaf -1285
Walker, Erick
Wallin, Gustaf
Wank, R.
Weatcroft, L.
Weber, Fred
Wertz, Orulf
Yejata, Yrjo

Rotter, R.
Rudt, Walter
Rundquist, O.
Ryan, James
Spanas, Nick
Spanon, James
Speller, Harry
Stenberg, Gus
Strasdin, H.
Stratten, H. B.
Steinfart, J. H. F.
Stenman, Richard
Strand, Louis
Sundberg, John
Svendsen, J. -1903
Suensen, C. J.
Swanson, Gus
Swanson, O.
Swenson, T. H.
-2065
Thorn, Arvid
Thorsell, C.
Thorsen, Rolf
Thorsen, Theodore
Tierney, Pat
Thomson, G. E.
Tonnesen, Trygve
Tothz, Dick
TAYNOR, John
Trenkhahn, Martin
Ulmair, John
Voss, H.
White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

White, Peter
Whiteside, Fred
Whitol, J.
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:
Assets\$58,584,596.93
Deposits55,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Capt. Chas. J. Swanson

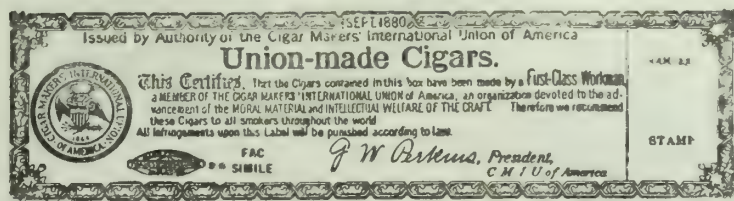
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS
PRINTING
1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH
RED SEAL CIGAR
UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS
133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15
Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15
Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

The Russian Government has prohibited until further notice the shipment through the port of Archangel of goods intended for private consignees.

It is reported that nitrate exports to the United States can now be considered normal; direct exports of nitrate to Italy, Denmark and Sweden have increased; to Spain exports have increased slightly; to France they have diminished to one-third of the normal; and to Germany and Belgium they are entirely suspended.

Amendments to the Defense of the Realm act convey some idea of the liberty now denied not only citizens of England but European countries, as well, because of war. The amendments make it an offense for "any person employed in any other factory or workshop, being a person engaged on work for any Government department, or otherwise serving war purposes, to leave his employment."

A French law has been promulgated opening a credit for the payment of the cargo of the steamer "Dacia," seized by a French cruiser. The cargo, which consists of cotton, not having been confiscated, its value will be reimbursed to the American owners. The latter demand \$764,150. Whether this or a less amount will be paid will be decided by an assessment fixing the real value of the cotton on the basis of the market at Rotterdam, whither the vessel was bound. The cargo will then remain the property of the French Government.

It is reported that a Norwegian syndicate has purchased some coal-mining rights in Spitzbergen for about \$300,000. Although Spitzbergen is one of the northernmost points of land in the Arctic Circle, navigation is possible there during a few months of summer. Coal is becoming increasingly difficult for neutral European countries to obtain because of the employment in military service of many of the coal miners in England and Russia. It may, therefore, become profitable to obtain coal from points hitherto considered inaccessible or unprofitable.

At a meeting of the Royal Statistical Society, in London, it was asserted that in the nine months of the war ending April 30 exports had shrunk 39 per cent. of the normal trade, or to the extent of £155,000,000, owing to the war. The rate of shrinkage in the first five months of war averaged £4,500,000 a week, and in April it amounted to £2,000,000 a week. Despite the "blockade" and the shrinkage in available merchant ships, the imports of food and raw material from January to April of this year increased. The average rise in price due to the war was more than about 7 per cent.

According to the German publication, "Schiffbau," a commission appointed by the German Minister of the Interior has decided that deliberate damage was inflicted by English and Belgians on German ships lying at Antwerp, to the extent of \$3,300,000, in which amount is included \$175,000 on account of stolen equipment, goods and victuals. This sum, it is announced, may yet be increased by hundreds of thousands of dollars in respect of the sunken mail steamer "Gneisenau," damage yet to be determined to river and canal shipping and, finally, the compensation claims by ships' crews.

ALASKA FISHERMEN.

San Francisco.
Ekeland, Will H. Hakansson, Ingvar
Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
sen Phister, Albert
Flister, Johannes Polhome, Mr.
Finnigan, I. H. Ridderstaff, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Slinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels W. Starks, John
helm Stein, George G.
Larsen, Fred Stixrud, Jack
Magnuson, P. A. Stromsness, Oscar
Osterlund, Albert

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

With the Wits.

Undeniable.—"Father, what is a convalescent?"

"A patient who is still alive, son."
—Philadelphia Public Ledger.

Grateful.—Boreliegh—Some men, you know, are born great, some achieve greatness.

Miss Keen—Exactly! And some just grate upon us.—Boston Transcript.

Feline.—He—When I proposed to Flossie she asked me for a little time to make up her mind.

She (the hated rival)—Oh! So she makes that up too, does she?—London Opinion.

One More Chance.—"Well, we have exhausted reason, logic, common sense, and justice. What more can we do?"

"I guess we'll simply have to go to law."—Life.

Her Offer.—Lady (about to purchase military headgear, to her husband)—I know it's more expensive than the others, dear, but—well, you see you're too old to enlist, and I really feel we ought to do something!—Punch.

Candor.—From the Kansas City Star (head-lines in adjoining columns):

Only Extra Session Will Prevent President's Visit to Kansas City.

Wilson for

Extra Session.

—Philadelphia Public Ledger.

"You may talk as much as you want to," she declared, "but I know that men are wickeder than women are. I confidently expect that when I get to Heaven I will find the place principally inhabited by women."

"I don't doubt it, my dear," answered the man. "That will be your punishment."

"Don't be funny. Where will you men be, then?"

"We will be found, as usual—in the smoking-room on the floor below." New York Post.

Secure and Profitable

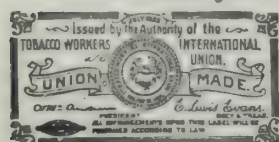
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL

NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"

FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 42.

SAN FRANCISCO, WEDNESDAY, JUNE 30, 1915.

Whole No. 2336.

FACTS ABOUT COLORADO JUSTICE.

How a Rockefeller Court Railroaded John R. Lawson to the Penitentiary.

Probably the most sensational motion for a new trial ever filed by a man convicted of murder and under a life imprisonment verdict was placed in the files of the District Court of Las Animas County, Colorado, during the past week by John R. Lawson, international board member for District No. 15 of the United Mine Workers of America.

Two mine guards, gunmen in the hire and pay of the coal companies, companions in arms of John Nimmo, the mine guard who was killed October 25, 1913, in a battle between miners defending their tent colony and imported thugs, have felt the twinge of conscience and will not see John R. Lawson go to the penitentiary for life on what they consider an unjust accusation. These men were under fire with Nimmo, but they swear their fear was that they were in immediate danger from their fellow gunmen and not from the strikers, who were protecting their women and children under Lawson's direction.

Over 200 Errors Charged.

Three jurymen swear to false statements made by a bailiff, which, one jurymen states, made him cast the ballot which made for agreement to find Lawson guilty. This bailiff, according to the affidavits, played upon the feelings of the holdout jurymen and told him his wife was dangerously ill. Then the bailiff, if the counts be true, lied and told the jurors that Judge Hillyer had ordered them imprisoned without food until they agreed.

This bailiff, according to the affidavit of a fellow bailiff, later boasted of his cleverness in sending a man of the character and stamp of John R. Lawson to the penitentiary for life.

Of the 221 assignments of error charged by Lawson, forty-nine refer to alleged irregularities occurring prior to the trial proper.

Twenty errors are cited in the rulings of the court in reference to the qualifications of the jurors.

One hundred errors are charged in alleged irregularities as to the admission and exclusion of evidence and offers of proof, including an irregularity consisting of the taking of exhibits by the jury to the jury-room during a recess of the court.

Forty errors are alleged on the refused and given instructions of the court to the jury as to the law in the case.

It is charged that the verdict of the jury is clearly against both the law and the evidence, and, furthermore, that the evidence affirmatively discloses the defendant not guilty of the crime charged, and it is alleged that the jury was influenced by mistake, gross ignorance, passion and prejudice.

Errors Prior to Trial.

Among the errors occurring prior to the trial the following are specified particularly:

The refusal of Judge Granby Hillyer to call in some other judge, because of his own alleged prejudice.

The granting to the prosecution the right to proceed against the defendant separately although the information charged Lawson and others jointly.

The refusal to give the defendant a bill of particulars, setting forth whether the defendant was being prosecuted as principal, accessory or conspirator.

The refusal of the court on hearing held to sustain the charge that the sheriff and undersheriff of Las Animas County were actuated by bias or prejudice in summoning jurors on open venire.

Issuance of a special venire to obtain jury while there remained 276 names of original 300 names in the regular jury box.

Refusal to order the jury drawn in the regular way on specific consideration of the prejudice and business affiliations of specified deputy sheriffs, coal company doctors, etc.

Refusal to quash the panel of jurors summoned on open venire in view of the testimony of J. E. Kane, sheriff, to the effect that he had not considered the partisan affiliations of the jurors summoned, but had excluded all men of union sympathies and practically all Spanish-speaking people, notwithstanding that the latter constitute practically 40 per cent. of the population of Las Animas County.

The disqualification of the Coroner on the filing of an ex-parte affidavit by the prosecution without any statutory authority for such disqualification and the appointment of special elisors, to summon the jurymen to try the defendant Lawson.

The refusal of the court to order the Attorney-General to give the defendant reasonable information in advance of the trial concerning the State's witnesses.

One of the main contentions with reference to the trial and the instructions is that the court erred in holding that the law of conspiracy was involved or in any way governed the case, and that the court erred in permitting evidence to be given of acts and declarations of persons made out of the defendant's presence and without his authorization.

It is charged that the court erred in not permitting the defendant to testify fully as to speeches made at Ludlow by Mother Jones and himself, speeches as to which the witnesses for the prosecution had been permitted to testify.

In Contravention to Constitution.

In addition to the objections already mentioned, various errors are alleged which, it is stated, violate the defendant's right to a fair trial by an impartial jury, constitute a denial of justice, deprive the defendant of the right of the equal protection of the laws, and produced a conviction without due process of law in contravention both of the Constitution of the State and the Constitution of the United States of America.

The motion for a new trial includes the affidavits of three of the jurors in the case, Grover Hall, E. W. Forbes and Homer Canterbury.

Hall states that from the time of the retirement of the jury on Saturday until the last ballot was taken on Monday he voted for the acquittal of the defendant, Lawson, whom he believed to be and still believes to be not guilty.

Hall states that he only consented finally to a verdict against the defendant because of

coercion exercised upon him by Bailiff Frank Gooden, who several times informed Hall that Hall's wife was dangerously ill, which was an untrue statement, but the untruth of which was not known to Hall until the jury was dismissed.

Juror Hall states the the bailiff continued to impress this report upon him during Sunday and Monday morning, and that other jurors used the alleged dangerous illness of Mrs. Hall to get the holdout juror to agree upon a verdict against Lawson.

Hall says that he was much distressed by the news, but continued to hold out for acquittal until about 1 o'clock on Monday. Hall states that the jurors were not brought into court Monday morning and that he had no opportunity to learn of the untruth concerning the condition of his wife.

Jurors' Meals Are Denied Them.

At noon Monday, Hall says, no meal was furnished the jurors. Bailiff Gooden, according to Hall, reported that Judge Hillyer had ordered the jurors locked up in a room and ordered that they were to be given no food until an agreement had been reached.

Hall says that other jurors protested to him that his conduct was responsible for leaving them without food, and that he believed the bailiff's report was true, and seeing no prospect of securing a verdict, and because of the threats made and the intense anguish of mind owing to the reports of the dangerous illness of his wife and in ignorance of his rights and duties as a juror, he was coerced into agreeing in the verdict. Not until such agreement was reached was the jury given their midday meal, he avers.

Juror Hall further states that he never would have agreed to a verdict of guilty against the defendant Lawson but for the statements made by Bailiff Gooden. Hall had never before served upon a jury.

Juror Unable to Withstand Pressure.

Immediately after the jury was discharged Hall telephoned his wife and found that the report relative to her dangerous condition was false. He further says that he was unable to withstand the pressure brought to bear on him when he yielded and agreed to the verdict against Lawson. Hall says that the impression conveyed to him by Bailiff Gooden was that Judge Hillyer was angry with the jury because they had not agreed and that they were to be starved into an agreement.

Juror Hall says that the verdict as he gave it for himself did not then and does not now meet with the approval of his conscience; that he realizes that a despicable trick was played upon him to wring from him a verdict of guilty. Hall further states that he makes his affidavit in the interest of justice.

Hall is a brother-in-law of the Deputy Sheriff, Zeke Martin, who figured prominently as opposed to the striking miners during the troubles incident to the industrial conflict.

Jurors Forbes and Canterbury in their affidavits confirm the truth of the statements made by Juror Hall. They state that Bailiff Gooden

told the jury that the orders of the judge were that the jury would get no meals until they arrived at a verdict; that the jury at the time had not had any lunch, that they were hungry and tired and that the other members of the jury upbraided Hall for keeping them locked up without anything to eat.

These affidavits are further substantiated by the affidavit of former Jury Bailiff Bramlett, who served as jury bailiff on appointment of Judge Hillyer in the Zancanelli case, but not in the Lawson case.

The motion for a new trial also embodies new and material evidence which was unknown at the time of the trial and consequently not then available for use.

Mine Guards Attack State's Evidence.

In establishing the alleged gross injustice done the defendant upon the trial two affirmations are cited, namely, those of Barton S. White and C. A. Kingsbury, both of whom were mine guards at Tabasco on October 25, the date of the death of Nimmo.

In substance, the sworn statements of these two men completely contradicts the testimony of Charles Tafoya, William Badger and Thad Sowder, deputy sheriffs, mine guards, who were the only witnesses who testified as to the circumstances under which Nimmo actually met his death.

Altogether, it is doubtful if a stronger and more significant motion for new trial has ever been filed in a court of this country.

It is refreshing indeed, that the workers of Colorado, nay, the workers of the United States, have a realization of the tremendous issue involved in the verdict returned against John R. Lawson.

As a clear expression of the organized workers' attitude upon this momentous question we quote the forceful conclusion from Samuel Gompers' leading article in the current issue of the *American Federationist*:

"The mine operators have demonstrated that they can secure a conviction of murder against a union leader merely because he is a union leader, even though he is in no way connected with the alleged violence.

"The mine operators will now endeavor to have that verdict confirmed by a higher court as a legal precedent. To incorporate that principle into the law of the land is to place in the hands of employers hostile to Labor an opportunity for endless prosecution and litigation that will not only drain union treasuries, but harass the toilers by diverting them from necessary organizing, protective and beneficent activities. Employers have ever diligently sought methods to force unions to squander funds for unprofitable expenditures.

"The trade union is a great evolutionary force seeking to establish in industrial life the rights of human beings to life and to the products of Labor. It is a force making for the uplift of humanity and must not be outlawed by legislative enactment, judicial perversion of justice, or by the organized violence of employers and their Hessians.

"The labor movement is the hope of the workers.

"This attempt to hold John R. Lawson responsible in connection with the death of a man of which he had no knowledge stands out in vivid contrast to the studied efforts of John D. Rockefeller, Jr., to establish his complete ignorance of the Colorado strike and hence his complete irresponsibility. John R. Lawson had nothing to gain by the death of John Nimmo, but John D. Rockefeller had profits at stake in the suppression of the Colorado strike.

"At the New York hearing of the Commission on Industrial Relations, John D. Rockefeller calmly disavowed ordinary intelligence as to labor conditions in Colorado; to the House of Representatives' Committee on Mines, he asserted that he accepted the judgment of his agents without question; with regard to the public he sought to establish for himself the reputation of a figurehead.

Placing the Responsibility.

"Chairman Walsh has made public letters written by Mr. Rockefeller which seem to fill up the mental blanks which Mr. Rockefeller has attributed to himself. Mr. Rockefeller has been again subpoenaed to tell what he knows. That hearing may open opportunities for making Mr. Rockefeller assume responsibility which he ought to assume—responsibility for the violence and the injustice that exist in Colorado, responsibility that he seeks to shift upon an officer of organized labor.

"Existing law, existing judicial interpretation of law, and existing administration of law are a heritage from past customs, traditions and developments. During the past ages governmental influences and control have been in the hands of men who have considered government an institution for the protection of property. Where the theory of the sacredness of property is not the dominant force it is a background that gives tone and direction to governmental interpretation.

"Regard for the welfare of the workers who are the necessary power in the creation of property has been subordinated to regard for property. Holders of property have created a tradition of the paramount importance of property and have exalted and exaggerated the part that property has in production. At the same time they have minimized and detracted from the

service that the laborers render. Through their political influence gained by their economic power they have incorporated this misconception into governmental and legal theory. It is against this inequality, this injustice that the workers are now directing the power of the labor movement.

"Slowly the workers are learning to appreciate their great economic power. As producers they have the world in their grasp. Through their economic power they have been slowly injecting into political and legal thought the conception of the sacredness of human life and the paramount importance of humanity. They are trying to establish a real equality of opportunity in industrial and in political affairs; they are trying to secure equal governmental protection for all human beings. This is the real revolution the labor movement is working.

"There can be no equality of opportunity industrially or politically so long as any private citizen is privileged to have control over agencies of force and coercion. All the agencies of government must be representative of all the people and exercised by those responsible to the people. There can be no equality of opportunity so long as all of the coercive agents of organized society can be utilized by employers for tyranny, injustice, greed and profit—for strike-breaking purposes. It is mockery to legalize strikes and then to use every governmental agency to make strikes ineffective. Where there is no equality of opportunity there is no equality, and equal rights to all becomes a platitude.

"It is everywhere recognized that the attempt to railroad John R. Lawson to prison is a part of the sinister plan and the vengeance of the subtle power that has directed the policy of the coal operators of Colorado. John D. Rockefeller can not escape responsibility for his deeds. The spectres of Ludlow have not yet vanished from the memories of men nor have they ceased to haunt him who is responsible.

"How long, Mr. Rockefeller, will you persist in your unbridled audacity? How long will you try to conceal under the cloak of private philanthropy your tyrannical denial of the rights of free citizens to those in your employ? When the miners of Colorado ask for justice, you mock them with your hypocritical charity.

"The money you give for charity carries with it distrust because of the way it was made. Charity will not buy you freedom from responsibility for 'murder in connection with the deaths' in Colorado and in connection with the living death that the courts of Colorado have prepared for John R. Lawson, nor for the human lives that have been warped and embittered through injustice and denial of rights.

"The great injustice and wrong already inflicted on Lawson must be undone and righted. 'John R. Lawson must be freed!'

"FINANCING" THE WAR.

Fifteen million dollars a day is the sum Great Britain calculates henceforth on paying, or rather raising, to defray the expenses of the war.

One year of war at this rate amounts to \$5,375,000,000.

The total British national debt is now about \$3,300,000,000 or in British pounds, 660,000,000.

The interest on this debt yearly amounts to \$122,500,000, or 24,500,000 pounds.

So every eight days an amount equal to the interest of the national debt every year is added to Great Britain's indebtedness.

And carrying the figures a little further, one year of war at this rate means that the national debt of the country is almost trebled, that is, it rises from \$3,300,000,000 to \$8,675,000,000. And one year of war has nearly elapsed now.

Three years at this general rate would make the British national debt somewhere around the inconceivable sum of \$20,000,000,000. And the interest on this sum would amount to about six times what is paid at present as interest, or, say \$750,000,000.

All the other countries will pile up debts in about a similar proportion, and to start paying the interest upon them they will have a depleted population, and a destruction of productive plants and capacity, amounting in value to perhaps as much as the war itself cost.

Great Britain's credit is good, of course, but no better than the credit of the others. It may last longer perhaps, if the surplus

value extracted by the capitalists of the entire world is poured in to buttress it, as now seems probable. But that these debts will ever be paid, that even the interest on them can be paid, is inconceivable.

They will not perhaps be formally repudiated by the people. They will simply be ignored. When the capitalist "clamors for dividends," his clamor will fall upon deaf ears. The people will be too busy getting the wherewithal to feed themselves to pay any attention to him.

Those who scout the idea that this is the last war merely base their contention on the apparent willingness of the people to fight now. But three years hence the peoples will be much more peacefully inclined, at least regarding the sort of war they have been fighting.

They will have had enough of that. But if the capitalist debt-holding class insists, there will be another war, and it will be directed against capitalism. It will be war with social revolution as its object. And when it is finished, it will be the last war.

The present war is the last that will ever be instigated, started and controlled by capitalism. If there is to be another, it will be to put capitalism down and out, though that consummation may perhaps be accomplished without one.

We predict confidently that six months or a year from now, if the great conflict is still undecided, there will be a tremendous fear apparent among the financier classes, that these debts will never be paid. They are hinting at it already. But they cannot draw back now. Their destiny decides that they must surrender the last cent of surplus value they have extracted from the workers, to keep the hell-brew going. And even then they cannot save themselves.

The people will not be "crushed under a load of debt." They will never feel that, as they will have things much more important to trouble them. But if the crushers who hold the debts, attempt to assert themselves, and constitute themselves a nuisance, they will be promptly crushed themselves.

The one meritorious fact about the great world struggle, is that it has got or will get out of the control of the financier class, and must go to a finish—which means their finish.—New York Call.

It is reported from El Paso, Texas, that any one who wishes may exchange a United States twenty dollar gold piece across the line for \$700 in Mexican bills, and, if he prefers it, he can have all the bills crisp and in the denomination of \$5. Perhaps this will bring back to the memory of some the time when in the United States one might readily exchange a one-dollar gold piece for \$2.50 or \$2.75 in other currency. It was during this period of paper depreciation that one attending certain places of amusement was likely to hear the conundrum, "What is the difference between the present time and the time before the war?" And the answer: "Before the war you went to market with money in your vest pocket and brought home a basketful of eatables; now you go to market with a basketful of money and bring home a vest pocketful of eatables."

Man is created free, and is free, even though born in chains.—Schiller.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Speeding Up" Systems Produce Insanity.

"Speeding up" systems are sufficient to upset the mind of an ordinary individual and produce insanity.

This is what the solicitor of the United States Department of Labor thinks of the stop-watch method of production.

The department has sustained this view, which is included in an opinion by its legal advisor that a worker injured because of a strain from working under a "speeding up" system is entitled to relief under the Federal Workmen's Compensation Act.

The decision was made in the case of D. C. Manning, sailmaker at the Mare Island Navy Yard, California, who worked for twenty years without losing a day from illness. A time-card system was introduced, and in his plea for compensation, Manning brought out these points:

"Under the time-card system you had to give an account of every minute you were on a job, and we were given to understand that the men who did the most work would hold their jobs the longest. Later the Halsey system was introduced. Under this plan a time man, equipped with tablet, lead pencil and stop watch, sat in front of the worker to find out how long it takes to do a certain piece of work. The report to headquarters was your future standard for that class of work.

"The Halsey system is designed to get out of the man employed under it the greatest possible amount of work he can do in a given time, with the fear ever hanging over his head that a failure to keep up to the standard will cause him to lose his job."

Manning was engaged in making coaling bags, which are 42 inches long and eight feet in circumference. It is the hardest work in sailmaking.

Between the physical strength necessary in this work and the mental strain caused by every move being "tabbed," Manning collapsed, and asked for relief under the Compensation Act because of "a strain from rushing work under the Halsey system." Physicians reported that he would be disabled for life and that he was "suffering from incurable heart condition."

The attending physician reported that Manning was "an unusually vigorous man, as well as an energetic worker."

In indorsing the statement of claimant that he was entitled to compensation, the solicitor of the Department of Labor declared that the treatment accorded Manning was enough to produce insanity. The official said:

"Here was a strong, hearty, hard-working employe who, for about twenty years, had been regularly employed by the Government, and whose rating was first class. After putting in all those years of service and retaining his health, strength and vigor, a new system was installed in the Government establishment by which the employe was kept under the highest nerve-racking tension by reason of the fact that a man sat watching his every movement during every minute of an eight-hour day. In addition to this it will be observed from claimant's letter, above quoted, that the work he was performing was one of

the heaviest and hardest kind to be performed in his occupation. Under such circumstances it is not a matter of surprise that his health should be injured and shattered, for it certainly seems that such treatment of a man engaged in heavy manual labor, necessitating also the use of the intellect, would be sufficient to upset the mind of an ordinary individual and produce insanity."

The ruling of the Department of Labor is in line with the views of the last Congress, which passed the Deitrick bill, outlawing all forms of "speeding up" in Government arsenals and navy yards. The passage of this bill was the result of a long campaign by organized labor. Opponents of the bill insisted that these "speeding up" systems really benefited the employe, who was thereby paid "according to his worth."

Defends Lawson Judge.

Governor Carlson of Colorado is fearful that he will be engulfed in the wave of protest by citizens of the State because of his appointment of Granby C. Hillyer as judge of the specially created Trinidad judicial district. Judge Hillyer was attorney for the mine companies and one of his first judicial acts was the sentencing of John Lawson to imprisonment for life.

In an effort to turn the tide of protest because of this appointment, Governor Carlson is "stumping" the State. In a recent speech he denounced the Lawson protest meeting at Denver and declared that "having failed to overthrow the military arm of the government, the same forces that tried to disrupt Colorado that way are now trying to overthrow the judiciary department."

These sentiments carry little weight with Colorado's thinking citizens, who can not overlook the conditions surrounding Judge Hillyer's appointment.

Strikers Win Injunction Suit.

Justice McCoy of the Supreme Court of the District of Columbia has refused to issue an injunction against striking brewery workers from picketing.

The court ruled that "the proof preponderates in favor of the finding that the picketing is entirely peaceful."

The court said it has been repeatedly held that unionists may peacefully advise the public not to purchase non-union products. This, together with an absence of threats by the brewery workers, led the justice to this conclusion:

"The defendants, then, having the right to curtail the sale of non-union beer or to increase the sale of union beer by giving information to others, there is nothing in the present case which warrants them from doing so."

Attorney Ralston called attention to the Clayton law, and summarized the position of the workers as follows:

"These workers have said to the community at large: 'If you will aid us, by discontinuing the purchase and consumption of that beer, we will the sooner

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engel- ufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kat-tenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Claims have been filed in Sydney (N. S. W.) by the Amalgamated Society of Engineers for an all round increase in wages with a forty-four hour week, with no work on Saturday.

Trade unionists of Toronto, Ont., are insisting that municipal officials obey the fair wage law, which is violated for the benefit of contractors. When a delegation of organized workers visited the city hall, one alderman declared: "Teamsters want us to pay them a good fat salary at the expense of the taxpayer." The Industrial Banner, official newspaper of the Trades and Labor Council, says: "The disgusting spectacle of well-fed agents of the contractors trying to beat down the workmen who get only 25 cents an hour can be seen at the city hall quite frequently."

David Lloyd-George, Minister of Munitions, has given British labor seven days beginning on June 25, in which to make good the promise of its leaders that men will rally to the factories in sufficient numbers to produce a maximum supply of munitions of war. "I had a discussion with the Trades Union leaders," said Lloyd-George in the House of Commons, "and told them if an adequate supply of labor could not be secured, compulsion was inevitable." This comprehensive project will make strikes and lockouts illegal; provides for compulsory arbitration; gives the power to fine "slackers"; limits the profits of employers, and creates a volunteer army of workmen pledged to go wherever they are needed.

Under the amended Australian Defense Act recently passed by the Fisher Labor Government, an employe who has been dismissed by his employer on account of having absented himself for military duties may now receive the whole or part of any penalty recovered from an employer according as the court directs. This is meet and just. Previously the unfortunate worker was the victim of a double-edged misfortune. He lost both his job and his wage, the Government taking the fine imposed on the unpatriotic boss, while the employe got no recompense for the time lost, and had to look for another job. The amended act provides that the amount of penalty handed over to the employe will compensate him for the sum that would be due in wages.

Returns received by the British Board of Trade from certain selected ports in the United Kingdom show that during April, 1915, 35,207 seamen were shipped on foreign-going vessels. Compared with April, 1914, there was a net decrease of 13,615, or 27.9 per cent. The decline was most marked at Liverpool, Southampton, London, and Glasgow. At all the Bristol Channel ports there was some increase. A shortage of men for ordinary mercantile ships was again reported at several ports, including London, Liverpool, Southampton, Hull, and Newcastle. During the four months ended April, 1915, the total number of seamen shipped was 150,050, a decrease of 25,012, or 14.3 per cent., on the total for the corresponding period of 1914. The northeast coast ports, Liverpool, Southampton, and Glasgow, showed the greatest decline, whilst at Cardiff and Belfast there were noticeable increases.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersen, Otto	Johansen, Emil
Anderson, S.	Johanson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edvard A.
Anderson, Oscar	Jonsen, Leonard
Anderson, Ernest	Johansen, Chas.
Anderson, Enkan	Kron, E.
Apelquist, Otto	Larsen, C. A.
Anderson, David C.	Lalan, Joe
Apostolakes, P.	Lindberg, C.
Brogard, Nils	Lassen, J. -1642
Benrowitz, Felix	Larsen, L. K.
Bumik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Careea, Pete	Mikalsen, Andreas
Contera, J.	Martin, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Mourice, F.
Dahlgren, Pete	Malm, Gustaf
Doyle, William	Moberg, Karl
Duval, William	Olsen, Ludvig
Eisner, Max	Oberg, Conrad
Engstrom, M. R.	Oterdahl, Chas.
Ericsson, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gusek, B.	Parsons, Olaf
Hull, Henry	Petterson, Oscar F.
Holmstrom, F.	Renvall, Anshelm
Hansen, M. -968	Stromberg, Ivar
Hansen, Charly	Svenson, Nick
Hansen, John	Sanders, Charly
Hansen, M.	Severson, Paul
Hansen, Sigvarth	Strahle, Chas.
Jensen, Jens	Slevens, G. P.
Jordan, Henry S.	Tamisar, P.
Johanson, T.	Toren, Gustaf A.
Jacobs, August	Thornlund, J. N.
Johansen, John	Uhlig, Richard
Johansson, Geo. W.	Voss, Henry
-1219	Wilson, C. L.
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Bark, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Longwonus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Pacific Coast Marine.

Names have been selected for the three new vessels, now under construction for the American-Hawaiian Line at Sparrows Point, as follows: "Floridan," "Arborean" and "Artisan."

W. R. Grace & Co. have chartered the steamer "William O'Brien" for service between Atlantic Coast ports and Portland via San Francisco. She will bring coal, take lumber for the West Coast and load nitrates for the Atlantic side again.

Wood Island, near Stockton, Cal., has been purchased by the Island Transportation Company and will be used for a shipyard. It is stated by Captain Benjamin Walters, one of the purchasers, that improvements would be made to the value of \$50,000.

United States Commissioner Bowman at Seattle has rendered a decision awarding the Alaska Pacific Fisheries \$12,218 against the Alaska Coast Company's steamer "Jeanie" for damage to salmon cargo in transit. The "Jeanie" has since been lost.

Alaska Steamship Company directors have declared, besides their quarterly dividend of 1½ per cent, an extra dividend of 5 per cent., making \$195,000 to be distributed to stockholders on June 30. The company will have distributed 8 per cent. in dividends by June 30 this year, owing to the increased carrying business between Seattle and Alaska. The company's capital stock is \$3,000,000.

The Interstate Commerce Commission has named terminal points in California as follows: San Francisco, Oakland, San Pedro, East San Pedro, Wilmington, East Wilmington and San Diego. Other Pacific Coast cities which are named as terminal points are Astoria and Portland, Oregon, and Vancouver, Bellingham, Everett, Tacoma, Seattle, Aberdeen, Hoquiam and Cosmopolis, Washington.

Reports have been circulated that the New Haven Railroad has arranged for the return of the steamers "Yale" and "Harvard" to Charles W. Morse from whose control they were wrested several years ago. It is stated that the New Haven has agreed to return the steamers in addition to the payment of a monetary consideration for the time during which the steamers have been in employ on the Pacific.

The hearing on the petition of the Pacific Coast Steamship Company for limitation of liability in the damages to be awarded in the wreck of the steamship "Santa Rosa," July 7, 1911, at Point Arguello, was completed during the week in Federal Judge Dooling's court. Briefs will now be filed by both sides. Claims by survivors and relatives of persons lost aggregate about \$400,000. The company claims liability should be limited to \$3,563.66, the value of the wrecked vessel and freight pending.

For the first time in many years the Greek flag will be seen on a merchantman within a few weeks, when the Greek steamer "Constantinos XII" arrives in San Francisco. Vessels of that nationality are rare even in the Orient, but are scarcely ever seen in ports of the Pacific Coast. The "Constantinos XII" is now en route from New York to San Francisco by way of Buenos Aires and other ports of the east coast of South America. She is under charter by Balfour, Guthrie & Co. to take barley to the United Kingdom, at 85 shillings.

Grain charters are jumping to unheard-of heights at present, the charter price of the "Colusa" on her 6,000 tons of grain being \$22.50 per ton. It is said that the high prices are due to two considerations, the scarcity of shipping on account of the war, and the fact that thousands of head of stock are dying in Australia on account of drought, which has rendered the fodder supply negligible. Small steamers which have been in the coasting trade for years, and others which have been laid up for a long time on account of no profitable business, are now being chartered to carry grain to Australia under the attractive freight rates offered for available bottoms.

Officials of the Great Northern Steamship Company announced during the week that the steamer "Minnesota," now on her way across the Pacific for Seattle, would in all probability not include Vladivostok as port of call on her next voyage. Unfavorable financial conditions in the Russian Empire are directly due to the European war and have caused enormous cancellations of shipments booked recently for the coming voyage of the "Minnesota." Russia is not able to finance purchases in this country, local shipping men declare, and American manufacturers are refusing to accept purchasing agents' notes for automobiles, automobile trucks, barbed wire and other freight. Shippers feel the war will not last much longer, and predict charter rates on the Pacific will decline after July sailings. Although the "Minnesota" had a full cargo booked, cancellations of Russian freight have been so large the cargo she will take is now uncertain. The "Minnesota" is expected in Seattle July 3 and will steam for the Far East from there about July 27.

To deliver a portion of this season's salmon

pack in New York at the least possible expense, packers are contemplating making the experiment of towing a vessel loaded with a cargo of the staple from Puget Sound to New York, via the Panama Canal. The cannery men claim that their output can be placed on the Eastern market at a much lower cost than at present by towing one of their salmon ships direct to the East Coast. The expense of rehandling the pack after it has been stowed in the hold of the salmon ships, together with wharfage and other similar charges, is considerable, and by towing the vessel direct to the market the expense would be eliminated, while the cost of the tow would not be any greater than the freight charge provided the pack went in the regular freighters. It is also figured that after discharging the salmon at New York the barge could be utilized in bringing a return cargo of freight on which enough could be realized to pay the entire expense of the tug. The tow contemplated for this fall will be purely experimental, and if it is successful, as is declared to be practically a certainty, it is probable that the immense packs of Puget Sound and Alaska will find their way to the Atlantic in the future, cutting out the rehandling after the product comes from the canneries.

If any individual or institution is opposed to the ownership of the Great Northern Pacific Steamship Company steamers by the Great Northern and Northern Pacific Railways, he failed to register his appearance at the hearing conducted at Portland, Ore., during the week by the Interstate Commerce Commission. On the contrary, shippers from various districts of the Northwest testified to their belief in the value and advantage of the steamship service and characterized as "calamitous" any attempt by the Government or other interests to force its discontinuance. The officials of the rail lines concerned testified the steamship service was necessary for the further development of their own business and the commercial aggrandizement of the entire Northwest. A. R. Mackley, an attorney-examiner for the Interstate Commerce Commission, presided at the one-sided hearing. J. N. Teal appeared for the Portland Chamber of Commerce to disprove the supposition that the railway's ownership of the steamers was illegal or detrimental to the public good. Practically every other important city in the Northwest was represented in a similar capacity. The two steamers concerned are the "Northern Pacific" and the "Great Northern," running between Flavel, Ore., and San Francisco, connecting from Flavel with Portland by special trains over the North Bank (Spokane, Portland and Seattle Railway), which is owned jointly by the Great Northern and Northern Pacific railways.

Mystery continues to surround the movements of the American tanker "Maverick," which steamed from San Pedro April 23, for Java via San Juan del Cabo, and which appeared in Hilo, Hawaii, June 11, with a different crew from that shipped at the Southern California port. The vessel is known to have taken on 4,000 Springfield rifles and 4,000,000 rounds of ammunition from the schooner "Annie Larsen" at Socorro Island a few days after leaving San Pedro. It is believed here that Captain Fred Jebson, her owner, is now in command of the "Maverick," although he did not sail on her at the time she left California. Reports brought to San Francisco from Hawaii are to the effect that the crew on board when the vessel arrived at Hilo were Kanakas, Mexicans and natives of South Sea Islands instead of the crew shipped at San Pedro, and that the skipper is a German. The "Maverick" put into Hilo for water and food and after a stay of a few days cleared for Johnson Island, which is a mere coral dot in the expanse of the Pacific. Reports are current that there is a German submarine in Pacific waters and it is known that the Union liner "Niagara" from Vancouver to Sydney was told to take a different course from the regular one after leaving Honolulu. These instructions were given, according to authentic information, in order that the vessel, the best of the Union line fleet, should escape contact with the supposed submarine hovering in her path. Speculation here centers round the work that the "Maverick," flying the American flag, is supposed to be engaged in. It is pointed out that, as an oil tanker, she can carry fuel enough to keep her at sea for months and that she could supply fuel to several German submarines to keep them in service for many months if they escaped capture or other disaster. The possibility of a German submarine in the Pacific is scouted by shipping men here, but the fact that the "Niagara" was warned by the Government is regarded as significant.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 30, 1915.

MANUFACTURING PUBLIC OPINION.

No pack of hungry Siwash dogs has ever howled more energetically or with greater perseverance than the string of newspapers who are making malicious and mendacious attacks upon the new Seamen's Act.

Day after day, week after week, month after month, the most unwarranted misstatements made by the Schwerin-Dollar coolie-lovers have been accepted as gospel truth and paraded in the news and editorial columns of the boughten press in order to discredit the new legislation even before the date when it will take effect.

Renewed protests of the hysterical variety are now being made by numerous publications because twenty-one of the principal nations of the world have been notified by the United States that it intends to terminate provisions of existing treaties with those countries which are in conflict with the Seamen's Act.

The current issue of the Literary Digest devotes a page and a half to a résumé of these protests. According to the Digest "no one begrudges higher wages, better living conditions, or the right to quit work to the thousands of seamen on the American and other ships affected by the new Seamen's Act, but the thought that it may end entirely the jobs of American seamen by putting our merchant marine out of business gives some of the editors pause."

Now, to begin with, it remains to be seen whether or not any of the coolie-carrying American steamships in the transpacific are actually going out of business. Apart from the occasional screeches of Mr. Schwerin and Captain Dollar, there is no valid evidence to warrant any reasonable person in arriving at that conclusion.

Second, if Mr. Schwerin's company should really withdraw from the transpacific trade, it is obviously due to the fact that these ships are railroad-owned and are therefore barred from the Panama Canal, which undoubtedly places them at a prohibitive disadvantage in competing with the ships of other nations. The latter may run direct from any port in the Orient to any port on the Atlantic sea-

board, while the Pacific Mail Company has been denied that privilege because of railroad ownership. No less a person than Mr. Schwerin long ago confessed that this was the real reason, although he has since endeavored to shift the blame to the new Seamen's Act.

Finally, it is heartrending to note the deep concern of the plutocratic press over the preposterous allegation that the Seamen's Act may end entirely the jobs of American seamen. If all the "American" seamen now employed in the off-shore trade by Captain Dollar and his comrade-in-arms R. P. Schwerin were to lose their jobs, it could not by any stretch of imagination be construed as a calamity, for the number involved is so small and insignificant as to make this point not only inconsequential but positively ludicrous.

The Literary Digest's review of American newspaper opinion upon the new Seamen's Act clearly reveals one outstanding fact. It certifies to the value of publicity.

Publicity is a purchasable commodity. And it has been purchased over and over again by the secret powers who have for so many years dominated practically all Federal legislation.

The passage of the new Seamen's Act was against the expressed desire of powerful American and foreign interests. Hence, the present campaign of misrepresentation is carried on in the vain hope that inspired newspaper expression, artificially fostered and manufactured, will be regarded as genuine public opinion and that Congress will be governed accordingly.

Never was the duty of the independent, labor and reform press more clearly revealed than in this campaign. The issue is: Shall safety at sea be subordinated to safety of dividends? Shall the American people through their Congress make the laws regulating shipping, or shall the international shipping interests dictate that legislation through publicity methods which are not only questionable but of downright deceit?

"OF BLUE-BLOODED ORIGIN."

Our esteemed contemporary, the Sacramento Bee, made a sort of formal request upon organized labor recently, demanding that steps be taken to stamp out the I. W. W.

The JOURNAL had contemplated making an answer to the Bee's request. Since then, however, another California daily has done so in a very neat and rather convincing manner. We quote from the Stockton Daily Evening Record:

The Sacramento Bee demands that organized labor stamp out the I. W. W.

Why should organized labor undertake to stamp out the I. W. W.?

Organized labor has not produced the I. W. W.; and it is not keeping alive the conditions which are causing such rapid spread of I. W. W.ism.

There are other organizations—not labor organizations—which are fostering class privilege and class exploitation. Why not ask them to suppress the I. W. W.? The I. W. W. is a child of their own creation—the natural issue of class laws and special privilege.

The eight-hour working-day and good wages and recognition of the rights of labor do not produce the I. W. W.

Organized labor has a great many mistakes to answer for, but it has never sired nor mothered the I. W. W.

The I. W. W. is of a more blue-blooded origin.

All of which is logical, to the point, and just the kind of answer that should be made. I. W. W.ism flourishes only where there is an abundance of misery, hunger and want.

Collective bargaining, or, in other words, the employers' clear-cut recognition of labor

unions as a factor in industrial life, will do more to stamp out I. W. W.ism than anything organized labor could possibly do.

The demand to stamp out I. W. W.ism should be made upon the Morgans and Rockefeller. These men wield a tremendous power over the millions of their fellow-men who are wage-earners by force of circumstances. And first-hand testimony given before the Federal Commission on Industrial Relations forces us to the conclusion that they exercise this power without knowledge or responsibility.

Mr. J. P. Morgan, for example, seems to be certain of only one thing, namely, that he is a director of the United States Steel Corporation, the Atlantic Transportation Company, the Northern Pacific and the Pullman Company. Of this much he is sure, and of the fact that he has attended directors' meetings in all of them. But when asked regarding labor conditions in the industries he directed, he professed utter ignorance; ignorance, even of the meaning of the term. He appeared to be amused at the suggestion that there might be some responsibility incurred by the directors for the conditions of the workers in the industries they controlled.

Mr. Morgan didn't know how many of the men in the United States Steel Corporation worked twelve hours a day. He knew that there was "a certain number" that did. "Is that too long or too short a working day?" he was asked. "I don't know," he replied, and this was his refrain throughout the course of the afternoon.

"What is the proper income for an unskilled worker for a year?" "I don't know."

"Well, what is your opinion?" "I have no opinion."

"Do you consider \$10 a week sufficient compensation for a longshoreman?" "I don't know," Mr. Morgan began, evidently from force of habit, but checked himself, and added after a moment's reflection, "if he couldn't get any more and would accept it, I should say that it was sufficient."

"Do you believe there should be any limit placed on the labor of children? An age limit, for instance, on the time before which they may go to work?" "No."

"Do you think it a good rule that exists in certain industries that no unskilled worker over thirty-five and no skilled worker over forty shall be employed?" "I don't know anything about it," Morgan answered, and added with an air of jocularity, "I should refer that question to the manager of the particular industry."

"Isn't that the rule in the American Steel and Wire Company, a subsidiary company of the United States Steel Corporation?" "I don't know."

And so on the answers came with sickening monotony.

Here we have a captain of industry directing the policies of vast corporations and giving absolutely no consideration to the effects of these policies upon the thousands of workers employed. So we respectfully submit that men of Morgan's type are the real organizers and promoters of I. W. W.ism.

The Bee has made a mistake in directing its demand to organized labor. It should have been sent to Morgan, Rockefeller, et al.

I. W. W.ism is decidedly of blue-blooded origin. It is the logical result of the merciless rule of the dollar. It will be "stamped out" when humane conditions have been established for the workers upon whose shoulders rests the whole top-heavy structure of modern industry.

"ISN'T IT AWFUL, MABEL?"

The Dollar Steamship Company has announced its determination to change the registry of its ships from American to British.

Robert Dollar, president of the company, is on his way to Vancouver to arrange for the transfer of all the company's vessels to the British flag.

Not only will the change in registry be made, but Stanley Dollar said that there is a chance that the company will move its headquarters from San Francisco to Vancouver.—Press item.

When the foregoing item appeared in the daily press for the ninety-seventh time an atmosphere of general gloom settled over the United States of America.

Yes, sir, it is nothing short of a calamity that the American Merchant Marine should suffer this irreparable loss after such strenuous efforts have been made to induce Captain Dollar to accept American registry for his foreign-going steamships.

The one consoling thought in the whole affair is the knowledge of the fact that no American will lose his job because of this transfer. The same coolie crew and same alien officers who manned the Dollar steamers during their temporary sojourn under the Stars and Stripes will remain on these ships under the Union Jack.

It so happens that there are no Americans on these American (?) ships. So the change in registry will be exceedingly simple. It means a change of flag and nothing else. Yet, Captain Dollar will continue to pose as the first shining victim of that horrid, abominable Seamen's Act. He will continue to tell the simple Simons from Maine to California that he could no longer compete with foreign ships because of onerous conditions regarding the character and comforts of the crew, etc., imposed upon his ships by an ill-advised American Congress!

And the sad part of the story is that there are any number of unsophisticated rubes in our country who swallow that "prize" yarn.

Yes, indeed, it is simply awful for Americans to contemplate this awful loss. But our British friends need not rejoice. Captain Dollar will keep them on the jump with frequent threats to change his vessels to Chinese registry.

Captain Dollar will never be perfectly happy until he finds some nation which permits him to run his ships just as he pleases, without any kind of restrictions or regulations whatsoever.

The story of the successful escape of the landing party from the German cruiser "Emden," after that ship had been sunk off the Cocos Islands, their seizure of the little schooner "Ayesha," their voyage across the Indian Ocean to Hodedida, in Arabia, their subsequent adventures in the desert, and their final arrival at Jeddah, constitutes one of the most resourceful and daring episodes in the history of adventure. If any person is in search of the material for a novel, it is certainly to be found in this tale of the doings of the "Emden's" landing party, which carries one back to the Forty-niners who fought Indians, Mormons and others in order to reach their destination. It also recalls the story of the adventures of British pioneers who first crossed Arabia as the emissaries of what was afterwards to become the East India Company. All countries and all climes have produced men who love their native land with a passion both deep and enduring. And the nations engaged in the present world-war have each in turn asked,

"Where's the coward that would not dare
To fight for such a land?"

AN INTERVIEW WITH FURUSETH.

If President Wilson is being persuaded that American shipping is due to disappear when the La Follette Seamen act becomes effective on November 4, it is the result of misinformation, according to Andrew Furuseth, who was interviewed by a United Press staff correspondent at Washington, D. C.

Furuseth and Patrick Flynn, vice-president of the International Seamen's Union of America, are in the East, taking in practically all Atlantic Coast ports on an organizing trip.

The constantly circulated report that the Pacific Mail Company, operating on the Pacific Coast, is going out of business is untrue, according to Furuseth.

"The Southern Pacific owns the controlling interest in the Pacific Mail," said Furuseth, "and consequently its vessels are not permitted to go through the Panama Canal.

"There is evidence to prove that the Pacific Mail is simply reorganizing so as to divest itself of Southern Pacific ownership and readjust its trade route to make it extend from Hongkong through the Canal to New York.

"The Union Iron Works has furnished, at the request of the Pacific Mail, specifications for changing its steamships to oil burners. The change will require two months, disarranging the schedules so that the company cannot make bookings for sailings.

"Thus the Pacific Mail says a partial truth by reporting that it will discontinue operations on November 4.

"The 'Mongolia' is the first steamship scheduled to be converted into an oil burner. It will probably go to the Union Iron Works in November.

"We expect a big howl from now until that time because all of the bookings of the 'Mongolia' must be canceled."

Furuseth said that after its conversion to an oil-burning vessel, operation of the "Mongolia" would cost less than before, even with a white crew, as the new law provides.

Detailing the difference in the cost of operation with a white instead of a Chinese crew, Furuseth said:

"Instead of carrying 115 Chinese firemen, a boat can operate with 18 whites.

"The pay of the Chinese is \$9 a month. The whites could be paid \$55 a month. Instead of \$1,035 in wages for the Chinese, the white firemen would cost just \$990.

"Food for 115 Chinese at 18 cents a day for each costs \$621 a month, against \$216, which it would cost to feed 18 whites at 40 cents a day.

"The white deck crew would be more costly. Instead of 40 Chinese, a boat could be operated with 24 whites. The difference between \$8 a month wages for the Chinese and \$50 for the whites would make an increase in wages amounting to \$888 and their food would cost \$62 more a month.

"The Pacific Mail is trying to teach its Chinese crews English," Furuseth said, "and has prepared a dictionary of words and phrases common aboard ship.

"The 'Mongolia' is the first vessel to be furnished with facilities for instruction in the English language. General Manager Schwerin believes the Chinese will thus fulfil the requirement of the law that at

(Continued on Page 11.)

OFFICIAL.**SAILORS' UNION OF THE PACIFIC.**

Headquarters, San Francisco, Cal., June 28, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months. Balloting for officers for the ensuing term was concluded. The next regular meeting will be held Tuesday, July 6th; Monday being a legal holiday.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., June 21, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 21, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, June 21, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 21, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, June 21, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 21, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 21, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 14, 1915.

No meeting. Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 24, 1915.

No quorum, no meeting. Shipping improving.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, June 17, 1915.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, June 16, 1915.

No meeting. Shipping fair. Few men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, June 21, 1915.

No meeting. Shipping fair.

THOMAS BAKER, Agent.

89 Second Street N. Phone Broadway 2306.

DIED.

Theodor Herman Swensson, No. 2055. A native of Sweden. Age 33. Died at San Francisco, Cal., June 21, 1915.

Gustaf Ullman, No. 64. A native of Finland. Age 29. Died at Tacoma, Wash., June 15, 1915.

The cargo handled through the Panama Canal during March (635,057 tons) was 98.7 per cent. of the through freight hauled over the Panama Railway during the 12 months ending June 30, 1914, and is about 40,000 tons more than the through freight handled by the railroad in the fiscal year 1913. The Panama Railway was supposed to have the heaviest traffic per mile of all the railroads in the world prior to the opening of the canal.

PROTECTION FOR LONGSHOREMEN.

A law regulating the conditions of labor in connection with loading and discharging sea-going vessels in Dutch ports was promulgated by the Dutch Government in October, 1914.

All seagoing vessels except warships and fishing-boats are subject to the law, which applies to the work of handling and stowing goods on board seagoing ships, on the quays, or in stores or warehouses, and to the transshipment of goods into or from other vessels. The term "goods" includes fuel for the use of such seagoing ship and ballast, but does not include passengers' baggage and ship's stores unless these require the use of motive power.

The two fundamental provisions of the law are (a) the compulsory registration of all stevedore undertakings, and (b) the obligation imposed on all masters of vessels entering Dutch ports to employ only members of such registered stevedore undertakings. The last-mentioned obligation is suspended when, in addition to the crew of the sea-going ship, not more than three individuals are engaged at the same time in loading or discharging the vessel. Moreover, the law does not apply (1) to the work of transferring goods directly from or into river vessels when such work is performed by not more than three of the members of the crew of the river vessel, or (2) to work performed by persons in the service of a public body.

The conditions with regard to the registration of stevedore undertakings require that at least one director or manager must be a Dutch subject, and must not, without special authority from the Minister of State, be employed in another undertaking except as director or manager. Registration in the special stevedore register may not be refused when these conditions are fulfilled. Stevedore managers must not employ male persons under eighteen years, nor any females. Every dock laborer employed by a registered undertaking must be provided with a labor card, to be issued by the minister at a price not exceeding tenpence, such card to be valid for a maximum period of one year within the district specified therein. The authorities are to issue regulations respecting the hours of work and rest to be observed by dock laborers, such regulations to include the following, viz.: Men are not to work for more than ten hours out of twenty-four, except when they have leave to work overtime in special circumstances, such leave to be obtained in each case; nor, with regard to certain groups in certain occupations to be specified, may they work for more than twenty-four consecutive hours, rest times of six hours or less to be counted as part of the consecutive period of labor. A total of sixty hours' labor may not be exceeded in the period from six o'clock on Monday morning to midnight on Saturday, except with special leave to be obtained in every case. With regard to the above regulations as to hours of work, it is provided that within five years after the coming into force of the present law the draft of a revising law shall be presented. It is further provided that from Saturday midnight to six o'clock on Monday morning neither stevedores nor members of ships' crews shall be permitted to load or discharge, except with special permission.

Regulations are also to be made respect-

ing measures to be observed for the prevention of accidents during work, the assistance to be afforded when accidents occur, the prevention of injury to health during work, the provision of drinking water and of conveniences, and as to other points to be observed by managers of stevedore undertakings.

The law makes provision also with regard to the conditions of payment of dock laborers. If payment is made either wholly or partially on the piece-rate system, the conditions of such payment must be communicated within forty-eight hours of the request for such information being made by the official having authority in the matter. Wages must not be paid, except by order of the court, to third parties who are retailers of alcoholic liquors, or to persons reasonably presumed to be acting on behalf of such persons; and those regulations must be observed which forbid the wages of dock laborers being paid in places which by their location might lead to the wages not coming into the possession of the laborers themselves.

For the administration of the act State officials are to be appointed for prescribed districts, for each of which one or more advisory committees for dock labor may also be appointed by the State. Such committees shall consist of a chairman and vice-chairman, and an even number of other members, such number to be determined by the State. Half of such members shall be elected by the stevedore undertakings which have been registered for six months in the particular district, and the other half by workers holding valid labor cards issued at least six months before the compilation of the electoral lists. The committees, which may be dissolved by the State at its discretion, are designed to give advice on all matters relating to dock labor to the officials appointed under the law, to the State departments, and to other authorities. —Translated from *Staatsblad van het Koninkrijk der Nederlanden*.

FROM LA SALLE TO NEW ORLEANS.

The pioneer boat of a line that is intended to meet eventually the demands of all waterway transportation between the Great Lakes and the Gulf of Mexico arrived in New Orleans from La Salle, Ill., a few days ago and was received by enthusiastic delegations of business organizations. The vessel, called the "Steel City," brought down a cargo from Chicago and St. Louis, and this, it is hoped, will be only the first of many to take the water route through the Mississippi Valley. New Orleans is hopeful, but not sanguine. There have been so many recent attempts to revive river traffic, all of which have been abandoned. But it is only fair to say that this enterprise starts out under exceptional auspices; that is, there is more business and less sentiment behind it than any of its predecessors could justly claim.

"VIEWS OF BUSINESS MEN."

A business man says that Parliament before legislating on business questions should get the views of business men of the country. All right; here they are: "Smash the unions. Reduce wages. Raise prices. Kill Socialism. Jail agitators. Now trot out your legislation."—Clarion, London.

PRACTICAL USE FOR THE NAVY.

In noting the vast sums of money expended in the building of warships for the protection of our country, it is pleasant to see one item that has gone for constructive, rather than destructive purposes. Among the names of battleships, dreadnaughts, and superdreadnaughts, appears the name "Androskoggin," which is borne by a modest little coast guard cutter. But this little vessel, which would have as much chance in a contest with a battleship as a canary with an eagle, may be destined to mark the future development of the American Navy, as did the "Monitor" during the Civil War. The "Androskoggin" has been fitted up as a hospital ship, and her field of service will be among the fishing fleet that frequent the fishing banks of the North Atlantic. One has but to read the inscription on the monument in Marblehead cemetery—bearing upon one side the names of those who died on land, and upon the other, those who died at sea—to realize the hazardous venture of the six or seven thousand men engaged in these deep-sea fisheries. The lack of accommodation for the sick, or provision for the injured on these small fishing boats adds to the suffering and loss in this dangerous occupation.

The work of caring for the unfortunate fishermen in this region has been done heretofore by the French hospital ship, "St. Francois d'Assise," which each summer crossed the Atlantic to care for French fishermen on the Grand Banks, and which generously treated any others who needed attention, regardless of the flag under which they sailed. But this year the European war detained the French ship, and her mission of mercy will be assumed by the American hospital ship, "Androskoggin." May she be the first of a fleet carrying succor to all in need!—The Public.

THE KARLSRUHE.

The Danish paper "Ribe Stifstidende" says: "We can supplement our communication of March 17 concerning the destruction of the German cruiser 'Karlsruhe' by information from our correspondent in Berlin. He states that the 'Karlsruhe' escaped on August 6, and subsequently was very active in chasing merchant ships on the route between South and North America. Sometimes the vessel was fighting. On November 4, when the 'Karlsruhe' was in the Caribbean Sea, while part of the crew were taking tea on the fore part, all around being quiet, and no ships being visible, a terrific explosion suddenly occurred, breaking the ship in two. The members of the crew to the number of 250 or 300 men, among them the commander, who were in the fore part of the ship, went down with the vessel, but the others, about 120 men in all, succeeded in getting on board a steam collier which was escorting the 'Karlsruhe.' The rescued crew managed to reach Kiel, December 21 on this steamer, after suffering great hardships, the fear of meeting British warships compelling the boat to sail along the American coast, then round Iceland, and finally down the Norwegian coast."

Service cannot be expected from a friend in service: let him be a freeman who wishes to be my master.—Martial.

THE OYSTER BUSINESS.

In table history the oyster has always been accorded a leading place. From early Roman days to the present this luscious bivalve has never been dethroned, says the Journal of Education. And this is not because of the favoritism shown it by the epicure, but also because it ranks among the most economic of food products.

Speaking comparatively, very few persons know how oysters are produced or where. A popular idea is that they grow in a wild state in certain creeks or estuaries. Whatever the bivalve's early history may have been, the record to-day is one of most caretaking propagation and cultivation. Oystering has become a prodigious and remunerative industry, in which millions of dollars are invested, and hundreds of thousands of persons are employed.

Stanley H. Lowndes of Greenport, L. I., was at one time the largest individual oyster grower in the world, and is reported to have been worth more than \$8,000,000, all of which was made in the oyster business.

This business that brings at once employment and remuneration to so many is chiefly confined to the waters of the Atlantic States. These States are Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland and Virginia. It is in such great estuaries as Narragansett, Peconic, Gardiners, Great South, Delaware and Chesapeake Bays, that the industry flourishes best. Oyster culture is commercially profitable from Cape Cod to Hampton Roads. But its greatest center is Chesapeake Bay, and Baltimore handles more of the product than any other city in the Union.

The first great need in securing a profitable oyster bed is to secure a good location for it. This must be where the water is not too saline or too fresh, and where the tides do not run too swiftly. The water also must be neither too shallow nor too deep. From 10 feet of water to 60 feet the oyster beds may be safely made.

Another need for a good bed is the absence of deep mud or sand at the bottom of the water. Then something must be spread on the bottom to which the tiny oyster can attach itself or it will be carried away by the tide. Broken stone or old oyster shells, or submerged tree branches may be used, to which the little "spat" may cling.

In its earliest stages the oyster is called a "spat." It changes in form very rapidly at first, and in six days it takes on true oyster form though still small. Then it forms its attachment to some object, to which it clings permanently. In two or three months it is quite noticeably an oyster, with its shell-valves formed. From this time it grows for two to three years when it is ready for the market and the stew.

The planting of the beds is done to-day by quite large steamers, some of them 150 feet long. With dredge-nets one of these boats will rake in as many as 8,000 bushels of seed oysters in a few hours, and will then sail away from 50 to 120 miles to deposit them in new beds. These beds are known as oyster farms, and they are as carefully staked out as are the farms on land. Some of these oyster farms are of

large extent, in some instances 5,000 to 25,000 acres are under one management.

When the steamer with its great load of seed oysters arrives at its bed, it keeps moving about over it while some 15 to 18 men are shoveling the oysters overboard, spreading them as well as possible that the bottom may be evenly covered. Then it goes back for another load, until the new bed is completely covered.

The manner of planting or harvesting the bed is changing from the old days of the dory or the one-sail oyster boat. The steamer and the large gasoline launch are supplanting them, being much more expeditious, and not as dependent on wind or tide. The old laborious way of raising the oysters from their beds by means of great tongs worked by hand is giving way almost entirely before the dredge operated by steam. The working by the tongs was a very laborious process, averaging anywhere from 15 to 75 bushels a day. A hand dredge will raise from 100 to 400 bushels in a day; while a steam dredge will in five hours raise from 1,000 to 1,200 bushels. So the old happy-go-lucky ways of raising oysters are abandoned, and the oysters are both planted and harvested now by machinery.

When the oyster vessels reach their landing place, the work of shucking and packing has to be done with as much expedition as possible, that the oysters may not turn stale. The shuckers, who soon become experts at their calling, will open from 12 to 20 gallons a day, their wage being about 20 cents a gallon. As the oysters are shucked they are graded, as they vary so greatly in size. There are three grades—small, medium and large.

Then the oysters are washed in tubs of fresh water to remove every portion of broken shell or grit, and are made ready for market. Some are to be sent to far-away points and are put up in tin cans that are hermetically sealed. Others are packed in large pails and barrels, and are kept cool and sweet by a copious use of ice.

An improvement has been made in the kind of packages used, so as to insure the delivery of the products throughout the United States and Canada in the most perfect condition. These and other means are unsparingly used to maintain the purity of the product, and to protect this important and enormous industry in the enjoyment of its normal proportions.

During a recent attempt to increase recruiting throughout England, the war office distributed what they considered a very attractive placard by which they meant to arouse the indifferent youth of England to enlist in the army. The placard reads:

"To Berlin—The country is arranging a trip to Germany in the spring for a few sportsmen. All hotel expenses and railway fares paid. Good shooting and hunting. Ages, 1 to 38. Rifles and ammunition supplied. Free. Cheap trip up the Rhine. Apply at once, as there is only a limited number (one million) required."

No doubt, says the "Irish Standard," the attractive features advertised on the placard would produce better results if a guaranty of personal safety were enclosed, with the additional guaranty that those who took advantage of the offer would be safely returned to their homes.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, Mich.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

be able to gain the benefit which we expect to arise from our organization.' That is what they have said. And what is the essential difference, whether they say that to the employer against whom this strike takes place, or whether they solicit men on the street to do that very same thing? Essentially I say there is no difference between them. They are acts which they have a right to do individually and collectively and they are done for ends which are justifiable, which are legal."

The strike started April 2. It involves brewery workers, engineers, firemen and machinists. The workers asked that former contracts be renewed, with the added provision that work shall be equalized in times of business depression. Last November the companies discharged fifty-one active trade unionists, and the proviso was intended to check this unfairness. Later the companies demanded that chief engineers withdraw from the Steam Engineers' Union. The strikers have presented their cause to the public in a vigorous manner and are confident of final victory. The failure of the companies to secure an injunction is but one of a long series of attempts to destroy the unions of brewery workers and their allies.

Unions Should Be Cautious.

"The unions should guard against hasty and irrational moves," warns the editor of "Organized Labor" in a first-page plea to the trade union movement of San Francisco to be cautious, in view of statements from anti-union centers that a fight will be started against San Francisco when the Exposition closes.

The editor continues:

"The real danger to the union labor movement of San Francisco and California is the agent provocateur—that is, the hired detectives and sleuths which the manufacturers send into the organization for the sole purpose of promoting and starting trouble.

"There is hardly a union in California, or in any great industrial center of the country, which has not its quota of these dangerous pests, who either insanely or hypocritically mask under the cloak of unionism.

"When they get on their feet and start to 'orate' and 'propose,' the union had better investigate."

"Breaking Contracts Can't Crush Unions."

"You can't destroy unions by breaking agreements. We favor contracts, but we do not depend on them to live," declared President Gompers last week to an audience composed of thousands of members of the International Ladies' Garment Workers' Union. It was one of the greatest labor demonstrations New York city ever witnessed, and Madison Square Garden was crowded with unionists who listened to vigorous addresses by President Gompers and others on the termination of the protocol by garment manufacturers and the arrest of several officers of the union, which was denounced as "a deliberate assault on our union in particular and on the labor movement in general—an assault engineered by some of our most oppressive and unscrupulous employers in league with

a band of professional strikebreakers and a gang of notorious and self-confessed criminals."

President Gompers notified manufacturers that the union's activity would not be lessened because they broke an agreement. He said the trade-union movement desires these agreements, but it does not depend upon them for existence, and that it will live and prosper in spite of broken promises by employers.

"I don't know the reason behind the breaking of the protocol," said President Gompers. "Is it that the manufacturers believed the union could be crushed? Did they join in the movement to take the lives and liberties of the Cloakmakers' Union? If it be their purpose to help take the lives and liberties of the men we believe to be innocent, they will be defeated. The killing of the men at Ludlow brings a suspicion that that is what they want to do here.

"In the fight for freedom we are going to stand shoulder to shoulder, not for war, but for peace. Any assault on our ranks or on the meanest among us, will find our ranks ready to fight to maintain the lives of the toilers of our country."

Strong resolutions were adopted in protesting against the action of employers, and these workers professed their trade-union faith in the following language:

"We realize more than ever that our only protection against all assaults on the part of our employers and our other enemies lies in our organization; that our union alone will shield us from the inhuman exploitation, maltreatment and persecution to which we had been subjected before the general strike in 1910, and we pledge ourselves with renewed determination and enthusiasm to stand loyally and unflinchingly by our union, by our international and by our faithful officers through all the struggles that may come."

Injunction Refused—Union Views Upheld.

The city of Stockton (Cal.) secured much publicity last year because of an attempt by the Merchants and Manufacturers' Association to disrupt the trade-union movement, and now it is again in the limelight because of the refusal of the Superior Court of the county to issue an anti-boycott injunction against the Building Trades Council and Material Teamsters' Union.

In view of last year's events and the antagonistic union sentiment developed at that time, the decision is a remarkable one, and again proves the value of agitation and education by workers in the securement of rights to patronize whom they will.

While the court believes it has the right to issue injunctions even in cases covered by State and city police laws, it makes the interesting ruling that there is no such thing as a "secondary boycott," a theory elaborately defended and explained by ex-President Taft and non-union associations. The court insists that "the legality of the secondary boycott is vigorously denied by the English courts, the federal courts and the courts of many of the States of this Union."

The California State Supreme Court is cited in defense of this opinion, and that court is quoted as follows:

"The court recognizes no substantial distinction between the so-called primary and secondary boycott."

The Superior Court intimates that in-

timidation is a matter for injunction relief, despite the presence of sufficient police statutes and trial by jury guaranties. The court, however, makes several significant statements that accord with the federal Clayton law. The most prominent is the declaration that mere numbers constitute no wrong and that whatever one man can do alone, he may do in combination with others, "because," says Judge Norton, "it has been definitely settled as a matter of law that the acts which an individual may lawfully do, an organization of individuals may lawfully do."

The decision indicates the changed sentiment on this question, and shows that in the very near future organized workers will no longer be attacked for exercising rights that are accorded others without question—the right to withhold their patronage, singly or in concert, from those who oppose them.

Unity Is Only Hope Say Office Workers.

The Bookkeepers, Stenographers and Accountants' Union, affiliated to the American Federation of Labor, calls attention to the hundreds of thousands of these workers who would be benefited by trades unionism. The unorganized stenographer is declared to be on a par with the unorganized domestic servant and subject to the whim of the individual employer. These workers declare:

"Unionism in the office workers' ranks will carry them forward to at least a living wage, decent conditions of work, freedom from the tyranny of the employer, and will regulate the hours of work so that she knows when her day's work is done, and that she may, like any other normal human being, have her spare hours to the improvement of her mind and for recreation.

"The press has for years built up the picture of the light and frivolous stenographer who comes to work armed with a novel, a powder puff and chewing gum, to type a few letters very languidly and spend the rest of the day powdering her nose and flirting with her employer.

"A stenographer who writes thirty letters a day, in clicking the keys, depressing the shift key, moving the carriage against the spring tension, expends energy at the rate of about 1200 pounds to a letter, and about eighteen tons a day. No wonder that the stenographer is glad to forget the keys for a few hours, or that her nimble but tired fingers refuse to respond to the call for rush work at 5 o'clock. Most men would feel entitled to a well-earned rest if they had pushed eighteen tons during the day in addition to numerous other business details."

Try It on John D.

Editor Hilton, of the Wheeling (West Virginia) "Majority," asks this question:

"If Lawson is to be imprisoned for the death of a strikebreaker whom he never saw or heard of, why shall Rockefeller escape punishment for the crime of burning alive the women and children of the Ludlow tent colony?"

Enthusiasm is not a herring that can be pickled and kept for a few years.—Goethe.

Genius is the power to take a hint.—Markham.

DENMARK'S NEW CONSTITUTION.

After various vicissitudes the constitutional question in Denmark has been settled, after a fight lasting a generation and which has, at times, been a very bitter one, as is always the case when a country is ruled by a minority. It is therefore cause for congratulation that it has led to mutual respect and understanding. The new era is ushered in with the consent of the entire nation. The new constitution was signed by the King of Denmark on June 5, the day on which the original constitution was promulgated in 1849, this constitution being subsequently modified in 1866. The constitutional reform bill was originally introduced in 1912 by the moderate Liberal cabinet of M. Berntsen, who proposed a measure of democratic reform which even many of his own party were not ready at once to sanction. With this reluctance and the definite opposition of the Conservatives of the Upper Chamber of the Rigsdag and the Landsting it therefore fell to the Radical cabinet of M. Fahle, supported by the Socialist party, to break down, and subsequent elections to both chambers secured to him a workable majority of Liberals, Radicals and Socialists in both Houses, just before the outbreak of the European war. This event caused the bill to be temporarily shelved in a committee of the Landsting until quite recently, when a mutual understanding was arrived at between all the various party groups, each one of them dropping some special claim or point of opposition so as to enable the reform to be carried by a unanimous vote of the Rigsdag.

Universal suffrage has now been introduced at the elections to both chambers, women's suffrage being included, with little or no opposition or discussion from any of the political parties, but the age of those entitled to vote and the system of proportional representation varies as regards each chamber. From times immemorial the assemblies which acted at one and the same time in a legislative and judicial capacity in the Scandinavian countries, were called "Ting." When constitutional forms of government were adopted this old name "Ting" was preserved and in the constitution of 1848 the popular chamber was called the "Folketing" (the people's Ting), and the upper chamber, representing largely the landed proprietors, was called the Landsting (the country's Ting). Although the distinctions between them have now really disappeared the names are preserved. Class and sex qualifications have disappeared; the aim has been to protect the country by excluding inexperience and by securing representation for all parties and for all interests of importance to the State, but requiring specialized experience.

At the first election men and women of the age of 29 will be qualified to elect the new Folketing of 140 members, this age limit being then reduced at each subsequent election until the constitutional standard of 25 years is reached some 16 years hence. Proportional representation by means of electoral lists will be the rule at the Copenhagen elections to the Folketing, but the system is to be varied as regards the Danish provinces. Here polling has to take place in single member constituencies, but the various parties in minority are to be entitled to supplementary

mandates numbering one-fourth of the constituencies in each county.

With regard to the Landsting, this chamber of 54 elected members selects before each dissolution, 18 other members to sit in the next Landsting. These supplementary members were formerly chosen by the Crown, a kind of "life peers," and the intention is to provide for an adequate non-political representation of leading representatives for art, trade, commerce, industry, shipping, agriculture and so forth, more especially such classes of the community who find themselves unrepresented in the Upper Chamber. The same electoral districts are to prevail for this House as for the Folketing, but the age qualification is fixed at 35 years. The electoral committees selecting the future member of the Landsting are chosen by proportional representation lists, according to the d'Hondt system, but the member himself by a modernized form of the method originally proposed some sixty years ago by the Danish politician, Andrae. The plan of referring bills to a referendum has been dropped, as also that of making new taxation bills dependent on a two-thirds majority in the Folketing, this condition only applying to bills of expropriation or land nationalization.

AN INTERVIEW WITH FURUSETH.

(Continued from Page 7.)

least seventy-five per cent. of the crew 'shall understand the language of the officers.'

"There is no reason to be disturbed by Robert Dollar's assertion that the Dollar Line will be placed under the Japanese or Chinese flag. His vessels were under the British flag before the war. The presence of German cruisers in the Pacific caused him to use the United States flag.

"If he now goes under an Oriental flag he must have Oriental officers as well as crews, if the Orientals are to leave United States ports, and it may cost more to get another such crew than to get men who speak English.

"As the law stood, Japan must inevitably have taken complete mastery of the Pacific. Under the La Follette act, Japan has no advantage over anyone coming into United States ports. I predict that the Dollar Line will continue under the United States flag.

"The same applies to the steamships of James J. Hill. Railroad authorities know Hill cannot afford to withdraw the steamship 'Minnesota' from service or use another flag.

"If the 'Minnesota' is withdrawn from its run to the Orient, the Northern Pacific and Great Northern must give too big a share of their through freight money to vessels of other lines. Hill's vessels protect him against high ocean rates.

"The continual attacks on the Seamen's law are helping foreign shipowners keep the United States flag off the ocean. The foreign shipping circles want to make it as difficult as possible to negotiate the new consular conventions.

"We believe President Wilson will stand by the Seamen's act."

Such being the happiness of the times, that you may think as you wish, and speak as you think.—Tacitus.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Massachusetts Legislature passed a law empowering the State Board of Conciliation and Arbitration to investigate cases of alleged illegal employment by strikebreakers.

About 500 Buffalo (N. Y.) workers are involved in the strike against paving companies for higher wages. A. F. of L. Organizer Streifer has organized these workers, who are now affiliated to the International Hod Carriers, Building and Common Laborers' Union.

Steel workers at Blasdel, eight miles from Buffalo, N. Y., have organized a local and affiliated to the Amalgamated Association of Iron, Steel and Tin Workers. About 300 members are enrolled. These workers are now on strike, and are being assisted by the trade-union movement.

Seventy-five miners employed in the Tunnel mine, near Flushing, O., had a narrow escape when timbers at the pit mouth gave way, allowing the entry way to fill up. After several hours the workers escaped, without injury, through the airshaft. The mine was one of those affected by the recent fourteen months' strike, and had just resumed operations.

"Common laborers" employed by Oklahoma City, Okla., will hereafter enjoy a fifteen days' vacation with pay. This rule now applies to every department in the city. The question of cost was discussed by the commissioners, but it was finally agreed that a \$2 man is as much entitled to a vacation as any one else. The resolution was unanimously adopted.

Members of the Mailers' Union at Cincinnati are alert to improved industrial conditions. Several months ago they agreed to a seven months' renewal of their old contract with newspaper managers on the theory that business would improve. The mailers presented a demand for betterments the first of June. This was agreed to and a three years' contract with increases of \$1.50 a week was signed by both parties.

The Typographical Union of Sioux City, Iowa, has voted to submit wage differences with employers to arbitration, because of the latter's refusal to grant the union's demands. As a compromise the workers were asked to accept a reduction of \$1 a week, which would be regained at the rate of 25 cents a year in a long-time contract, which provides for later increases. As this would take several years to re-establish the present rate, the printers declined.

A general strike on the surface and elevated street railway lines of Chicago took place at midnight of June 13. It was preceded by several weeks of fruitless negotiations between the companies and the men. An increase of wages and changes in working conditions are the matters in dispute. Arbitration proposals by the companies were rejected as unsatisfactory by the men. The companies suggested that each side select an arbitrator and these two select a third, the three to pass on all questions. The men held that under a similar arbitration agreement two years ago their claims had not received fair consideration. Mayor Thompson then got in touch with both sides in an effort to bring them together, and finally succeeded on May 16, when both sides agreed to arbitration with the Mayor as referee.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John	Larsen, Ludvig A.
Andersen, A. -1797	Lillhorn, O. J.
Andersen, A. B. -1082	Luberg, William
Baxter, Ed.	Larson, E. G.
Beck, John A.	Louis, Jimmy
Bekker, J.	Martinson, P. A.
Blumel, Wm.	Mortensen, John
Boose, P. C.	Meyerdeirks, H.
Brunstad, John	Moen, Tryger
Brynnfoss, Halvor	Mikkelsen, K. -1620
Christensen, Trygve	Nielson, Alfons
Edson, Frank	Naro, H.
Freymann, Aug.	Olsen, Yugo
Glademo, Lars	O'Daly, John
Gustafson, K. J.	Olsen, E. -966
Hansen, Nils	Olsen, Harald
Hansen, Theo.	Olsen, Peter
Hansen, C.	Perry, Albert
Hansen, W.	Petersen, Carl M.
Hansen, H. T.	Pertson, J.
Haugland, Harold	Ross, A. E.
Ingebretsen, Olaf	Ramberg, Barney
Jacobson, Anders	Salvesen, Sverdrup
Jensen, Jens	Strand, Charley
Jorgensen, L.	Scherman, Karl
Jahnke, Otto	Sweeting, Ed
Jensen, Hans -2011	Sorensen, Geo.
Johnson, C. W. -64	Samuelson, W. L.
Karberg, J.	Smith, T.
Knudson, A. J.	Tullfson, Hans
Kruse, K.	Travers, John E.
Kretschmann, Max	Thompson, W.
Larsen, Albin	Wee, Wm.
Larsen, Alfred	Wilen, Toivo

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmi Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St.

East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Eriksen, Anton	Oterdahl, C.
Lomas, Richard	Svenningsen, S. N.
Lawrence, Harry	Thorsen, Fredrik N.
Nilsen, Nils	Wickstrom, William

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Ellsen, Sam
Felsh, Henry
Geiger, Joe
Gasch, Willy
Gunther, John
Holmstrom, Chas. A.
Holman, W.
Holm, Peter
Hellman, Albin
Holm, Aage
Handt, Wm.
Henriks, Waldemar
Ingelbrigtson, O.
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Kronstrand, T.
King, J. L.
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Larson, C.
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
Muller, P.
Mathson, Nils
Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdielck, Heinrich
Meyer, Chas.
Nilsen, Harry
Neuling, Albert
Olsen, Andy
Osterberg, Henry
Oglive, Wm. A.
Olsen, Oscar
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Emil
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Schultz, John N.
Smith, John
Selin, Joe
Soderlund, Uno
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urso, Geozep
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengren, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John
Bleasig, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.
Nilsen, -1054
Uilsen, Harry
Nordgren, Chas.
Onu, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

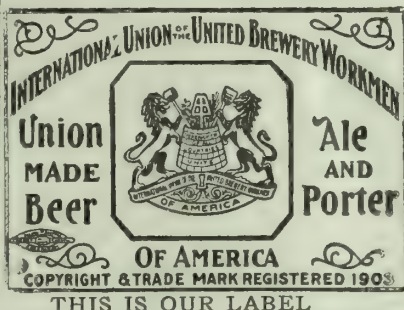
Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION**PERSONAL LIBERTY**

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

United States Treasury officials es-
timate that the income tax will net
\$82,000,000 during the calendar year.

New York interests are said to
have secured part of the old John
Roach property at Chester, Pa., with
the purpose of establishing ship-
yards there immediately.

Secretary McAdoo has intimated
quite plainly that the administration
ship bill will be introduced and
pushed to passage in the next session
of Congress, the purpose being to
aid the upbuilding of South Ameri-
can trade.

President Wilson has appointed
Robert Lansing to the office of Sec-
retary of State. Mr. Lansing has
been filling the position since the
resignation of Mr. Bryan. He has
been Counselor of the Secretary of
State since John Bassett Moore re-
tired from that position.

Former President Taft maintained
his position of opposition to the
people's rule before the judiciary
committee of the New York consti-
tutional convention, which was urged
to favor the appointment of judges,
instead of electing them. Mr. Taft
believes this will "remove judges
from politics." He is not in symp-
athy with primary elections, either.

Leo M. Frank, convicted by a
Georgia jury on rather questionable
evidence of the murder of Mary
Phagan, a factory girl, and sentenced
to be hanged, will not suffer the
death penalty. The sentence was
commuted to life imprisonment by
Governor John M. Slaton, who is-
sued a long statement reviewing the
case and giving reasons for his
action.

The Federal Customs Court at
Washington has decided that the 5
per cent. rebate on imports in Amer-
ican bottoms must be extended to all
imports in ships of nations which
have "most favored nation" treaties.
This will extend it to the ships of
every maritime nation excepting
France, and practically reduce all
duties 5 per cent. The Treasury
Department will appeal from the de-
cision to the Supreme Court.

Former Secretary Bryan, in con-
tinuance of his propaganda to sup-
port the President, gave out a state-
ment recently on the horrors and in-
conveniences of war, making the
prediction that an international con-
ference would take place at the close
of the European conflict to revise
the rules of international law. The
present rules, according to Mr.
Bryan, have been made for the na-
tions at war rather than for the
nations at peace. He expressed con-
fidence that the United States would
be given an opportunity of acting
as peacemaker in the present con-
flict.

Lieutenant Bauer and other mem-
bers of the crew of the German
auxiliary cruiser "Prinz Eitel Fried-
rich" interned at Newport News,
are said to have escaped, according
to a statement made public by the
Department of Justice. The custom
in such cases is for the belligerent
country to return the men. During
the Russo-Japanese war, certain
Russians interned at San Francisco
in the transport "Lena" escaped to
Russia. When the matter was called
to the attention of the Russian au-
thorities the escaped men were re-
turned to the United States. It is
expected that the escape of Lieu-
tenant Bauer and his acolytes will
be called to the attention of the
German government.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell. 4-3-15

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

HUMBOLDT SAVINGS BANK,
783 Market St., near Fourth.
For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
savings deposits, payable on and after
Thursday, July 1, 1915. Dividends not
called for are added to and bear the
same rate of interest as the principal
from July 1, 1915.
H. C. KLEVESAH, Cashier.

DIVIDEND NOTICE.

FRENCH-AMERICAN BANK OF
SAVINGS (Savings Department)
108 Sutter St.
For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
deposits, payable on and after Thursday,
July 1, 1915. Dividends not called for
are added to and bear the same rate of
interest as the principal from July 1,
1915.
A. LEGALLET, President.

DIVIDEND NOTICE.

THE GERMAN SAVINGS AND LOAN
SOCIETY.
(The German Bank.)
526 California St.
Mission Branch, corner Mission and
Twenty-first Sts.
Richmond District Branch, corner
Clement St. and Seventh Ave.
Haight Street Branch, corner Haight
and Belvedere Sts.
For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
deposits, payable on and after Thursday,
July 1, 1915. Dividends not called for
are added to the deposit account and
earn dividends from July 1, 1915.
GEORGE TOURNY, Manager.

Domestic and Naval.

The Pan-American Steamship Corporation, of Dover, Delaware, has been incorporated in the State of New York with a capital of \$1,000,000 to engage in transportation to all parts of the world.

The derelict American schooner "William Thomas Moore," recently towed to Halifax by the United States coast guard cutter "Seneca," is reported to have been purchased by the firm of Beazley Brothers.

A shipment of live cattle, said to be the first to Europe in many years, was made recently at Jersey City, when more than 1,100 head of cattle were loaded on the steamship "Shenandoah," for Bordeaux.

The 92-foot iron tug, "Alice E. Conway," has been sold to New York buyers through the steam vessel brokerage office of Louis Spitzer, 15 Whitehall street, New York. She was formerly the "N. Y. C. No. 18," built at Marvel's shipyard, Newburgh, in 1891.

The Norwegian steamer "Anita," which lay stranded for five months on a reef in the North Caicos Islands, and was floated by the Merritt-Chapman Company, having been towed to New York by the tug "Rescue," has been sold to Baltimore buyers. She will be repaired.

The Canadian government has purchased from the Merritt-Chapman Wrecking Company, New York, three of its largest and most powerful wrecking steamers. The names of the three wrecking steamers are the "I. J. Merritt," "William E. Chapman," and the "Commissioner."

The United States Circuit Court of Appeals has affirmed the decision of Judge Mayer of the United States District Court allowing some of the "Titanic" claimants to withdraw from the proceedings instituted against the White Star line in the Federal courts here and bring suit in England, where carrier's liability is greater.

Records for fast passages by steam colliers between Boston and Baltimore were eclipsed when the steamer "Hampden" of the Coastwise Transportation Company, completed the round trip from Boston to Baltimore and return, including the time consumed in loading 7509 tons of coal for cargo and 200 tons for bunkers, in five days and nine hours.

Transfer of a number of Danish steamships to American registry has been refused by Eugene T. Chamberlain, United States Commissioner of Navigation in the Department of Commerce, because no American money was invested in them. A letter to that effect has been received in New York from the commissioner at Washington. The steamships involved in the transaction are said to have sailed in the past variously under the German, Danish, Dutch and Norwegian flags.

At an informal ceremony held on board the American liner "Philadelphia," recently, Mr. A. A. Raven, President of the Life Saving Benevolent Association of New York, presented Captain Arthur R. Mills and officers and crew of the liner with medals for their bravery in effecting the rescue of the crew of the Dutch tanker "Chester" in mid-Atlantic February 4 last. The rescue was made early in the morning while a midwinter storm was raging, which cut the day's run to only 66 miles.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men
Exclusively

Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aale, O. S.
Abrahamson, Alek
Ahlfors, Arthur
Albrecht, Chas. M.
Allen, Wm.
Alexi, Hakon
Almayer, Henry
Amundsen, Albert
Andersen, Alfred
Olaf
Andersen, A. S.
-1371
Andersen, C. M.
-1823
Andersen, H. J.
-1620
Andersen, N. -1549
Anderson, A. -1447
Anderson, D.
Backman, Axel
Bakker, Haakon
Barz, Herman
Baumann, A. O.
Behr, Henry
Behrend, Fred Karl
Bendiksen, Nick
Bergman, E. Ivar
Berkild, Gus
Berlin, Werner
Bernes, Chas.
Berry, David J.
Bertelsen, Kristian
Besseson, Olaf
Beyerle, Rupert
Blake, E. -2049
Bjorseth, Knut
Bluckar, John
Calson, Fred
Campbell, George
Campbell, E.
Carlson, A. E.
Carlson, C. O.
Carlson, Julius
Carter, J.
Carther, Sidney
Catt, Frederick
Cellan, John
Dahlkvist, Fred
Dahlstrom, A.
Daly, John
Daniel, J. C.
De Baer, Harry
De Bruin, B.
Denis, I.
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckstrand, Frank
Edwardsen, Anton
Elenius, Axel
Elliasen, Sigurd
Elisen, Sam
Ellefsen, Otto
Fagerli, Ott
Fagerstrom, O. -587
Fane, James
Farrell, Bernard
Ferguson, J.
Ferguson, Will
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fleppert, Fritz
Follan, Thomas
Forde, S. C.
Gerner, Hans
Gart, George
Gillholm, Albin
Gorden, George
Granstrom, Nestor
Grant, Otto
Griffith, Hugh E.
Grigolett, Ed
Gronthal, Arthur
Halbeck, O.
Halvarsen, Henry
Hammergren, Oscar
Hampel, Will
Hannus, Alex
Hansen, Charlie
Hansen, H. C.
Hansen, Henry W.
Hansen, Hilmer
Hansen, Martin
Hansen, Niels S.
Hansen, Norkard M.
Hansen, Olaf
Hansen, Thomas
Hanson, Henrik
Hanson, H. O. -2418
Hanson, John
Hart, J.
Hartog, John
Hauan, Karl
Helin, M.
Helander, John

Anderson, Ed
Anderson, E. -1781
Anderson, Edmunde
Anderson, Ernst
Anderson, H. E.
Anderson, Jon
Anderson, J. R.
-1246
Anderson, Ole
Anderson, S. K. -910
Anderson, Walter
Anderson, O. L.
-1363
Andreassen, Hans
Andresen, A. -1635
Antonsen, H. -1783
Antonson, Viktor
Augustin, Hermann
Azevedo, Manuel T.
Boers, M.
Boro, Severin S.
Bowden, Chas.
Bowman, Jack
Brady, Jack
Bredemeyer, Elmer
H.
Broberg, Charles
Brown, Thos.
Brown, William
Bruun, Axel
Bryning, Walter
Buas, Tomas
Buckly, J. J.
Bunnnett, E.
Burke, Andrew
Byloff, Charles
Christensen, Otto
Christiansen, Hans
Claus, John R. C.
Collier, H. S.
Collins, E. F.
Conolly, Obirt
Constantinos, Lay
Countedt, Ernest
Crosigila, G.
Curran, N.
Deswert, William
Dewetrak, C.
Dianus, William
Dittmar, Otto
Donelly, John
Doyle, William
Dracar, Ed.
Ellingsen, Fred
Enstrom, Carl
Erickson, E. R.
Erickson, George
Erickson, Conrad
-333
Erikson, Sigurd
Esko, Oscar
Evans, Stanley C.
Forshu, Alex
Foss, Laurits
Franklin, John
Frankovich, Alex
Frazer, James
Fredholm, C. J.
Fredrickson, M. W.
-532
Fredrickson, F.
Funke, Burns
Gulbrandsen, Jens
Gulbransen, Bjorn
Gulliken, Amandus
Gumas, Nicholas
Gundersen, A. L.
Gundersen, Kristian
Guthre, R.
Gutman, C.
Helin, John
Hellen, Paul
Helberger, M.
Helnaz, C. -2117
Helsen, H.
Helmer, Fred
Hermanson, Fritz
Hewitt, Peter
Higgins, F.
Hilderbranch, A.
Hilke, Karl
Hogan, A.
Holm, Aago
Holman, W.
Holmqvist, F.
Holst, R.
Hoose, Frank
Hord, Charlie
Hoversen, Carl
Hubertz, Emil
Hubner, Carl

Ikonom, Joe
Ingebreetsen, Olaf
Jackson, Aug.
Jacobson, C.
Jarosinski, Feliks
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Hans -1555
Jensen, Henry
Jensen, Jens
Jensen, John Frank
Jensen, Oskar
Jersch, Wilhelm
Johansen, A. -2071
Johansen, Axel H.
Johansen, Birger
Johansen, Carl J.
Johansen, Thos. W.
Johanson, A. F.
Johanson, Edward
Kaleva, Gustaf
Kallas, August
Kallberg, A.
Karlsen, Hans
Karlsen, Wiktor
Kaspersen, H. -1100
Kearns, N.
Kendahl, Chas.
Kinlock, Wm.
Kive, Karel
Klebingat, Fred
Laakso, Frank
Ladwig, Otto
Landegren, J. F.
Langsen, Sam
Larsen, C. A.
Larsen, John
Larsen, Julius
Larsen, Ludvig J.
Larson, S. G.
Larsson, K. E.
Laursen, Chris.
Lawson, J. P.
Leelkolm, M.
Leirevag, H. J.
-2213
Leroen, Larry
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Magee, E. H.
Magnussen, Magnus
Magnusson, E. W.
-153
Makelo, Gustav W.
Makew, W.
Malland, O.
Manse, Peter
Marguart, Robert
Marqueis, Frank
Martens, Hans
Martensen, J. C.
-2191
Martin, H.
Martin, J.
Matta, Humberto
Mattson, Harry
Mattson, J.
McKeating, R.
McLaughlin, M.
Nagel, Alf
Naujack, Fritz
Nedsen, John B.
Nelson, Alvin
Nelson, C.
Nelson, Ernest C.
Neuling, George
Nextrom, Alex
Nicklas, M.
Nielsen, Edwin N.
Nielsen, E. S. -1116
Nielsen, Hans F.
Nielsen, H. O. -1229
O'Brien, Fred
O'Brien, R. F.
Oleman, Henry
Olofsson, M.
Olson, Carl -1315
Olson, Charles A.
Olson, Ferdinand
Olson, Johan -1222
Olson, John
Olson, Olaf
Olson, Ole -1047
Olson, Paul
Palm, P. A.
Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Halfdan
Pedersen, Olaus
Pedersen, W. G.
Persson, John
Peterson, A. -1675
Peterson, Anton
Peterson, J. A. -515
Peterson, L. -1389
Peterson, Niels
Peterson, O. -1365
Peterson, Oscar E.
Quigley, Robert E.
Raau, Henry
Randolph, J. S.
Rank, W.
Reyberg, Sverre
Riegel, Billy
Rimmer, C. M.

Ikonom, Joe
Ingebreetsen, Olaf

Jackson, Aug.
Jacobson, C.
Jarosinski, Feliks
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Hans -1555
Jensen, Henry
Jensen, Jens
Jensen, John Frank
Jensen, Oskar
Jersch, Wilhelm
Johansen, A. -2071
Johansen, Axel H.
Johansen, Birger
Johansen, Carl J.
Johansen, Thos. W.
Johanson, A. F.
Johanson, Edward
Kaleva, Gustaf
Kallas, August
Kallberg, A.
Karlsen, Hans
Karlsen, Wiktor
Kaspersen, H. -1100
Kearns, N.
Kendahl, Chas.
Kinlock, Wm.
Kive, Karel
Klebingat, Fred
Laakso, Frank
Ladwig, Otto
Landegren, J. F.
Langsen, Sam
Larsen, C. A.
Larsen, John
Larsen, Julius
Larsen, Ludvig J.
Larson, S. G.
Larsson, K. E.
Laursen, Chris.
Lawson, J. P.
Leelkolm, M.
Leirevag, H. J.
-2213
Leroen, Larry
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Magee, E. H.
Magnussen, Magnus
Magnusson, E. W.
-153
Makelo, Gustav W.
Makew, W.
Malland, O.
Manse, Peter
Marguart, Robert
Marqueis, Frank
Martens, Hans
Martensen, J. C.
-2191
Martin, H.
Martin, J.
Matta, Humberto
Mattson, Harry
Mattson, J.
McKeating, R.
McLaughlin, M.
Nagel, Alf
Naujack, Fritz
Nedsen, John B.
Nelson, Alvin
Nelson, C.
Nelson, Ernest C.
Neuling, George
Nextrom, Alex
Nicklas, M.
Nielsen, Edwin N.
Nielsen, E. S. -1116
Nielsen, Hans F.
Nielsen, H. O. -1229
O'Brien, Fred
O'Brien, R. F.
Oleman, Henry
Olofsson, M.
Olson, Carl -1315
Olson, Charles A.
Olson, Ferdinand
Olson, Johan -1222
Olson, John
Olson, Olaf
Olson, Ole -1047
Olson, Paul
Palm, P. A.
Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, Halfdan
Pedersen, Olaus
Pedersen, W. G.
Persson, John
Peterson, A. -1675
Peterson, Anton
Peterson, J. A. -515
Peterson, L. -1389
Peterson, Niels
Peterson, O. -1365
Peterson, Oscar E.
Quigley, Robert E.
Raau, Henry
Randolph, J. S.
Rank, W.
Reyberg, Sverre
Riegel, Billy
Rimmer, C. M.

Insunso, Francisco

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Johanson, J. -880
Johansson, A. -380
Johansson, Bernard
Johansson, H. -2213
Johansen, Walter
Johnson, C. -2392
Johnson, E. G. -227
Johnson, Eric
Johnson, Frank
Johnson, Johan
Johnson, John
Johnson, Julius M.
Johnson, Peter
Johnson, R.
Johnson, Robert
Jones, Berthor
Jonson, Halvar
Jorgenson, L.
Jungberg, L.
Knappe, Adolph
Knudsen, Daniel
Knut, Alex
Koch, Harry
Kolk, M.
Kosko, Pet
Kristensen, K. D.
Kronholz, Edwin
Kruiger, Gustav
-934
Krulff, P.
Lewald, Harry A.
Lewis, Robt. W.
Lidsten, Charles
Linderman, Otto
Lindgren, Oscar
Lindroth, Alfred
Lindroth, Erik
Loren, A. L.
Lorin, Christian
Lundberg, Allan
Lundberg, Carey
Lundberg, Charles
Lundberg, Torstein
Lundgren, Colmar
Lunsmann, Henry
Lynch, James
McLean, H.
McLellan, John
McMahon, Jack
Melander, G. L.
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Miller, Billy
Miller, Harry
Milos, P.
Minner, Albert
Molander, Herman
Moller, Louis
Moore, Albert
Morice, Francis
Mrisas, Christian
Muenchemeler, Harry
Muischneck, U.
Muller, Thom
Murphy, J.
Murray, Edward
Nielsen, Nils
Niemyer, Oscar
Nilsen, Anders
Nilsson, Hjalmar
Nohr, Niels
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nurn, John -1151
Nyman, Axel
Nyman, Oskar

Rotter, R.
Rudt, Walter
Sanders, S.
Saunders, James
Savage, Roland
Schmitt, F. A. -2651
Schneider, H.
Schroder, Willy
Schultz, Albert
Schultz, G. F. W.
Selin, B.
Senter, B.
Silver, S. A.
Skellerup, A.
Skogman, W.
Slaf, Loui
Smith, L. K.
Snider, G.
Tamsar, P.
Tamman, K.
Tayra, August
Teichel, Gustaf
Teishert, Karl
Teilessen, Emil
Thee, Rudolf
Thoren, Gus
Thoresen, C.
Thorn, Arvid
Uderkull, C.
Verney, A.
Vesgoord, Jens
Vickery, Curtis S.
Waener, Will
Wadman, Harry F.
Wald, Olaf -1285
Walker, Erick
Wallin, Gustaf
Wank, E.
Westcroft, L.
Weber, Fred
Wetz, Ormulf
Welure, J.
Yejata, Yrjo
Zankert, Charles
Zierenbaur, Karl

Rundquist, O.
Ryan, James
Solberg, Bernt
Sonnenberg, J. C.
Sorensen, J. -2037
Spanas, Nick
Spanon, James
Stalzieman, E.
Stange, A. -2063
Stanton, J.
Stenberg, Gus
Steinfart, J. H. F.
Stenman, Richard
Stinnesen, Harald
Sundberg, John
Sundberg, K. K.
Svendsen, J. -1903
Suensen, C. J.
Swanson, O.
Thorsell, C.
Thorsen, Rolf
Thorsen, Theodore
Tortenson, Folke
Tierney, Pat
Thomson, G. E.
Tonnesen, Trygve
Traynor, John
Trenkahn, Martin
Triedrich, H.
Ulla, Charlie
Vogel, Gus
Voss, H.

White, Peter
Whiteside, Fred
Whitot, J.
Willjanen, Arvo
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.
Wittenberg, Albert
Wold, Statius
Zweyberg, John

Rundquist, O.
Ryan, James
Solberg, Bernt
Sonnenberg, J. C.
Sorensen, J. -2037
Spanas, Nick
Spanon, James
Stalzieman, E.
Stange, A. -2063
Stanton, J.
Stenberg, Gus
Steinfart, J. H. F.
Stenman, Richard
Stinnesen, Harald
Sundberg, John
Sundberg, K. K.
Svendsen, J. -1903
Suensen, C. J.
Swanson, O.
Thorsell, C.
Thorsen, Rolf
Thorsen, Theodore
Tortenson, Folke
Tierney, Pat
Thomson, G. E.
Tonnesen, Trygve
Traynor, John
Trenkahn, Martin
Triedrich, H.
Ulla, Charlie
Vogel, Gus
Voss, H.

White, Peter
Whiteside, Fred
Whitot, J.
Willjanen, Arvo
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.
Wittenberg, Albert
Wold, Statius
Zweyberg, John

White, Peter
Whiteside, Fred
Whitot, J.
Willjanen, Arvo
Willman, Frank
Winkel, August
Winner, A. A.
Winton, J. A.
Wittenberg, Albert
Wold, Statius
Zweyberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasale, Michael
Berling, J. B.
Carter, Sidney
Ceelan, John
Ellefsen, Otto
Evensen, Louis
Finnely, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
bert
Jacobsen, Emil
Johansen, Emil
Jorgensen, Olov
Klette, E. F.
Matheson, A.
Nelson, Axel.
Olson, Arne
Olsen, Carl -1101
Olsen, Ragnvald
Pedersen, Ellif
Pedersen, H. -1263
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Raaum, Henry
Rarly, Frans
Rathke, Reinhold
Relusen, A. L.
Slettenmark, Einar
Sorensen, Pete
Strasdin, A. W.
Stratton, Henry
Swanson, Ben
Tanum, H. -973
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere street.

December 31, 1914:

Assets\$58,584,596.92
Deposits65,676,513.19
Reserve & Contingent Funds 1,908,083.74
Employees' Pension Fund.... 188,521.05
Number of Depositors..... 66,442

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the six months ending December 31, 1914, a dividend to depositors of 4% per annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET
400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing, Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

Capt. Chas. J. Swanson

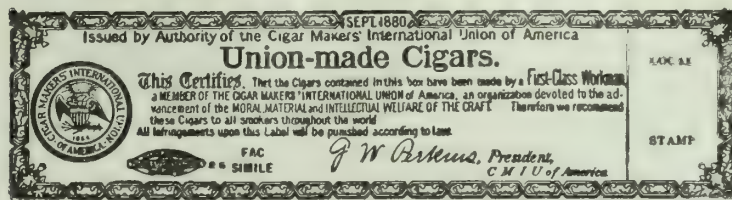
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

Norway has lost twenty-nine vessels of all kinds, through mines and torpedoes, since the beginning of the war. The aggregate value is \$7,500,000.

The parliamentary elections in Greece resulted in the defeat of the government ministry, and the success of ex-Minister Venizelos, who stands for war on the side of the Allies. Roumania is reported to have received the assurances from the quadruple entente of all that she has sought, and is ready now to enter the war upon a favorable opportunity. Greece and Serbia have refused to cede the territory in Macedonia demanded by Bulgaria, which leaves the action of that country still in doubt.

Premier Asquith's estimate that Great Britain's losses to date have amounted to 258,069, has been made a basis by experts to estimate the losses of all countries. The total loss is placed at 7,600,000, of whom probably 1,500,000 have been killed, 4,500,000 wounded, and the rest missing. The losses by countries are: Germany and Austria, 3,000,000; Russia, 2,300,000; France, 1,500,000; Great Britain, 250,000; Serbia, 250,000; Belgium, 200,000; Turks, South Africans, East Africans, and Italians, 100,000. At this rate of loss—750,000 a month—it is estimated that there are sufficient unorganized reserves to continue the war for three years.

The Austria-German forces have retaken Lemberg, the capital of Galicia. Material changes are not apparent in Belgium or the north of France, although severe fighting has occurred in both fields. The Italians continue to advance slowly, and to strengthen their position on the eastern side of the Isonzo River. The Dardanelles present no new features. The Allies' land forces are reported ready to take the town of Gallipoli, through which the Turkish forts at the narrows maintain land communication with Constantinople. It is reported that the British battleship "Agamemnon" was torpedoed early in May. This makes six battleships lost by Great Britain at the Dardanelles, and one by the French.

President Wilson's warning to the Mexican factions to get together and set up a stable government is apparently having some effect upon the leaders. General Carranza has issued a proclamation, in which he claims to control 20 out of 27 States, and to control all the seaports except Guaymas, on the Pacific, and all ports of entry on the American border except Piedras Negras, Juarez, and Nogales. He claims that 13,000,000 out of 15,000,000 population are subject to his authority. Guaranty of rights to foreigners is assured, indemnity for property damages, "on a just and fair basis," and the restoration of peace and order are promised. Government lands shall be equitably distributed; but nothing is said of the great landed estates. As an evidence of good faith he promises to surrender executive authority to whomsoever shall be selected. General Villa has sent to Washington Manuel Bonillo to acquaint the administration with his position and to make known the fact that he has made a formal offer to General Carranza for a conference with a view to a union of the factions.

ALASKA FISHERMEN.

San Francisco.

Ekelund, Will H. Hakansson, Ingvar
Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
Fister, Johannes Phister, Albert
Pinnigan, I. H. Polhome, Mr.
Hagen, Gunder Ridderstaff, Ernest
Jensen, Gustav Rye, F. M. J.
Johansen, Ingvald Selback, Chris.
Johnson, Axel Slinning, Rasm's O.
Nelson, Nels W. Spellman, Tom
helm Starks, John
Larsen, Fred Stein, George G.
Magnuson, P. A. Stixrud, Jack
Osterlund, Albert Stromsness, Oscar

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Albert Smith, a native of Cork, Ireland, who left the American ship "John C. Meyer," on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul-General at San Francisco.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 10-3-1915

With the Wits.

Another Neutral Zone—"There goes another poor devil launched upon the sea of matrimony."

"Yes; and he looks as if he expected to strike a mine any minute."—Judge.

Most Likely.—Bix—By the way, who is, or rather was, the god of war?

Dix—I've forgotten the duffer's name, but I think it was Ananias.—Indianapolis Journal.

"I tell you, comrades," cried the Socialist orator, "if you will only give Socialism a chance, you will find it works—"

"Aw go wan!" replied the cheer leader in the audience. "What we want is suthin' that abolishes work."

Answered.—"Dad, what do they call a man who eats only vegetables?"

"A vegetarian, son."

"And one who eats people?"

"A humanitarian. Now run along and play."—Philadelphia Public Ledger.

Whales.—The whale, like the orator, makes the most noise when nearest the surface of things. When he goes deep you never hear him. Whales spend their time in ocean travel and taking the air. There was once a whale named George Washington. His father had caught a favorite human being and had put him in the refrigerator to keep, when George happened along and swallowed him. George's father, missing Jonah, which was the name of the dainty, suspected George, and took him out into a back ocean current. George thereupon began to weep salt tears, but, with prodigious courage, for a whale, said:

"Father, I can not tell you a tale. I swallowed Jonah with my little swallower."

Whales are used to lubricate sewing machines, to decorate museums of unnatural history, and to reduce to a pulp a woman's waist-line.—Life.

Secure and Profitable

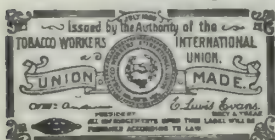
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL

NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

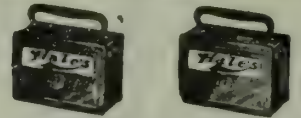
NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians

SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



\$1 Value

50c

\$1 Value

50c

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 43.

SAN FRANCISCO, WEDNESDAY, JULY 7, 1915.

Whole No. 2337.

BIG BUSINESS RAPS SEAMEN'S ACT.

Alien Interests Want Law Repealed.

After years and years of careful consideration, analyzing and sifting of evidence and testimony presented by all interests concerned Congress at the last session finally enacted the long pending Seamen's bill.

It is hardly necessary to point to the fact that the principal features of the new legislation were heartily endorsed in the National platforms of the Democratic and Progressive parties. Nor is it necessary for the purpose of this article to call attention to the fact that abolition of involuntary servitude is "the" main and most important part of the new law.

The startling and most interesting development in connection with this long deferred step toward modern conceptions of freedom is the brazen demand made by certain interests to repeal this humanitarian legislation even before it has gone into effect.

Intimidating President Wilson.

According to news despatches the Maritime Association of the Port of New York, numbering some 800 representatives of domestic and foreign steamship lines entering New York, has prepared an appeal to President Wilson, urging him to call a special session of Congress to repeal the present Seamen's law.

In resolutions adopted by the association, a copy of which was to be sent to the President, it was alleged that "enforcement of this law will be most disastrous in effect, and its drastic and impracticable provisions will defeat the very purposes for which it was said to be enacted." "The situation is so critical to shipping interests," it was asserted, as to "warrant and fully justify the President in calling a special session of Congress for the repeal of this law before its ruinous provisions shall become effective."

Language utterly fails to give due justice to the brazen and unmitigated gall which characterizes every step and utterance of this alien crowd in New York. These greedy profit-mongers have, in effect, told Congress and the Chief Executive of the American nation that the shipping interests alone are capable of determining the practicability of maritime legislation.

The Result of Shipowners' Dictation.

From the very birth of this republic capital invested in shipping has dictated practically all legislation affecting life and property at sea. As a result the shipowner has been relieved of nearly every responsibility to passengers, cargoes and crews.

By laws enacted at his own dictation the American shipowner has been relieved of:

First—Risks arising from acts of God or dangers of the sea through the system of insurance; arising from piracy through the present perfect policing of the seas; from those arising from popular local disturbances through damages paid by such localities or States.

Second—Liabilities to the shipper, passenger, or seaman through limited liability as to the shipper or passenger.

Third—Taxes on floating property by a large number of States and others about to follow in this policy.

Fourth—Fees to be paid for the enforcement of navigation laws (see Acts of June 19, 1886,

and June 10, 1890), by which fees theretofore paid by the owner are now paid from the General Treasury. Some small fees only are left.

Fifth—Care and cure of sick seamen, which has been assumed by the United States through the Marine Hospital Service, the expenses of which were placed against the General Treasury by the Fifty-ninth Congress, and from the burial of dead seamen, who are handed over to the coroner and then buried by the community.

Sixth—The duty to carry a certain number of citizens in the crews of vessels. (See Act June 28, 1864.)

Seventh—The duty of training men for the sea service. This is now done by foreigners or at public expense by training ships. Too often they are not trained at all. Although the owner is supposed to provide a competent master and crew, yet there has been no legal standard of an "efficient" or "competent" seaman until the enactment of the La Follette Seamen's Act.

Eighth—Since Section 4463, Revised Statutes, was amended by the Sixtieth Congress his responsibility as to the crew has ceased, he being covered by having obeyed the rules as to number of men prescribed by the Local Inspectors.

In addition the shipowner may carry any amount of cargo that he shall think safe on deck. He may load his vessel as deeply as he shall think proper. There are no regulations on these subjects.

Special Privileges for U. S. Shipowners.

Under admiralty law, as it came to this country, the owner was liable to the full extent of his property for any loss or damage caused to the shipper or passenger through his own carelessness, or the carelessness or lack of skill of master or crew. He was further liable to the seamen employed for injuries caused by defective gear or for injuries received through any lack of skill on the part of the master or other officer.

Section 4283, Revised Statutes (Act of March 3, 1851), relieved him of part of his liability by enacting that where the loss or damage was caused by neglect of master or crew the owner should not be liable beyond his interest in the vessel and freight pending.

Section 18, Act of June 26, 1884, extends this to all debts and liabilities, except in case of those employed by the vessel. That act reads: "The individual liability of a shipowner shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessel and freight pending."

As a result it has been made almost impossible to recover for loss or injury to life and damages caused to cargo through carelessness, improper manning, etc.

But with all his special privileges, with maritime laws written at his request, the once mighty American Merchant Marine has practically disappeared from the oceans.

The shipowners have claimed that competition with foreign vessels was impossible because of the difference in cost of building and operating.

They emphasize the difference in cost of operation. But Congress has equalized the building cost by admitting foreign-built vessels to American register for purposes of foreign trade. Thus this argument falls by the wayside.

About That "Awful Handicap."

Practically the only difference in operating cost is now in the respective wages paid. The wage cost of operation depends upon the port in which the crew is hired, not upon the flag of the vessel. It is the same to vessels of all nations hiring their crews in the same port, and engaged in the same or similar trade.

Moreover, the new Seamen's Act deprives foreign ships of their only advantage they have had. For after the slave-catching sections of treaties with foreign nations have been abrogated, they will no longer have the aid of our Government in forcibly retaining, or recapturing, the men secured in ports with a lower wage rate. Hence foreign ships will find it necessary to adopt the American standard of wages when trading to our ports. This in order to keep their crews, or to obtain new crews. The certain effect will be to equalize the wage cost of operation.

Yet "American" shipowners demand the repeal of this law. Obviously, their interests are tied up with their partners abroad, the European shipowners, and they realize that the new Seamen's Act will give real American ships equal opportunities. Hence their opposition.

Deep down in their mercenary hearts they know that the way to successfully equalize the wage cost of operation is to permit the men of all vessels in our ports to release themselves, instead of assisting shipowners to forcibly hold them. Equalization will then follow a natural course upward to the higher level in response to economic conditions. Equalization downward by artificial means has been tried and found wanting. In the long run it results only in driving all white men from the sea and substituting Orientals.

Congress Has Not Acted Hastily.

Congress has taken all these matters into consideration and decided to reassert and maintain domestic jurisdiction over all vessels in our ports, and to enforce standards of safety and skill based upon American conceptions, equally applicable to all and kept under control of our Government, thus depriving foreign vessels of any special privileges. Under this method there will be no need of subsidies to rebuild the American merchant marine. Yet that is probably another prime reason which prompts the howl of protest from alleged "Americans." The would-be subsidy-grabbers know that the La Follette Seamen's Act will put an end to their fond dreams of substantial gifts, in the shape of ship subsidies, from the national treasury.

Those who are at all inclined to lend an ear to this late alien-inspired protest against the Seamen's Act should not take anything for granted without due investigation. It so happens that the predictions of wholesale disaster to the "shipping interests" are heavily discounted by experience. These interests have consistently opposed every measure for the improvement of the conditions of seamen. They opposed the Maguire Act of 1895 and the White

Act of 1898. They predicted disaster then, as they predict disaster now. But their predictions have in every instance proved to be "false alarms."

A PERFECT GENTLEMAN.

Mr. Henry Siegel, who swindled thousands of New York's poor out of a large sum of money in a dubious banking scheme, has elected to go to jail for ten months—less good conduct time, which will make it eight and a half months—rather than pay \$150,000 to his creditors. One hundred and fifty thousand dollars, be it remarked, is only a very small percentage of the sum involved.

From a business point of view, he has chosen the wiser course, and has used his option to the best advantage. It is safe to say that there is not one out of a hundred of his poverty-stricken creditors who would not be more than willing to serve that sentence for one-hundredth part of the sum.

Mr. Siegel will "save" some \$18,000 a month by going to jail, and no doubt considers it an excellent business proposition.

When he comes out he will have the \$150,000 and declares he will start in business again—the same kind of business presumably, or at least with the same object. He is a trifle humiliated, of course, but is not the sort of person to allow that trifle to stand between him and business.

Some people may wonder why the court didn't take that \$150,000 from him in any case, but then they are not wise as to how this game is worked. That money is not his; some "friends" offered to supply it. After he serves his sentence they will let him have it again so he can start in business once more. They recognize, of course, that they can't keep a good man down even by putting him in jail. Such magnificent business experience and acumen as that possessed by Mr. Siegel must not be allowed to go to waste.

The incident merely demonstrates again that there is still plenty of opportunity in this country for the efficient man who is willing to work and knows how to work—the workers.

As for the jail sentence of eight months, "E can do it on 'is 'ed," as the Cockneys say. And 'e can also do other things with 'is 'ed, when he comes out.

"I am a brigand; I live by robbing the rich," says Mendoza to John Tanner in "Man and Superman." "I am a gentleman," rejoins the other. "I live by robbing the poor. Shake!"

Mr. Siegel is a gentleman. And he's going to continue being one. There is \$150,000 to prove it.—New York Call.

It is pointed out by Government authorities that American children reared on the Canal Zone have attained a proficiency in swimming that is considerably above the average for children in the United States. It is said that there is not an American child in Cristobal over six years of age that cannot swim; and it is believed that the proportion of swimmers among the children is almost as great in the other canal villages, excepting Ancon and Balboa, from which access to swimming places is comparatively difficult. It is interesting to note that swimming proficiency among the girls is quite as great as among the boys. The development of swimming on the isthmus is attributed, mainly, to the continuous warm weather, the accessibility of water, and the lack of other outdoor sports.

THE PEARLING FLEET.

The war has not unnaturally decreased the demand for pearls and the industry has been affected in all the producing centers, especially in Thursday Island. According to the latest dispatch from that island the procuring of pearls has been suspended since the war started, and the divers and other workmen have been out of employment. The chief reason is that the demand has remarkably decreased in London, the principal market for this article, and there is an entire absence of demand in various European centers. Under these circumstances the owners of pearl boats have found themselves in a difficult condition financially, and they have been unable to pay the divers and other workmen. Strenuous efforts have, however, been made by them to renew the pearl gathering, in view of the fact that the pearl industry is the only one on which the greater portion of the Thursday Island population depend for their living. For three months, from October till December, last year 50 per cent. of the pearl boats were employed in the pearl gathering—that is, 59 boats out of 107. Even then 48 boats remain unemployed, with the result that the Japanese divers to the number of about 150 have been discharged and sent home. Also, about 200 natives of the neighboring industry have been discharged and sent home.

At present 480 Japanese, 60 Malaysians, and 13 New Guinea natives, 553 in all, are still being employed in the industry. It is to be explained in this connection that the Japanese divers in Thursday Island are employed as contract laborers for the term of three years, the contracts being signed in Hong-kong, the traveling expenses between Hong-kong and Thursday Island to be borne by the employers. The laborers are not allowed to land, according to the emigration law of the commonwealth, but are employed by the special permission of the Australian government, on condition that they live in the boats. But if the war lasts long and the efforts of the pearl gatherers to maintain the half work fail, it is feared that all the Japanese will lose their employment and be told to return home.

THE LIGHTHOUSE SERVICE.

The following table will furnish an idea of the status of the vessels building or proposed for the Bureau of Lighthouses, Department of Commerce, on June 25, 1915:

Light vessel No. 98	Completed; final test of machinery made.
Tender Laurel.....	Conditionally accepted from contractors May 18, and placed in commission May 21.
Tender Fern.....	99 per cent. completed; trial trip held May 28, but complete results not yet reported.
Tender Rose.....	12 per cent. completed; under construction at Seattle, Wash.
Light vessel No. 101	8 per cent. completed; contract awarded March 6, 1915, Wilmington, Del.
Light vessel No. 102	8 per cent. completed; contract awarded March 6, 1915, Wilmington, Del.
Tender Cedar.....	Contract awarded to Craig Shipbuilding Co., Long Beach, Cal.; construction started.
Tender Palmetto...	Plans nearly completed; specifications being prepared.
Light vessel No. 100	Appropriation, \$130,000, available; preliminary study made.
Tender Aster.....	Balance appropriation, about \$34,000, available.
Light vessel No. 99	Balance appropriation, about \$58,000, available.
Tender for 8th dis..	Authorized act March 3, 1915; no appropriation yet.

STARVATION IN MEXICO (?)

After all other plots, schemes and excuses had been exhausted by the privileged few to involve the United States in the Mexican war, big interests, which have profited so largely through the system of peonage, low wages and long hours existing in Mexico, have raised the cry of starvation in Mexico, and the jingoes are now urging that as an excuse for American intervention. The Mexicans are fighting to throw off the yoke of oppression and to overthrow a system which has made fabulous fortunes for a privileged few there and many non-resident capitalists, and to establish something like human rights, human freedom, and a constitutional government. They have a right to fight for these things and we are of the opinion that there is no imminent danger of them starving to death at present. Perhaps some would just as leave starve to death in the effort to establish constitutional rights and human freedom as they would while working under conditions that lead to the same result but in which those who have become wealthy through stolen privileges are the sole beneficiaries.—Cigarmakers' Journal.

Considerable progress has been made by the committee of the Liverpool and London War Risks Insurance Association in the adjustment of the claims of those who were dependent on the members of the crew of the "Lusitania" who lost their lives. The committee have made the following among other awards: To the widow of a captain, a pension of £201 6s. 8d. per annum; to the widow of a junior engineer, a pension of £52 9s. 5d. per annum, in addition to a sum of £300 paid into court; and to the widow of a chief steward, a pension of £52 13s. 10d. per annum, in addition to a sum of £300 paid into court, and an annual allowance of £34 6s. 6d. in respect of the children under sixteen.

An important railroad is being built northward from Petrograd to a point on the Arctic Ocean near the Norwegian frontier, about 500 miles west of Archangel, on a portion of the Arctic coast line, reached by the end of the Gulf Stream, which makes the climate at that point much milder than at Archangel. A port will be created there that should, it is said, never become ice-bound, as Archangel is in winter.

Teisuke Shimizu, the veteran diver of Kobe, is reported to have applied to the British authorities for permission to attempt to float the "Emden," which was battered and driven ashore by the Australian cruiser "Sydney" at Cocos Island. The veteran Kobe diver has the reputation of being one of the most skilled salvage operators in Japan.

The Austro-American liners "Atlanta" and "Eugenia," which have lain at Buenos Ayres since the war, have been sold to Italians. They are two fine cargo and passenger steamers, fitted with refrigerated space. The "Atlanta" is of 5,022 tons gross, built in 1908 at Port Glasgow, and the "Eugenia" of 4,835 tons gross, built in 1906, also at Port Glasgow.

It is the dreams of youth that become the realities of manhood.—Hamerton.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Education Is a Necessity.

The uneducated worker is prey for scheming politicians and demagogues, declares President Perkins of the Cigarmakers' International Union, in a plea for education.

This unionist presents these reasons why working men and women should become enlightened:

"The working classes have a deep interest in education; they have an intense interest in the intellectual development of the masses.

"Education is a precious jewel; its luster penetrates the phenomena of the universe; it unravels the secrets of the movements of the planets; of the ebb and flow of the tides on the oceans; of the formation of coal, oil, gas, stone and metals in the geological survey. The wonderful discoveries in the arts, electric and chemical sciences are due to education.

"Primary education, while absolutely necessary as a stepping stone to a higher system, is not sufficient. It does not go far enough. It handicaps the children of the average working man and woman in the struggle for better economic and social conditions; it handicaps the poor boy and girl in exposing the shams and falsehoods in which they are engulfed.

"The uneducated man is marooned in the morasses of ignorance, prejudice and superstition. His vision is clouded in an atmosphere surcharged with greed, rapacity and exploitation of the weak and helpless.

"The man without education is apt to have a narrow vision; he cannot survey the field of operations by which a comparatively few families have become multimillionaires; he cannot grasp the machinations and manipulations by which the common people are deprived of the major portion of the fruits of their toil.

"The uneducated man is lacking the inclination to delve into and examine the laws enacted in favor of the wealthy classes, which are lauded as beneficial to the workers."

Taft's Adviser Discusses Clayton Act.

Will the labor provisions of the Clayton Act give workers the relief its advocates claim?

A majority of Congress has registered an emphatic "yes"; the American trade-union movement and sympathizers say "yes."

Anti-trade-union elements, naturally, disagree.

And now comes George W. Wickersham, United States Attorney General under President Taft's administration, with an affirmative answer to this question. As a lawyer he supports the position of friends of the act in an article that will prove a valuable contribution to the discussion, and which is published in the July issue of the American Federationist, which also contains the consent of the publishers of Mr. Wickersham's opinion, and also Mr. Wickersham himself, to republish it.

As an introduction to Mr. Wickersham's article, President Gompers says:

"This article is published from the Alumni Register of the University of Pennsylvania with the permission of its author, and of the Alumni Register. The opinion of former Attorney General Wickersham as to the ap-

plication and significance of labor provisions of the Clayton Act is of special interest to the members of organized labor. Mr. Wickersham confirms the claims advanced by the advocates of the legislation, even though he does not indorse the principles. Mr. Wickersham's harsh and unjustifiable attacks in the article upon labor leaders and labor organizations discloses the fact that he cannot be accused of over-friendliness to organized labor. Hence, his article is all the more valuable and convincing of the value and importance of the labor provisions of the Clayton law."

In urging trade-unionists and sympathizers to read this article, and give it the widest publicity possible, President Gompers makes this statement:

"Because of the important and historic value of Mr. Wickersham's opinion, it is well that it should receive the widest possible publication as a permanent record of so important and valuable contribution to the judicial discussion of the great advantages secured by the enactment of the labor provisions of the Clayton anti-trust law."

School Head Wins Injunction Fight.

Government by injunction in school affairs is not the business of courts; the free exercise of discretion by school authorities is not to be abridged or destroyed by a judicial injunction; unwise exercise of discretion is a matter for the voters to deal with.

This, in substance, is the Appellate Court's opinion in discharging J. H. Fredericks, Superintendent of the Cleveland (O.) public schools, from the decision of Judge Neff, who sentenced him to ten days in jail and pay a fine of \$500 for dismissing union teachers.

When the Cleveland teachers organized and affiliated to the Cleveland Federation of Labor, the school board instructed Superintendent Fredericks to notify them that membership in the union would be treated as a resignation. Judge Neff granted an injunction against this policy, but six teachers, whose terms of service ranged from ten to thirty years, were denied employment. After sentence, the superintendent alleged prejudice on the part of the court, but was overruled. This position was sustained by the Ohio Supreme Court, and the sentence of ten days in jail and a fine of \$500 was appealed to the Appellate Court, sitting in Toledo, with the above result.

The Appellate Court cited the decision of the United States Supreme Court, January 25 last, in which the Kansas law denying employers the right to discharge because of union affiliation, was declared unconstitutional. A decision by the Ohio Supreme Court, May 5, annulling a similar law in that State, was also cited.

Full Crew Repeal Vetoes.

Governor Brumbaugh of Pennsylvania has vetoed the bill passed by the last legislature repealing the full crew bill.

The veto means a complete victory for the railroad brotherhoods, who were assisted in their fight to retain the law by the trade-union movement.

In his veto message, the State executive said:

"It is claimed that this additional man on

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engeluf 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during April, 1915, was 243, a decrease of 62 on March, 1915, and an increase of 193 on April, 1914.

British postal workers have asked the Government to increase their wages, in view of the high cost of living, by 4s. a week where the wages are less than £2, by 3s. a week between £2 and £3, and 2s. a week for others up to a maximum of £210. The Civil Service Federation is also requesting the Government to raise the wages of the lower-paid Civil servants.

Besides the privilege of having newspapers and novels to read to him while he works, the Cuban cigarmaker demands another indulgence—that of cheering his labors with cigars provided by the firm. Every morning six high-grade wrappers are handed to him for his own use, and in these he folds as much as he likes of the tobacco supplied him for the day's work.

Exclusive of seamen, the number of workpeople in the United Kingdom reported as killed in the course of their employment during April, 1915, was 333, an increase of 99 on a month ago and of 97 on a year ago. The mean number for April during the five years 1910-1914 was 222, the maximum being 255 and the minimum 189. Fatal accidents in the railway service during April, 1915, numbered 60, an increase of 12 on a month ago and of 8 on a year ago. The total number of fatal accidents at mines was 130, an increase of 42 on both a month ago and a year ago. Only one fatal accident was reported at quarries, compared with 7 a month ago and 5 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in April, 1915, was 137, an increase of 49 on a month ago and of 50 on a year ago.

According to official reports employment in Canada has slightly improved, but there are still considerable numbers of persons out of work at Montreal, Toronto, Hamilton, London, Winnipeg, Vancouver and other places. Coal mining at Sydney (Nova Scotia) has somewhat improved, but has been slack at Lethbridge (Alberta), Fernie (British Columbia) and on Vancouver Island. Throughout Canada the supply of farm laborers and female servants is now sufficient; and, for the first time for many years, no more are wanted. It is therefore undesirable for any emigrant, except farmers with capital, to go to Canada now.

Labor conditions in Australia are said to remain unsettled owing to the war and the drought, and there is no present demand for more labor, except for female servants. Assisted emigration to South Australia and Western Australia has been stopped; but the other States still grant reduced passages to emigrants. But in order to avoid interference with recruiting for the war, assisted passages to New South Wales, Victoria or Queensland are not available, except under special circumstances, for men between the ages of eighteen and thirty-eight. The demand for experienced female servants continues, and specially cheap passages are offered to widows and young women who will take up domestic service.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Otto	Johansson, Emil
Anderson, S.	Johansson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edvard A.
Anderson, Sven	Johansen, Leonard
Anderson, Oscar	Johansen, Chas.
Anderson, Ernest	Kron, E.
Anderson, Enkan	Larsen, C. A.
Apelquist, Otto	Larsen, Joe
Anderson, David C.	Lill, Karl
Apostolakes, P.	Lindberg, C.
Brogard, Nels	Lassen, J. -1542
Benrowitz, Felix	Larsen, L. K.
Buanik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Caren, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Maurice, F.
Dahlgren, Pete	Malm, Gustaf
Davie, William	Moberg, Karl
Duvall, William	Olsen, Ludvig
Elmer, Max	Oberg, Conrad
Eggstrom, M. R.	Oterdahl, Chas.
Eriksen, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gassak, R.	Parsons, Olaf
Hull, Henry	Pettersen, Oscar F.
Holmstrom, F.	Renvall, Anshelm
Hansen, M. -968	Stromberg, Ivar
Hansen, Charly	Svenson, Nick
Hansen, John	Sanders, Charly
Hansen, M.	Severson, Paul
Hansen, Sigvart	Strahle, Chas.
Jensen, Jens	Sievers, G. P.
Jordan, Henry S.	Tamisar, P.
Johanson, T.	Toren, Gustaf A.
Jacobs, August	Thornlund, J. N.
Johansen, John	Uhlrig, Richard
Johansson, Geo. W.	Voss, Henry
-1219	Wilson, C. L.
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Pacific Coast Marine.

It is announced that the Norwegian Mexico Gulf Steamship Company, in conjunction with other Scandinavian lines, has decided to extend its service to various Pacific Ocean ports.

The steam-schooner "Siskiyou" of the E. K. Wood Lumber Company fleet has been chartered by W. R. Grace & Co., to load lumber at Tacoma for Balboa. The lumber is to fill an order of the United States Government.

The sale of the tank steamer "Mills" to the General Petroleum Company has been completed. The "Mills" was owned by Ogden Mills of New York. The vessel is now being converted into an oil burner at a Seattle shipyard and will be placed in the coastwise oil trade between Puget Sound and California.

During the month of June twenty-eight vessels loaded at the mills in the lower Columbia River district and their combined cargoes amounted to 16,701,618 feet of lumber. Twenty-seven of these vessels, carrying 15,821,185 feet of lumber, went to domestic ports, while one vessel cleared for a foreign port with 880,433 feet of lumber.

The power schooner "Golden Gate" arrived at San Francisco from the Alaska fishing grounds during the week and reported the schooner "Lizzie Vance" sixty miles north of Point Reyes bound to this port from Dutch Harbor. The "Golden Gate" brought 230,000 codfish and thirty-one barrels of codfish tongues. She was thirteen days from Pirate Cove.

Details for the construction of a five-masted wooden schooner, 265 feet long, equipped with two Bolinger engines having 640 horse-power combined, and with a lumber capacity of over 2,000,000 feet, are said to have been completed by Charles R. McCormick, head of the McCormick Lumber Company, who announced that work will be started at once at the plant of the St. Helens Shipbuilding Company, one organized at Petrograd.

It is possible that the German cruiser "Cormorant," now interned at Guam, may be taken to Honolulu before the close of hostilities. Representations have been made to German consular officials in Honolulu that the "Cormorant" was obliged to anchor in an exposed position, necessitating her being kept under full steam. A request to Washington asking that the cruiser be guaranteed safe convoy and that she be interned at Pearl Harbor is now being considered.

Captain J. C. Cantwell, who has been on life-saving duty at San Francisco for nearly three years, has been ordered to command the cutter "McCulloch" for the Alaska court cruise. Captain B. L. Reed, the regular commander, is in the hospital recovering from broken bones and bruises caused by being run down by an automobile. The "Unalaga," Captain Harry Hamlet, is due here from Alaska by July 15 and will be on duty at this port during the remaining period of the Exposition.

Testimony that the American steamer "Sacramento," formerly the German steamer "Alexandria," after obtaining clearance for Valparaiso, sailed October 15 on a direct course to Juan Fernandez Island, off the coast of Chile, and there "surrendered" her cargo to the German fleet in the Pacific, has been given before the Federal Grand Jury by officers and crew of the vessel. Several witnesses were examined as to the perjury alleged by the Federal authorities to have been committed in swearing to the manifest.

According to advices received by the Coast Guard Service, from Captain C. S. Cochran, commanding the cutter "Bear," that vessel took the spring mail into Nome earlier this year than it ever arrived before, May 28th being the landing day. The "Bear" arrived at Unalaska May 19 from this port and Seattle and May 26 ran into ice 100 miles south of Nome. After bucking the ice for two days, the vessel anchored off the northern metropolis and landed the 1,200 tons of mail matter, much to the satisfaction of Nome residents.

The value of the product of the Pacific Coast fisheries for the year 1914 was approximately \$60,000,000, of which amount British Columbia is credited with over \$11,000,000. The value of the output of the salmon canneries on the coast for last year was \$38,622,000. Of the total British Columbia furnished \$7,743,399. The total value of salmon marketed from the British Columbia catch was \$10,243,670, divided as follows: Used in the fresh state, \$1,491,410, canned \$7,743,399, salted (dry) \$645,450, mild cured \$215,386, and smoked \$148,025.

Fifty thousand pounds of metal work, principally cast iron, comprising the watch room and lantern for the proposed light station at Cape St. Elias, Alaska, were shipped from Kenton, Ohio, during June, to the lighthouse inspector, San Francisco, Cal., via New York and the Panama Canal. The lantern and watch room will be erected as a part of the exhibit of the United States Lighthouse Service at the Panama-Pacific International Exposition. At the conclusion of the Exposition, this material will be shipped to Alaska for erection at the lighthouse next season.

United States naval history contains no parallel to the remarkable experience of the submarine "H-3," Lieutenant W. F. Newton, commanding, which arrived at San Francisco practically uninjured on July 1, after having been pounded for eighteen hours on jagged rocks off Point Sur, on the Monterey coast, according to Commander H. J. Zeigmeier of the Pacific torpedo flotilla, who rescued the imperiled craft. During the ebb of the tide, while the undersea vessel was 'high and dry' on the shelf of rocks upon which she ran in a dense fog on June 29, it was possible to crawl under her fore and aft portions.

Great difficulty has been experienced in the past in landing supplies and mail at the Scotch Cap and Cape Sarichef Light Stations, Alaska. Owing to the situation of the stations, the condition of the sea is very often unfavorable to making landings through the surf for days at a time. Measures have therefore been taken recently by the Bureau of Lighthouses for the purchase of line-throwing guns for these stations, and for the Cape St. Elias Light Station, Alaska, now in course of construction, which, it is believed, will be very useful in landing mail and in connection with landing supplies and transferring the keepers to and from the stations during unfavorable weather.

Plans and specifications of a new surveying vessel for the United States Coast and Geodetic Survey have been sent out to prospective bidders on July 1, 1915. This new vessel will be named the "Surveyor" and will be used in surveying and charting the coast and waters of Alaska. The "Surveyor" will be a two-deck single-screw steel steamer with a triple expansion engine and two Scotch boilers using crude oil as fuel. She will have a flush deck with high bulwarks forward and aft and a wooden deck house extending three-quarters of her length amidship. She will be protected by a double bottom which will extend the full length of the engine and boiler space and join watertight compartments forward and aft. Her bow will be of the pilot boat type and her stern will have considerable overhang to facilitate sounding operations. Her smokestack and two pole masts will be raked aft in harmony with the character of her bow and stern, and her general appearance will be that of a stanch ocean-going surveying vessel.

The new O. S. K. liner "Hawaii Maru," 9,600 tons, which was launched from the Kawasaki dockyard, Kobe, May 25, will be delivered to her owners July 31. She is to make her maiden voyage to North Pacific ports early in August. The fitting out of the liner was well advanced prior to the launching. The liners "Seattle Maru" and "Panama Maru," which are to be replaced by the "Hawaii Maru" and "Manila Maru," will make one or two more voyages in the transpacific trade as non-subsidized ships. They will probably be withdrawn toward the latter part of September, when the company proposes to operate them in the European service from Yokohama to London.

Whether the arms and ammunition of the schooner "Annie Larsen," now detained at Hoquiam, Wash., were intended for Huerta's ill-starred move to re-enter Mexico, or whether they were intended to give aid to some one of the warring European nations, nobody in San Francisco seems to know, although the "Annie Larsen" is a vessel owned by the local firm of Olsen & Mahony. A. F. Mahony, one of the members of the firm, declined to furnish any information when asked what light he could throw on the mysterious movements of the ship, which has roved from San Diego to Topolobampo, to Socorro Island, to Acapulco, to Socorro Island again (trying to reach that base) and finally, to Gray's Harbor, where it fell into the hands of United States authorities.

The annual hydrographic survey of Humboldt bar by the Government has been completed by George Steele of the local office, showing a gain in depth in the straight channel of one foot. The controlling depth in the channel this year is shown to be twenty-three feet, as against twenty-two feet for last year. The shallowest depth is shown to be near the end of the south jetty; in fact, if it were not for the spot the channel would have a depth of twenty-four feet. In the channel which branches off to the southwest at the end of the south jetty, used considerably by steamers arriving or departing for the south in the summer months, the depth is twenty-five feet, as against twenty-three feet in last year's report. According to the engineer in charge, Whittemore, the south jetty is now practically completed and the removal of equipment and structures to the north side will soon be commenced.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 7, 1915.

EVIL SPIRITS AT WORK.

A lengthy Washington news story published in several Eastern dailies, under the caption "Amendment of Seamen's Law to be Sought," contains the following significant item:

It is known, by the way, that the Seamen's law is very unpopular in the Commerce Department and, in fact, it was over their protest that the President permitted the bill to become a law.

There are just two men in the Commerce Department who would take genuine delight in spreading the impression that the new Seamen's Act is unpopular. Those two gentlemen are none others than Messrs. Chamberlain and Uhler, presiding respectively over the Bureau of Navigation and the Steamboat Inspection Service.

Throughout the many years when the Seamen's bill was pending in Congress these two men have never missed an opportunity to discredit the legislation embodied in the Seamen's bill. Now that the bill has become a law they are evidently unable to rid themselves of their old-time prejudice against this humane and progressive statute.

Really, it does seem unfair to place the interpreting and enforcing of an important epoch-making law of this character into the hands of men whose entire public career shows their utter inability to remain impartial when the seamen's welfare conflicts with the shipowners' interests.

The Seamen's Act is well able to stand upon its own bottom, but we may as well frankly admit that it has an awful load to carry in the persons of Messrs. Chamberlain and Uhler. Our confidence in the fundamental soundness of the Seamen's Act is so deep-seated that we feel certain of its successful operation even with this tremendous handicap. Still, may we not hope and trust that the spirit of fairness so strikingly manifested by practically all the acts of the present National Administration will ere long deliver us from these twin evils?

It is the universal experience that the union that goes into politics goes into trouble.

"PRACTICAL MEN."

In accordance with time-honored custom, the San Francisco Chamber of Commerce has just adopted another set of lengthy resolutions purporting to favor the rehabilitation of an American Merchant Marine. There are numerous "Whereases" and a few "Resolves," of which the following refers to the main object sought:

Resolved, That this organization urge the appointment of a commission to consist of practical men, engaged in the steamship and shipping business in the various sections of the United States, to draw up a bill which, in their opinion, would afford the necessary relief and which would be modeled largely on the laws and regulations of the principal maritime powers of the world.

"Practical men" engaged in the shipping business have had things very much their own way in this country, at least until the enactment of the new Seamen's law.

And what have these so-called "practical men" accomplished?

Well, the selfish and "practical" business men have relieved the American shipowner of risks and liabilities. They have driven American ships and American men from the sea, thereby greatly weakening our navy. These same "practical men" are now employing and thereby training foreigners and men of alien and antagonistic races, putting them into condition to be employed by other navies.

In view of the very deplorable and impractical results of dictation by the aforesaid practical men, the last Congress decided that "practical" business men had been having their own way just a little too long for the good of the country.

The advice and experience of men other than practical business men was then for the first time taken into consideration. To the great dismay of the shipping interests practical seamen were actually consulted in drafting legislation for the safety of life and property at sea. Due consideration was also given to the claims of business men, the traveling public, etc. The new Seamen's Act, therefore, is eminently practical. All it needs is a fair trial to demonstrate its practicability. And the practical business men in the Chamber of Commerce ought to get next to themselves and instead of adopting long-winded resolutions, cooperate with other practical men in making this legislation a real success.

FULL CREW LAW UPHELD.

Corporation ridden Pennsylvania is going through the novel experience of having a real man in the Governor's chair. At any rate, that is the only deduction one could make when it was announced that Governor Brumbaugh had vetoed the bill which aimed to repeal the full crew law. The repealer was passed by the Legislature after a long fight in which the railroads had placed half-page advertisements in papers throughout the State arguing against the full crew law. The labor organizations, it appears, stood practically alone in opposing the repeal.

In his veto message the Governor called attention to the fact that members of the Legislature had been subjected to the pleadings of a "large and persistent lobby." He said also that during the brief period the present law has been in operation loss of life among passengers has been substantially reduced. The extra man required by the law, while not always engaged is needed in emergency, and his presence may save life or property. The railroads, the Governor said further, deserve the same consideration

"that is guaranteed to the humblest citizens, and no more."

Evidently Governor Brumbaugh is the same type of executive as Woodrow Wilson. But the lobbyists for Big Business find it difficult to realize this. At any rate, the boughten press throughout this country seems to be of the opinion that plentiful deliberate lying and an abundance of malicious misrepresentation is sufficient to repeal any statute.

That is the theory upon which the corrupt interests are carrying on their nation-wide publicity campaign against the Seamen's Act. It is fortunate for the common people that it requires more than a blast of poisoned air from newspapers to sweep President Wilson off his feet.

A BLIND "EAGLE."

The Brooklyn Eagle does not like the new Seamen's Act. It finds particular fault with the section which aims to compel foreign vessels to adopt American safety regulations, etc., when in American ports.

Says the Eagle:

No State Department of the United States, no foreign office of any other government, ever undertook a more ungracious and disagreeable task than that which is imposed by the terms of the La Follette Seamen's bill on Mr. Lansing. With utter disregard of the comity between nations, and the universal principle that a merchant ship must be governed by the navigation laws of the country whose flag it flies, Congress has undertaken, in effect, to extend our law over foreign merchantmen who come into our harbors; to interfere with their contracts with seamen, to substitute provincial impertinence for common sense.

Can it be possible that this Eagle has never heard of the British Plimsoll mark? Does not the Eagle know that Great Britain has since 1876 enforced its own rules and regulations relating to loading of ships upon "all" vessels coming to ports in the United Kingdom?

If one nation can detain foreign ships in its ports by reason of overloading or improper loading, is there any reason why another nation should not detain foreign ships by reason of insufficient or inefficient manning?

We fear the Brooklyn Eagle is, after all, only a gibbering parrot. It is too prone to repeat the foolish and nonsensical objections raised against the Seamen's Act by the world's shipping interests. The Eagle should familiarize itself with the facts in the case and thus avoid making "bad breaks" in sweeping editorial references to the comity between nations.

The JOURNAL congratulates the Vallejo Evening Tribune upon its first anniversary. As a daily the Tribune has only one rival in California, namely, the Richmond News. Both are owned and controlled by the workers in their respective localities and both have made their mark in the field of journalism. Let us hope that ere long the labor movement in every city of our country will have its own labor daily. There is ample room—nay, urgent need and necessity—for a daily press free from mercenary domination.

One of the characters in Joseph Conrad's recent story, entitled "Victory," gives a most startling definition of a "real gentleman." An editorial in the current New York "Call" presents a most interesting definition of the "perfect gentleman" (see page 2, this issue). All that is lacking now is an up-to-date definition of an "ordinary" gentleman. Will not some satirical friend come to the rescue?

ABOUT REACTIONARIES.

The San Francisco lawyer-labor lobbyist who recently sought to abolish, or at least discredit, the A. F. of L. policy of keeping tab on legislators' records feels peeved because the JOURNAL dubbed his recommendations as "reactionary."

Well, perhaps we ought to apologize. On second thought, however, it occurs to us that ex-President Taft (who is very generally referred to as a reactionary by the labor press) holds almost identical views upon this subject.

We quote from a recent address of "Injunction Bill":

The Clayton Act was passed for political purposes, to satisfy the demands of the leaders of the American Federation of Labor, with the hope of securing the vote of the labor organizations at subsequent elections. The vote of every member of Congress and of the Senate was noted, and those who were adverse were marked down as unfair to labor and were threatened with punishment by members of the labor unions at the polls. I do not object to this holding members of Congress and of Senators to a responsibility for their votes. It is the right of every American citizen to demand of his representative that he shall conform to his views of national policy or else lose his support whenever he seeks a renewal of his mandate of representation. What I do object to is the cowardice of representatives who yield their own convictions as to how they ought to vote on such measures in fear of the organized power of the unions in their respective districts and States.

From the foregoing it would appear that our ex-President is not quite as conservative (or reactionary?) as our friend, the lawyer-labor lobbyist. At any rate, Mr. Taft does not even suggest that an injustice is done to the worthy legislators by publishing their true record.

In the very nature of things the labor movement must have paid servants, sometimes referred to as "leaders" and "lobbyists." But we may well pray for deliverance from those leaders and lobbyists who exhibit remarkable and almost super-human faculties for getting next to the stand-patter's point of view and making that viewpoint their own.

Some idea of the change in standard naval construction in the last sixty years is forcibly brought to our attention by figures published in a Boston daily. The first American warship to bear the name of "Arizona," built in 1859 and serving with some distinction in the early part of the Civil War, was just 200 feet long and displaced only 957 tons, whereas the new superdreadnaught "Arizona," launched on June 19, is 608 feet long, with a displacement of 31,400 tons. The first "Arizona" carried four thirty-two pounders, one thirty pounder and two twelve pounders, and the best weight of metal it could throw at one discharge was 192 pounds. The main battery of the new "Arizona" will have twelve 14-inch guns; her secondary battery twenty-two five-inch rapid fire guns, while she will have an auxiliary battery of four six pounders and three three-inch field pieces. In a single charge she can hurl 18,044 pounds of metal. The old "Arizona" alongside the new would look like a tender. The new "Arizona" has the further distinction of having been built under union conditions by the Government's own workmen at the Brooklyn navy yard.

However regrettable the internecine troubles of the trade unions, there remains the consolation that at the crucial moment the opposition of the common enemy will force them to make common cause.

ANALYZING "THE OPPOSITION"!

It is an old saying that there are other ways of killing a dog than choking him with butter. And there are now indications that the long and persistent opposition to the Seamen's bill did not cease with its enactment into law. It may be recalled that among other provisions of the law is one requiring a higher class of seamen. Against this the ship owners urged that it would be impossible to find the necessary number of men with these requirements. And since this requirement was retained in the law, there is danger that this prediction may be made good. The ease with which the beneficiaries of the protective tariff have been able to "prove" that a lowering of the rates meant a reduction in wages by reducing wages, should be a warning to us against taking too seriously the prediction of the shipowners that the new law has imposed impossible conditions in the employment of seamen. Congress gave to the ship owners eight months in which they might prepare to meet the requirements of the new law; and that far-sighted and indefatigable sailor, Andrew Furuseth, who, more than any other one man is responsible for the law, warned the shipowners on his own account of what was coming, and asked them to help prepare for it last October. He suggested to the shipowners that there were plenty of men along the Atlantic coast even then who, in knowledge of language and seamanship were fully up to the standard set by the bill; and all they had to do was to employ those men, and attach them to the companies. But the answer of the owners was that they would think it over. A subsequent inquiry met with the answer, "We have not yet decided what we will do."

Mr. Furuseth is sounding the warning that the new seamen's law is likely to be subjected to the same ordeal that is imposed upon a lower tariff. Employment, it is charged, has been withheld from the better class of seamen; and as they drift into other occupations the vessels are manned by men below the standard set by the new law. Hence, when the law goes into force, the owners can tell the government that these are all the men they are able to obtain, and that the law must be modified to the extent of making it workable. This charge may well be true. The ship-owning interests, which for years have begged subsidies for themselves, and resisted all concessions to the men, will bear watching a little longer. The opposition to this law is the less excusable because of the fact that it applies to all ships entering American ports, so that it is not a question of meeting cheaper labor abroad. No matter what wages necessity may have compelled a man to ship for in a foreign country, the new law gives him the right to quit when he reaches an American port; and it may well be imagined that the seamen's unions will see that he demands the standard wage before re-shipping. Since all shipowners will be on an equal footing the new law gives them an opportunity of raising the standard of seamanship; and by dignifying the sailor's calling, bring back to the sea those splendid men who in earlier days made American sailors and American ships honored throughout the world.—The Public.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 5, 1915.

A synopsis of the minutes of the regular meeting held on the above date will be published in next week's issue.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., June 28, 1915.
Shipping dull; prospects poor.

W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 28, 1915.
No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 28, 1915.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 28, 1915.
Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 28, 1915.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 28, 1915.
Shipping and prospects poor.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 28, 1915.
Shipping and prospects poor.

HARRY OHLSSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 21, 1915.
Shipping fair; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 1, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair. The Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.

EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, June 25, 1915.
No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, June 23, 1915.
No meeting. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, June 28, 1915.
No meeting. Shipping very slow; plenty of members ashore.

THOMAS BAKER, Agent.
89 Second Street N. Phone Broadway 2306.

In improving conditions from day to day the organized labor movement has no "fixed program" for human progress. If you start out with a program everything must conform to it. With theorists, if facts do not conform to their theories, then so much the worse for the facts. Their declarations of theories and actions refuse to be hampered by facts. We do not set any particular standard, but work for the best possible conditions immediately obtainable for the workers. When they are obtained then we strive for better.—Samuel Gompers.

Is any man free except the one who can pass his life as he pleases?—Persius.

THE WORLD-WIDE WAR TRUST.

(By Congressman Clyde H. Tavenner.)

Germany, too, has had its scandal on account of the war trust octopus. In the Reichstag on April 18, 1913, Herr Liebknecht made exposures and revelations, which created a profound sensation throughout the world.

When war broke out in Germany it did not surprise Carl Liebknecht. It was what he expected, what he had predicted. He believed for years that war was inevitable, because of the seeds of distrust and suspicion that the war trust had sown and was sowing in the minds and hearts of the peoples of Europe. I will call attention briefly to the remarkable conditions of affairs revealed by him:

The German Arms and Ammunition Factory, one of the greatest ordnance establishments in the world, employing an agent—Brandt by name—whose special duty it was to corrupt and keep in his pay officials of the military departments of the German Government.

Government documents of the most confidential nature finding their way by mysterious channels into the safes of Herr von Dewitz, one of the managers of Krupp Works.

A great illustrated journal of Leipzig preparing, with the open cooperation of the Government and the armament firms, a special number designed to smooth the passage of the military and naval appropriations.

Herr von Gontard, director of the German Arms and Ammunition Factory, inspiring in the Pan-German organ—Die Post—the most violent diatribes against France; giving orders to have a French newspaper publish articles representing that the French war department was increasing its number of machine guns when it was doing nothing of the kind; first exciting French opinion by provocative matter in the German press, and then instigating a German demand for armaments by means of bellicose utterances in the French press.

Here is a letter published in Vorwärts, a German newspaper, which affords an inside glance of the business methods of a war-trafficking firm:

Mr. ———, Paris:

We have just wired you: "Please await in Paris our letter sent to-day."

The reason for this message was that we should be glad for you to get an article into one of the most widely read French newspapers—the Figaro, if possible—to the following effect:

"The French ministry of war has decided to accelerate considerably the provision of new-pattern machine guns and to order double the quantity at first intended."

Please do your utmost to secure the acceptance of an article on these lines.

Yours faithfully,

VON GONTARD, Posegarten.

(For the German Arms and Ammunition Factory).

It can readily be conceived how such a clipping from a leading Paris newspaper would be an effective exhibit to accompany a request to the Reichstag for an order for more machine guns for Germany. Such is armor-plate patriotism.

The war trust does not confine its operations to the Christian nations, but gathers the pagan governments into its net as well. The arm of the war trust is long. It has reached across the Pacific and laid hold of Japan.

Vice Admiral Koichi Fujii, formerly Japanese naval attaché at Berlin, was ordered before a court-martial, convicted, and sentenced to four years and six months' im-

prisonment, charged with having received illicit commissions for influencing the allotment of admiralty contracts in favor of a German war-trafficking firm. Capt. Sawasaki was sentenced to one year for the same offense. Vice-Admiral Tsurutaro Matsuo, inspector general of naval construction, was sentenced to two years in the penitentiary. Vice-Admiral Matsumoto was sentenced to three years in Prison. Baron Masuji Yamanoichi, vice-admiral of the reserve and member of the Japanese House of Peers, whose name was mentioned in naval scandals, attempted hara-kiri.

In the last year and a half Japan has had army and naval scandals that have shaken it to the core. There have been arrests, courts-martial, convictions, imprisonments and attempted suicides of high military officers, all due to the fact that profit has not been taken out of war and preparation for war.

MISSTATING THE FACTS.

(By Wm. T. Bonsor.)

A few days ago one of our morning papers published a census of the Japanese population of California by counties. This census was represented to have been furnished in reports to State Superintendent of Public Instruction Edward Hyatt. Two interesting items are set forth in this report. First, that the Japanese population in California is 55,000. Second, that "Alameda County has only 440 Japanese residents."

As a matter of fact, these reports are verbatim those presented by H. A. Millis in his new book, "The Japanese Problem in the United States," published this month, and giving said figures as the Japanese population of California in 1910. One error was made in copying the figures, however, as Alameda County is credited in 1910 with 4440 Japanese residents instead of 440. It might be added that these figures were obtained by H. A. Millis from Y. Ichihashi of the Japanese Association, according to his own admission.

There are at least 440 souls engaged in the Japanese laundry industry in Alameda County alone. The Japanese population of the county as a whole is to-day well over 6,000. The Japanese population of California will to-day total easily upwards of 75,000.

When presenting figures in relation to a matter of more than National importance it is well that we confine ourselves to facts as near as possible.

France is now making arrangements to stop the payment of prize money to the Navy and a law has been drafted which awards to the Treasury the full value of all prizes, as it is the country alone which bears all the expenses of war, besides paying all indemnities for seizures at sea which are effected irregularly or without sufficient cause. "Nevertheless, the projected law allows one-third of the products as a prize, not to the captors, but to an institution caring for marine invalids, thus providing a special fund for all who have been wounded in the service of the country since the opening of hostilities, creating a common fund from which officers and men and their families will receive benefits."

Demand the union label upon all purchases!

RESULT OF LAND MONOPOLY.

On April 22 the Czar of Russia visited the captured Galician city of Lemberg. The enthusiasm with which he was greeted by the people astonished the outside world. It was, of course, largely explained by the hostile foreign press as the work of the army and the secret police. While it is true that these helped, says a correspondent of the Berlin magazine, "Bodenreform," in its issue of May 5, there were other motives for this surprising occurrence. This correspondent, Herr Freidank, repeats the explanation which was given him by a citizen of Vienna, for whose reliability he vouches. It was as follows:

"The Russians appointed as Governor of Galicia, Count Bobrinski, a well-known Pan-Slavic agitator, who had, through active work in behalf of Russian ideas, become thoroughly acquainted with the hopes and wishes of the Galician people. In every community which the Russians occupied, he called meetings of peasants and proclaimed the sovereignty of the Russian Czar, who, he said, loved the common people far more than the grand folks. Therefore he declared forfeited the possessions of the great Polish and Jewish land owners, and in accordance with the Czar's gracious will the land should now belong to all of his children who would cultivate it, and would be apportioned among families in proportion to the number of members.

"The apportionment of the land immediately took place among the families of laborers, and these were urged to begin at once with the cultivation of their lands. Seed was furnished them also.

"Those who know what hopes of good fortune is implied in the word 'land' in the minds of the Polish and Ruthenian peasants, will realize the impression made by these measures."

Herr Freidank then tells how his informant sees in this social reform instituted by the Russians a source of great embarrassment to the Imperial Austrian Government. Should the fortunes of war enable the Austrian armies to drive the Russians from Galicia, can they come, proclaiming themselves "liberators of their countrymen" from the Russian yoke and "at the same time announce to the people that they are to be again reduced to their former landless and hopeless condition"? "If we had only introduced land reform in our border territories during times of peace," bewailed Freidank's informant, "then many things would be different."

It seems that the Czar, or his advisers, have been shrewd enough to take advantage of a situation that exists wherever land monopoly is allowed to flourish. For many years Austria has maintained a great army and lined the border with forts. But she neglected the best defense of all against foreign aggression—the establishment of just social conditions. This neglect has had its natural results. Other countries than Austria have been negligent in this way, and, though foreign invasion is not a probability in all of these, national safety requires none the less that this serious omission be supplied at once.

Freedom is only in the land of dreams, and the beautiful only blooms in song.—Schiller.

A JUDICIAL PHANTOM.

The courts guard sacredly and with almost religious zeal and fervor what they are pleased to term "Freedom of Contract."

Wonder if it ever occurred to them that they are talking about something that does not exist; that they are attempting to give body and substance to something that has no being?

Freedom of contract is possible only where all are in enjoyment of equal rights, industrial and political. All must enjoy equal rights in and to the opportunities and means of securing and enforcing them.

Did it ever occur to these judges that, while any one is in the enjoyment of a special privilege "freedom of contract" can not exist? How can one man enjoy rights not possessed by all, and yet leave to all others their full rights? That is to say, how can the whole be greater than its parts? How can "freedom of contract" and monopoly exist side by side?

Does it ever occur to these judges, who so sanctimoniously decide for "freedom of contract," that they are deciding that no special privilege or monopoly exists, or else they are deciding against reason, justice and fact?

The great subject matter of contracts is property or wealth in its various forms, processes and relations.

The fundamental factors in the production of wealth are land and labor; the human forces and the resources of nature.

To state the case generally, labor is everywhere free; there is free trade in labor here and the world over.

Land is everywhere monopolized. The resources of nature, from which all wealth is derived, and upon which, directly and indirectly, all labor is expended or employed, is in the hands of favored classes; has been monopolized by the shrewd and powerful.

How can there be "freedom of contract" in the mining of coal if a few—a class—own or control the coal deposits?

How can there be "freedom of contract," for labor, in the manufacture of iron and steel, if the ore from which it must be manufactured is monopolized?

How can there be "freedom of contract" for workers, in the manufacture of lumber, if the workers have no rights in the timber, from which it must be made?

How can there be "freedom of contract" in the making of coke if labor has no rights in coking coal?

If I own the copper deposits, what "freedom of contract" have the miners who must work these deposits? Freedom to work upon the terms I impose, or to not work at all. That is all.

Ah, they can work for other owners of copper mines. So they can, but just as they would work for me, upon the terms those others saw fit to impose. But they could work at other business. Yes, but always, everywhere, under subjection to the demands of land monopolists.

As labor is everywhere, at all times employed upon materials drawn, directly or indirectly, from the land, it is evident that it is employed, only, and at all, by the grace and permission of those who own the earth.

Labor unions, to a small degree, have restricted competition in the sale of labor. To the courts this is a wicked and monstrous monopoly. It interferes with "freedom of contract."

Does not monopoly in land, from which all labor derives its employment, interfere with "freedom of contract"?

Does it never occur to these judges that monopoly in land is worse, more relentless and cruel, more inexorable and powerful, than any attempted monopoly of labor ever could be?

Land does not hunger and thirst or shiver with cold. It does not waste away with age or perish in the elements. As human wants increase it grows in value. It can go through strikes, lockouts and famine and come out richer and stronger.

In a battle with this monopoly—the monopoly of land, of coal, of iron, of timber, of fields and factory sites, and homes; of the means of life, of the materials which labor must have to be employed at all; this monopoly of God's bounty to all His children, the source of all wealth, the fountain of all human power; this monopoly which withholds from the workers all right to the resources of nature, God's glorious gift to labor; the great subject matter of all contracts; the little labor monopolies, attempted by labor unions, are weak and insignificant, are helpless and futile, are whipped and starved and frozen into submission and servitude, and ever will be.

Why hurl the anathemas of the court at this weak, foolish, helpless monopoly? Why not take note of the great, overshadowing, all-powerful monopoly? Why strain at a gnat and swallow a camel? Such a performance is beneath the dignity of a court.

Until special privilege of every kind is destroyed; until monopoly of all kinds is abolished, there can be no "freedom of contract." Men can not contract with each other on equal terms until they stand on equal ground—until they have equal rights.

As conditions now are, "freedom of contract" is a chimera, a dream, a creature of the mind. If it ever existed it is now, and long has been, dead. Everybody seems to know this but the judges.—Richard W. Stiffey in "The Public."

LAND GRANTS IN INDIA.

The Government of India has reserved for settlement two large tracts of irrigable land and a small tract of the forest reserve in that part of the Punjab known as the Lower Bari Doab Canal district. The first reservation (178,000 acres) will be allotted to the military authorities, to be distributed for settlement to pensioned Indian officers and men at the close of the European war. Actual occupancy is required. The land may be purchased at half its market value, the maximum price being \$32.44 per acre. The payment of the purchase money may be spread over a period of 30 years.

The second reservation (30,000 acres) is for the settlement of the poorer classes in the Punjab. Probably 20,000 or more acres will go to the so-called criminal tribesmen. It is hoped that these wandering tribesmen may be induced to settle down and cultivate the soil, in which they would have an actual interest. In this case the poor people not belonging to these tribes could get work as agricultural laborers or in some other capacity, owing to improved agricultural and economic conditions, and would not have so great a need of the land.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
Conneaut, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

The crew is a menace to the proper performance of duty by the other members of the crew. If so, and it is a challenged assertion, the corporation knows well how to secure and enforce discipline among its employees, as do all other companies and corporations employing men for definite services.

"This additional man is the emergency man on the train. He is not always busy. The same fact is true of other members of the crew. But he is needed when the unusual occurs and his presence may save life or property or both. In fact, the records show this to be the case.

"Within one year the railroad companies secured an increased freight rate by action of the Interstate Commerce Commission. A potential argument of the companies for this increase was the fact that the full-crew law added to the expense of operating their service. They had scarcely secured the increased rate until steps were taken to repeal the law requiring this full crew. This situation has definite bearing upon the action now taken."

Women Unionists Adjourn.

Few changes were made in the executive staff by the biennial convention of the National Women's Trade Union League, which met in New York City recently. The next convention will be held in Kansas City, in 1917.

Among the resolutions adopted were the following:

Approving the fearless course of Frank Walsh, chairman of the Commission on Industrial Relations; condemning the arrest and conviction of John Lawson, Colorado miner, and condemning the arrest of members of the International Ladies' Garment Workers' Union. Indorsing the minimum wage for women, the eight-hour day and the abolition of night work. Favoring the extension of public works for the provision of unemployed women; a national system of unemployment insurance, and the establishment of national, State and municipal employment agencies.

For the purpose of extending the knowledge of trade-union principles, the convention made these suggestions: Hold frequent shop meetings in union and league headquarters; distribute pamphlets that show the advantages of trades unionism; hold street meetings wherever possible.

The convention indorsed equal suffrage and called on "our brother workers in the States of New York, Pennsylvania, New Jersey and Massachusetts" to support pending equal suffrage proposals.

Women in Iron Industries.

The New York Sun makes editorial comment on the statement of J. G. Butler, Jr., President of the Bessemer Pig Iron Association, that "it would not be surprising to find thousands of women in mills, blast furnaces, and doing the work of men before the war is over."

The Sun is not startled at the suggestion, for with babelike innocence it asks this question:

"Yet is the work which they might be called on to do in the mills, mines and blast furnaces really harder than the back-breaking occupation of floor scrubbing, which is cheerfully remitted to them, or

more trying than the farm labor that thousands of women perform year in and year out?"

Despite this cleverly worded defense of women in mines and steel infernos, the editor is awake to the power of labor unions in resisting the proposal, for he warns advocates of the plan.

"These statutes (regulating women workers) could not be ignored in their entirety, and their repeal would necessitate a campaign highly expensive and requiring for its successful issue, assuming the existence of economic conditions that made such repeal possible, a period of time that might easily exceed the span of the shortage of male workers which Mr. Butler believes is to ensue."

These conditions, which the editor believes are insurmountable, forces him to this conclusion:

"A feminine excursion into the mines and blast furnaces is as improbable as it would be undesirable."

The value of Mr. Butler's statement, which the Sun is undoubtedly conscious of, is to weaken further agitation for immigration restriction. "Women in mines" will be the bugaboo to offset the workers' plea to the next Congress that their living standard and education be tests for American citizenship.

Stand Behind Walsh.

The old policy of special privilege to discredit those who disagree with it, is beginning to lose its effectiveness. This was shown at a recent meeting of the New York Central Federated Union when resolutions supporting Chairman Walsh of the Commission on Industrial Relations were unanimously approved and a copy ordered forwarded to President Wilson.

Delegates voiced these sentiments:

"The work of Chairman Walsh and the commission has never been equalled in its bigness. Never before has there been such a thorough investigation of the troubles between capital and labor.

"The effort to either remove or discredit Walsh is for the purpose of weakening any report he may sign, as his cross-examination of Rockefeller, Jr., indicates that strong ground will be taken in reference to Colorado affairs and related subjects."

State Fund a Success.

Reports by officers of the New York State Insurance Fund show that workmen's compensation is a success and that the insurance fund offers these inducements to employers: Lowest cost, complete security and efficient service.

Employers who placed their insurance in the State fund in preference to the stock companies will effect a saving of not less than one-half a million dollars for the first year. Dividends were distributed to policy holders on the first six months' business averaging 27 per cent. of the earned premiums. The expenses of the fund are paid for by the State, but if it had paid its own expenses, the ratio to premiums would have amounted to only 17 per cent., which is less than the commission to general agents paid by the casualty companies.

"In other words," continues the report, "the total expenses of the State fund, had it been obliged to pay these out of premiums, would have consumed a smaller proportion of

the premium income than agents' commissions alone in the case of the stock companies."

Pension for State Employees.

Governor Brumbaugh of Pennsylvania has signed the bill establishing a retirement system for attaches of departments of State government. It is to become effective September 1 and will affect all except those whose retirement is provided for. Any employee who shall have served twenty-five years or more or who shall have reached the age of 70 years and served continuously for twenty years as an attaché of the State Government is to be eligible to retirement on half pay. The governor is to be the authority to determine retirements and attaches must hold themselves in readiness to respond to call for their services. Attaches must make application for retirement, and no additional compensation shall be allowed to those retired for the performance of any duties they may be asked to do.

Discuss Court Decision.

Newspapers of Toledo, Ohio, comment as follows on the decision of the Appellate Court in annulling the sentence of J. H. Fredericks, superintendent of the Cleveland public schools, for discharging union teachers, in violation of orders of Circuit Judge Neff of that city:

Evening News-Bee: "Government by injunction has been as bitterly criticized as any other form of government that has developed in this country. This decision says to the courts in regard to telling a board of education, elected by the voters, what it shall do in the exercise of its discretion, 'Thou Shalt Not.' It intimates very clearly that it is for the people themselves to deal with a board of education which they elected, when something is done that excites criticism."

Evening Blade: "A school board, a municipality or any public institution ought to be above drawing a line that is at once trivial and vicious. It should no more concern a board whether a teacher belongs to a union than if she belongs to a church. The ruling acknowledges powers in a public office which the people never intended that public officers should have. No time should be lost in abridging authority so supreme and so charged with opportunity for oppression."

Postal Employees Win.

First Assistant Postmaster General Roper announces that promotions will be made, as usual. This statement is significant, when connected with the fight waged before the last Congress by the National Federation of Postoffice Clerks and the Brotherhood of Railway Postal Clerks, against the department's suggestion that biennial promotions be established. This meant a reduction in salary to those who are entitled to annual promotions. The department's plan was vigorously opposed by the postal employees, supported by the American Federation of Labor. Senators and Representatives heard from their constituents relative to this matter, together with the abolishment of the eight-hour day and extra pay for overtime, also favored by the department.

Congress refused to act on the suggestions, hence Mr. Roper's announcement that annual promotions will continue.

Thousands of postal employees will benefit by this victory, made possible by the trade-union movement.

ALASKA'S OPENING.

Alaska's wealth of natural resources has long since ceased to be a debatable question. The territory is known to possess nearly everything that is calculated to invite enterprise and to tempt cupidity. The point of greatest concern to those who would conserve Alaska's natural wealth has been how to develop it for the common good rather than for the benefit of the exploiter. This problem now is largely in the hands of the United States Government and involves another of equal importance. Private enterprise heretofore has pioneered American settlement and development. Whether it has performed its task for the common interest or only to serve selfish ends is a matter aside from the fact that the task has been performed. The development of that part of the earth known as the United States of America in the last hundred years has been marvelous. Thinking people feel, however, that there have been mistakes in the distribution of the wealth of the United States proper that should not be repeated in Alaska. The most serious fault found with people in the latter case is that they have apparently taken a course that tends to lock up rather than to diffuse the wealth of the territory. So jealous have they been of the exploiter that, it is held against them, they have kept out of Alaska the honest toiler.

A middle ground has been taken by American statesmanship. The Federal Government has been practically put in charge of the entire situation. It is surveying the country, prospecting through its hills and valleys, laying out railroad routes, discovering natural channels for the flow of commerce. It is one thing to know that Alaska is full of mineral wealth, for instance; another to be able to get the raw product out and to markets in reasonable time and at reasonable rates. Three great rivers empty from Alaska into Bering Sea. One of these, and the second in size in the great peninsula, is the Kuskokwin, nine miles wide at its mouth, with a delta of submerged flats extending for 100 miles out to sea. Just as the early explorers were puzzled to find a navigable channel in the delta of the Mississippi, so have an officer and his corps from the geodetic survey at Washington long been puzzled to find a navigable channel of suitable width and depth through the immense accumulation of alluvium at the mouth of the Kuskokwin. But they have found it, and this is tantamount to saying that they have found a great natural canal 100 miles in length that connects with a river running 600 miles inland, which opens up to development, and will some day open up to commerce, a valley covering many thousands of square miles. In this valley, and along the river, it is well known, are large areas of mineral lands with promising prospects of mercury-bearing cinnabar, gold-bearing quartz, placer grounds and coal veins, all of which are made accessible by the discovery of the Kuskokwin channel.

It seems worth while to repeat once more that the United States Government is in control of the situation. Government ownership and operation of railroads already has been provided for Alaska. How is it going to be with the development of the mines? Are they to be sold to private individuals or companies or syndicates, or leased or operated by the Government for

the benefit of its people? In the very nature of things, Alaska's wealth cannot remain undeveloped.

"GRANDFATHER CLAUSE" VOID.

One of the most important purely domestic events of recent times is the decision of the United States Supreme Court invalidating the so-called "grandfather clause" in the Oklahoma Constitution and in the Maryland law applying to municipal elections. Under this clause, as it has been adopted and enforced in five Southern States, a man is permitted to vote if his ancestors were able to vote prior to some date before the adoption of the fifteenth amendment to the Federal Constitution.

In Oklahoma, the State originating the clause, the date set was 1866; some of the other States have fixed it at 1860. In Maryland, where its operation was made local, with the purpose of avoiding conflict with the National Constitution, the year named was 1868. As a rule the clause is accompanied by a rigid educational qualification, so that few negroes could meet it and be allowed to vote, thus giving a semblance of fairness to the law under which it could be said negroes were voting. The Court held the clause to be a subterfuge to prevent negroes from voting. An effect of the decision will be to hold election officers enforcing the "grandfather clause" amenable to prosecution for denying citizens the right to vote, and a probable consequence of it will be later decisions against various other methods of disfranchising negroes.

Republican leaders have begun to claim a distinct partisan advantage as a result of the decision. The effect of it politically, they say, will be to reinvest with suffrage a large number of negro voters in many of the Southern and Border States where restrictive laws, now held to be invalid, have been in operation to exclude the negro from the polls. The States directly affected by the invalidation of the "grandfather clause" are Oklahoma, West Virginia, Maryland, Virginia and Kentucky.

Democrats interviewed at the National Capital declare that they do not believe that the voting of even a great majority of the negroes would turn the electoral votes of any of the States over to the Republicans, with the possible exception of Louisiana, where the sugar issue is apt to cut in upon the white Democratic vote, placing the balance of power in the hands of the negroes.

This decision is expected to end the old controversy over the reduction of the South's representation in Congress, for, it is held, if it has its natural effect in allowing negroes to vote there will remain no reason for reducing the representation.

Mattresses, pillows and hammock mattresses in the U. S. Navy will in the future be stuffed with kapok. No more hair mattresses or feather pillows will be made for the Navy. The present equipment will be kept until it is worn out. These kapok-stuffed articles will be used as life preservers, but the present cork and other life preservers will be retained until all of the feather and hair mattresses and pillows have been replaced with kapok.

Demand the union label upon all purchases!

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Unskilled workers at the Tiltonville, (O.) chemical plant struck for wage increases, recognition of their newly formed union and a demand that intolerable working conditions be improved. The wages of these workers have ranged from \$1.60 to \$2 a day. Organized miners and other trade unionists are assisting the strikers.

The Supreme Court of Connecticut has ruled that the jurisdiction of the Connecticut Workmen's Compensation Act is not limited to Connecticut, even when the contract between employer and employee is entered into with the State. The ruling was in the case of the wives of two employees of the Thames Towboat Company who lost their lives when a tug foundered off the New Jersey coast. The company appealed from the Compensation Commission's awards, claiming that as the accident happened outside the State the Compensation Act has no jurisdiction.

In the suit started by the Detroit Federation of Labor to compel municipal officials to obey the minimum wage law approved at the last city charter election, trade unionists are afforded an opportunity to compare the workings of wage-by-law with methods employed by their labor organizations. By the largest majority ever given a city charter amendment the people approved a minimum wage and an eight-hour day for municipal laborers. City officials have refused to obey the mandate and the city attorney presents the strange spectacle of defending this violation in a suit started by the unionists, who have secured counsel and are now raising funds to compel the authorities to obey the law.

Textile workers have won two important strikes in Philadelphia. At the Bradford mills, several hundred of these workers were involved. Among the concessions secured was the removal of the superintendent who, the unionists declare, had acted the part of a tyrant for several years, and who was the principal cause of the strike. All strikers have returned to work and a new superintendent has been installed. The strike of carpet weavers at the C. M. Masland & Sons' mills has been settled. The workers have secured a 10 per cent. wage increase, recognition of the union shop committee in future grievances and a promise that none of the strikers will be discriminated against because of their activity in the strike.

Manufacturers of and dealers in building materials at Chicago undertook on July 1 to force an end to the strike of 16,000 carpenters by shutting up shops. Officials of the Carpenters' Union declared that 12,000 of their members are at work for individual contractors, not members of the contractors' association, and that these have enough material on hand or available to keep them busy. James Fryer, president of the Builders' Commercial Agency, estimated that 200,000 men in Chicago mills, quarries and yards would be thrown out of work by the shutdown. He added that the move ultimately would affect an additional 300,000 men employed in Wisconsin, Illinois and Indiana mills furnishing material to Chicago builders. The carpenters demanded an increase from 65 to 70 cents an hour.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREETNew Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHSPETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John	Larsen, Ludvig A.
Andersen, A. -1797	Lillhorn, O. J.
Andersen, A. B.	Luberg, William
-1082	Larsen, E. G.
Baxter, Ed.	Louis, Jimmy
Becker, John A.	Martinson, P. A.
Bekker, J.	Mortensen, John
Bland, Wm	Myers, H. H.
Bosse, P. C.	Moen, Traver
Brustad, John	Mikkelsen, K. -1620
Brustad, John	Nielsen, Alfons
Christensen, Trygve	Naro, H.
Edson, Frank	Olsen, Yugo
Freyman, Aug.	O'Daly, John
Gardemo, Lars	Olsen, E. -1666
Gustafson, K. J.	Olsen, Harald
Hansen, Nils	Olsen, Peter
Hansen, Theo.	Perry, Albert
Hansen, C.	Petersen, Carl M.
Hansen, W.	Peterson, J.
Hansen, H. T.	Roos, A. E.
Haugland, Harold	Rimberg, Barney
Ingebretsen, Olaf	Salvesen, Sverdrup
Jacobson, Anders	Strand, Charles
Jensen, Jens	Schermann, Karl
Jorgensen, L.	Sweeting, Ed
Johanne, Otto	Sorensen, Geo.
Jensen, Hans -2014	Samuelson, W. L.
Johansen, C. W. -61	-1216
Karlberg, J.	Smith, T.
Kundson, A. J.	Thompson, Hans
Kuuse, K.	Trakson, John E.
Kreischmann, Max	Thompson, W.
Larsen, Albin	Wen, Wm.
Larsen, Alfred	Wilson, Toivo

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Peterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERSPrivate Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda,
Cider, Syrups, Sarsaparilla and Iron, Etc.
Sole agents for Jackson's Napa Soda.
Also bottlers and dealers in Enterprise
Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLES

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Bill-
iard and Pool Tables, Reading Room
with latest Swedish, Finn and Nor-
wegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains In Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

**SQUARE DEAL
RESTAURANT**

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Metts, John
Anderson, W.	Mathiasen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Bugge, Mr.	Marx, Hhorwald
Carlsen, Herald	Meckermann, Ernst
Decas, O.	Meyerdiel, Heinrich
Dolany, Willie	Meyer, Chas.
Dully, Alex	Nilsen, Harry
Erman, A.	Neuling, Albert
Egenas, Nils	Olsen, Andy
Edstrom, John	Osterberg, Henry
Elisen, Sam	Oglive, Wm. A.
Felsh, Henry	Olsen, Oscar
Geiger, Joe	Peterson, M.
Gasch, Willy	Peterson, P. G.
Gunther, John	Perssons, Oscar
Holmstrom, Chas. A.	Pensgaard, Emil
Holman, W.	Rinkel, H.
Holm, Peter	Rimmer, Chas.
Hellman, Albin	Rasmussen, Thor
Holm, Aage	Schultz, John N.
Handt, Wm.	Smith, John
Henriks, Waldemar	Selin, Joe
Ingelbrigtson, O.	Soderlund, Uno
Johansen, Christ	Salmelin, H.
Johnson, Nils	Scott, James
Johansen, Anton	Saarinan, W.
Jensen, V.	Solberg, P.
Jahnke, Otto	Stuardahl, J.
Kronstrand, T.	Snyder, Jack
King, J. L.	Tamford, B. A.
Kelly, Patric	Tasnase, E.
Kjer, Mangus	Tully, A.
Knudsen, Richard E.	Tuhkanen, J. J.
Keane, M.	Urso, Geozzep
Larson, C.	Wege, Wm.
Lindberg, A. C.	Walter, John
Luckman, E.	Wickman, Ernest
Lorins, Jack	White, Harry
La Boyle, M.	Westengren, C. W.
Lyte, Alex.	Welsen, John
Morgan, Tim	Wilson, R.
Muller, P.	Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John	Nilsen, -1054
Bleasing, Wm.	Uilsen, Harry
Bowen, J. J.	Nordgren, Chas.
Carlson, Sven	Onu, Tobias
Davis, Frank	Paaso, Andrew
de Lange, Ingolf	Petersen, Karl
Eriksson, -333	Petersen, J.
Evensen, Krist	Peterson, Nels
Forde, S. C.	Risenius, Sven
Gulliksen, C.	Rundblad, Oscar
Gronnos, Oswald	Schmidt, Heinrich
Gueno, Pierre	Simensen, Isak
Hansen, Halfdan	Scheffner, Bernhard
Hansen, Th.	Toves, H. C.
Holmroos, W.	Thorne, John
Hansen, Ove Max	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Janson, -2203	Wiksten, Arvid
Janschervitz, -2083	Wilson, John
Junge, Heinrich	Walder, Olsen N.
Kristiansen, Nils	Packages.
Kustel, V. J.	Glazer, Y.
Ludtke, Emil	Gorgensen, Olaf
McLen, Harry	Hansen, John
Munsen, Fred	MacGuire, O. F.
Nordgren, Chas.	Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

**Aberdeen, Wash.****HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

San Francisco's Municipal Street
Railway has so far earned \$766,000
in profits to be applied to the \$2,-
000,000 bond issue voted in 1913.

All bids received by the Secretary
of the Navy for the purchase of the
U. S. S. "Portsmouth," now sta-
tioned at the Norfolk Navy Yard,
were rejected owing to the sinking
of the vessel during a recent storm.
The vessel will be immediately raised
and again offered for sale.

All reports are in agreement as to
the greatness of the prospective
crops in the United States and Can-
ada. In the United States railroad
men have become optimistic over the
outlook. They believe that the large
grain harvest promised insures the
lines a very big business. In Canada
the acreage area of wheat sown ex-
ceeds by 25 per cent. that harvested
a year ago. From present appear-
ances the crop will have a ready
sale and command good prices.

In a pamphlet to be issued by the
Federal Bureau of Mines it will be
shown that coke oven accidents in
this country for the two-year period
were 96 men killed, 644 seriously in-
jured, and 4,059 slightly injured. The
death rate for each 1,000 employed
was 1.89, in 1913, and 2.02 in 1914.
The hazard of this industry compares
favorably with the quarry industry
and the surface works of metal
mines in the United States, and the
fatality rate is higher than in many
European coal mines.

The Erie Railroad is entertaining
proposals for the sale of all of its
steamships now engaged in traffic on
the Great Lakes. Definite proposals
for the purchase of four of the
fleet of eight ships, it is understood,
have been made by Eastern interests,
who propose to use these vessels in
the Atlantic coast service. Other
railroad companies operating ships
on the Great Lakes are also con-
sidering proposals to sell. These in-
clude the Pennsylvania, the New
York Central, the Lackawanna, and
the Lehigh Valley.

Offers of large salaries to expert
ordnance officers of the army by
manufacturers of war munitions have
created such a serious problem in
the War Department that Secretary
Garrison has called upon Attorney-
General Gregory for an opinion as
to whether an army officer has an
"inalienable right" to resign in time
of peace. Four resignations were ac-
cepted before the gravity of the sit-
uation was realized. Two others are
held up pending the Attorney-Gen-
eral's decision and the formulation of
a general policy.

The United States Supreme Court
has held that 2,300,000 acres of pub-
lic lands, valued at from \$50,000,000
to \$70,000,000 now controlled by the
Southern Pacific Railroad under
grants from the Government, are not
to be forfeited to the United States
for violation of condition subse-
quent. This land, located in Oregon,
was granted to the Oregon & Cali-
fornia Railroad in successive acts of
Congress, beginning a little over a
half century ago. The company,
however, stands enjoined from dis-
posing of any of the land until Con-
gress can deal with conditions that
have arisen since the grants were
made. Meanwhile, sales to actual
settlers of 160-acre tracts at \$2.50 an
acre are permitted. It appeared in
the evidence that the railroad com-
pany had sold part of the land in 40,-
000-acre tracts for as much as \$7.50
an acre.

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Charles Harold Allen, who has
served as an apprentice in a British
ship; age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

**ASSOCIATED SAVINGS BANKS OF
SAN FRANCISCO.**

HUMBOLDT SAVINGS BANK,
783 Market St., near Fourth.

For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
savings deposits, payable on and after
Thursday, July 1, 1915. Dividends not
called for are added to and bear the
same rate of interest as the principal
from July 1, 1915.

H. C. KLEVESAH, Cashier.

DIVIDEND NOTICE.

FRENCH-AMERICAN BANK OF
SAVINGS (Savings Department)
108 Sutter St.

For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
deposits, payable on and after Thursday,
July 1, 1915. Dividends not called for
are added to and bear the same rate of
interest as the principal from July 1,
1915.

A. LEGALLET, President.

DIVIDEND NOTICE.

THE GERMAN SAVINGS AND LOAN
SOCIETY.

(The German Bank.)
526 California St.

Mission Branch, corner Mission and
Twenty-first Sts.
Richmond District Branch, corner
Clement St. and Seventh Ave.
Haight Street Branch, corner Haight
and Belvedere Sts.

For the half year ending June 30, 1915,
a dividend has been declared at the rate
of four (4) per cent. per annum on all
deposits, payable on and after Thursday,
July 1, 1915. Dividends not called for
are added to the deposit account and
earn dividends from July 1, 1915.

GEORGE TOURNY, Manager.

Domestic and Naval.

The steamer "Edith," of 500 tons capacity, built by the Maryland Steel Company at Sparrows Point, Md., for the A. H. Bull Steamship Company, was launched June 16.

The first of ten submarines under construction at Quincy, Mass., by the Fore River Shipbuilding Corporation for the British Government was launched June 12. The boat is of the Holland diving type, with a cruising radius of about 1500 miles and a speed of seven knots submerged and 15 knots on the surface. The boat will not be delivered until the war is ended.

The Bethlehem Steel interests are reported to be making preparations for the laying down at Elizabethport, N. J., on the site of the old Crescent Shipyard, of a modern shipbuilding plant designed to turn out work of the largest description. The site is owned by the Samuel L. Moore & Sons Corporation, a Bethlehem subsidiary, and by the Carteret Improvement Company.

The Government of the Philippines has decided to put a boat on the inter-island run between the ports of Jolo, Cagayan de Sulu, Palawan, Balabak, and Borneo for commercial purposes. The cutter "Mindanao," selected for the run, will be under the charge of the Department of Mindanao and Sulu, and will operate under a regular schedule. The vessel, and another which it is expected will be put on the run later, will be chiefly engaged in transporting building material, especially nipa, between the ports, where there is considerable demand for this material owing to the increased immigration thereto.

Secretary Daniels of the Navy Department announces with a good deal of satisfaction that eleven more enlisted men will enter the naval academy in the fall. "We are making it possible for a man to go from apprentice seaman to admiral," says the Secretary, "and we are doing it without letting go of the highest standards." The law of 1914, authorizing the Secretary of the Navy to make fifteen appointments annually to the Naval Academy from the enlisted men of the Navy, seems to be bearing good fruit. Five passed the entrance examination last fall, and now come eleven more. Fifty-five took the examination this year, while in 1914 the applicants for admission numbered 115.

The scarcity of ocean tonnage continues to constitute the chief obstacle to the carrying on of Canada's external commerce. A statement has been prepared officially showing to what extent the tonnage has declined chiefly as a result of the withdrawal of ships for admiralty purposes, as well as from other causes arising from the war. This statement deals with conditions on both oceans and applies to all the principal ocean ports of the Dominion. The figures are for April, and in each case the register tonnage is given. For Victoria, British Columbia, the figures are 152,373, as compared with 196,987; Vancouver, 140,600, against 212,920; Montreal, 2734, against 35,958; Quebec nil, against 40,232; St. John, 131,853, against 108,983; and Halifax, 125,000, against 223,052. It will be seen that in every port, with the single exception of St. John, there is a substantial decrease in the tonnage for the month of April. The St. Lawrence figures are partly governed by navigation conditions.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men Exclusively



Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.
REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Amundsen, A. M.	Anderson, Emanuel
Aale, O. S.	Anderson, Ernst
Abrahamson, Alek	Anderson, H. E.
Ahlfors, Arthur	Anderson, H. E.
Albrecht, Chas. M.	Anderson, Jon
Allan, Wm.	Anderson, J. R.
Almayer, Henry	-1246
Amundsen, Albert	Anderson, Ole
Andersen, Alfred	Anderson, S.
Olaf	Anderson, S. K. -910
Andersen, C. M.	Anderson, Sven
1823	Anderson, Walter
Andersen, Henry	Andersson, O. L.
Andersen, H. J.	-1363
-1620	Andersen, A. -1633
Andersen, N. -1549	Andersen, H. -1783
Anderson, A. -1447	Antonson, Viktor
Anderson, D.	Augustin, Hermann
Anderson, Ed	Azevedo, Manuel T
Bakker, Haakon	Blaug, W. -1959
Batz, Herman	Bluckar, John
Belling, Oskar	Bock, Jimmy
Bendixsen, Nick	Boers, M.
Bergman, E. Ivar	Boro, Severin S
Berkland, Gus	Bowden, Chas
Berlin, Werner	Bowman, Jack
Berndes, Chas.	Bredemeyer, Elmer
Bernsten, Julius	H.
Berry, David J.	Broberg, Charles
Bertelsen, Kristian	Brown, Thos.
Bessonen, Olaf	Brown, William
Beyerle, Rupert	Brown, Axel
Bilke, E. -2049	Buckley, J. E.
Bjorkholm, A. M.	Bunnitt, E.
Bjorseth, Knut	Byloff, Charles
Cien, P.	Catt, Frederick
Calson, Fred	Cellan, John
Campbell, George	Christensen, C. -1126
Campbell, S.	Christensen, Otto
Carlson, C. O.	Christensen, Hans
Carlson, C. R.	Claus, John R. C.
Carlson, Julius	Conolly, Olaf
Carlson, Martin	Constantinos, Lav
Carter, J.	Countedt, Ernest
Carther, Sidney	Crosiglia, G.
Casber, C.	
Dahlkvist, Fred	Deswert, William
Dahlstrom, A.	Dewetrak, C.
Daniel, J. C.	Dittmar, Otto
Daneshon, E.	Donnelly, John
De Baer, Harry	Doyle, William
De Lange, I.	Dracar, Ed.
Denis, I.	
Earling, Gus	Erickson, E. R.
Ebersole, R. E.	Erickson, George
Echlin, Lester W.	Erickson, Conrad
Eckstrand, Frank	-333
Edwardsen, Anton	Eriksen, E.
Ellassen, Sigurd	Erlund, Oskari
Ellefsen, Otto	Eske, Oscar
Ellingsen, Fred	Eyberg, Hugo
Fane, James	Forde, S. C.
Farrell, Bernard	Forshu, Alex.
Fast, Bonnie	Frankovich, Alex
Ferguson, J.	Frazier, James
Ferguson, Will	Fredholm, C. J.
Fitzgerald, Wm.	Fredrickson, M. W.
Fitzpatrick, Patrick	-532
Flehmman, James	Fredrickson, F.
Fleppert, Fritz	Fredrickson, E. W.
Flynn, James	Fredrickson, J. H. G.
Follan, Thomas	Funke, Burns
Gart, George	
Gertner, Hans	Gulbrandsen, Bjorn
Gilholm, Albin	Gulliken, Amandus
Gjorden, George	Gumas, Nicholas
Guthrie, Hugh E.	Gundersen, Andrew
Gronthal, Arthur	Gundersen, S. L.
Gulbrandsen, Jens	Gunderson, Kristian
	Gutman, C.
Habo, Sigvald	
Hall, S. C.	Hellin, Paul
Halvarson, Henry	Helberger, M.
Hakvonen, Hans	Heinaz, C. -2117
Hammerngren, Oscar	Heinen, H.
Hannas, Alex	Helmer, Fred
Hansen, Charlie	Hermanson, Fritz
Hansen, H. C.	Hethin, Walter
Hansen, Henry W.	Hewitt, ePter
Hansen, Hilmer	Higgins, F.
Hansen, Martin	Hildebrand, A.
Hansen, Niels S.	Hilke, Karl
Hansen, Norkard M.	Holan, A.
Hansen, Olaf	Hollen, Charlie
Hansen, Thomas	Holm, Aaro
Hanson, Henrik	Holman, W.
Hanson, H. O. -2418	Holmqvist, F.
Hanson, John	Holst, F.
Haro, Eddie	Hoose, Frank
Haugen, Karl	Hood, Charlie
Haugen, H. C.	Hoverson, Carl
Hain, M.	Huhner, Carl
Hellin, John	Huse, E.
Ikemon, Joe	
Ingebreten, Olaf	Insunso, Francisco

Jackisch, Magnus	Johansson, Bernard
Jacobsen, Joakim	Johansson, C. W.
Jaronski, Feliks	Johansen, John A.
Jensen, Charles	Johnsen, Walter
Jensen, H.	Johnson, C. J.
Jensen, Halford	Johnson, E. G. -227
Jensen, Henry	Johnson, Eric
Jensen, Jens	Johnson, Frank
Jensen, John Frank	Johnson, John
Jersch, Wilhelm	Johnson, Julius M.
Johansen, Axel H.	Johnson, Peter
Johansen, Carl J.	Johnson, R.
Johansen, Thos. W.	Johnson, Robert
Johanson, A. F.	Jones, Berthon
Johanson, Edward	Jungberg, L.
Johanson, J. -880	
Kaleva, Gustaf	Khatt, Herman
Kallas, August	Knappe, Adolph
Kallberg, A.	Knudsen, Daniel
Karlson, Hans	Koch, Harry
Karlson, Wiktor	Kolk, M.
Kaspsen, H. -1100	Kolod, A.
Kearns, N.	Kosko, Pet
Kendall, Chas.	Kristensen, K. D.
Kine, Conrad	Kromholz, Edwin
Kinlock, Wm.	
Laakso, Frank	Lindgren, Oscar
Larsen, Sam	Lindroth, Erik
Larsen, C. A.	Loren, A. L.
Larsen, John	Lorin, Christian
Larsen, Julius	Lundberg, Allan
Larson, Alfred	Lundberg, Carey
Larson, S. G.	Lundberg, Charles
Larsson, K. E.	Lundberg, Harry
Laursen, Chris.	Lundberg, Torstein
Lawson, J. P.	Lunde, Nils W.
Leen, Larry	Lundgren, Colmar
Lewald, Harry A.	Lunsmann, Henry
Lewis, Robt. W.	Lynch, James
Matta, John	Matta, Humberto
MacAulay, Donald	Mattson, Harry
Macke, David	Mattson, J.
Macomber, H. B.	McKeating, R.
Madsen, Ludwig	McLaughlin, M.
Magee, E. H.	McLean, H.
Magnussen, Magnus	McLellan, John
Magnussen, E. W.	McMahon, Jack
-153	Melander, G. L.
Makelo, Gustav W.	Mertensen, Henry
Malland, O.	Meyer, Ernest
Manse, Peter	Meyer, W.
Marguaret, Robert	Meyers, Max
Marquies, Frank	Midling, M.
Martens, Hans	Miller, Billy
Martensen, J. C.	Milos, P.
2191	Moller, Louis
Martin, H.	Moore, Albert
Martin, J.	Muenchemeler,
Martinsen, Ernest	Harry
Mathieson, Ludwig	Mulschneck, U.
Mathieson, N. L.	Muller, Thom
Mathsen, Olaf	Murphy, J.
Nagel, Alf	Nielsen, H. O. -1229
Naujack, Fritz	Nielsen, Nils
Nedsen, John B.	Niemeyer, Oscar
Nelsen, Albin C.	Nilsen, Anders
Nelson, Albert	Nilsson, Hjalmar
Nelson, Alvin	Nordstrom, B.
Nelson, C.	Nordstrom, Viktor
Nelson, Ernest C.	Norman, Olaf
Neuling, George	Norton, Edgar
Nicklas, M.	Nurm, John -1151
Nielsen, Edwin N.	Nyman, Oskar
Nielsen, E. S. -1116	
O'Brien, Fred	Olson, Morten
O'Brien, R. F.	Olson, E. W.
Ofeldt, C.	Olson, O. J. -542
Oleman, Henry	Olson, P.
Olofsson, M.	Olsson, Eric
Olsen, Charles A.	Olsson, J. H.
Olsen, Fred	Olsson, Carl
Olsen, Johan -1222	Onu, Tobias
Olsen, John	Orling, Gust
Olsen, Marnus	Osman, F. B.
Olsen, Ole -1047	Osterman, Oscar
Olsen, Paul	Owen, Fred
Olsen, Tom	
Palm, P. A.	Peterson, Oscar
Paulman, Geo.	Peterson, Walter
Paulsen, N.	Peterson, Mauritz
Pedersen, Carl A.	Peterson, M.
Pedersen, Carl	Peterson, Viggo
Pedersen, Charlev	Peterson, Tom
Pedersen, H. -1560	Petersen, Carl
Pedersen, Halfdan	Pinkert, C. B.
Pedersen, Olaus	Plett, Herman
Persson, John	Plom, Charles
Petersen, A. -1675	Plotner, Alfred
Petersen, Anton	Poknandt, H.
Petersen, J. A. -515	Pommer, Jon
Petersen, L. -1389	Publicatus, Aug.
Petersen, Niels	Punls, Antoni
Petersen, O. -1595	
Quigley, Robert E.	
Raaum, Henry	Raggis, A.
Randolph, J. S.	Rolland, Lars O.
Rank, W.	Rosenfeldt, A.
Rasmussen, Emil	Rotter, R.
Rasmussen, Paul	Rudt, Walter
Reyberg, Sverre	Rundquist, O.
Rimmer, C. M.	Ryan, James
Roberts, Frederick	
Sabel, Fred	Schroder, Willv
Sanders, S.	Schultz, Albert
Samsing, Carl	Schultz, G. F. W.
Sandberg, John	Seberg, G.
Saunders, James	Senter, W.
Savage, Roland	Silver, S. A.
Schmitt, E. A. -2651	Skofman, W.
Schneider, H.	Smith, L. K.

Snell, Adolf	Stenberg, Gus
Snider, G.	Steinfart, J. H. F.
Solberg, Bernt	Stenman, Richard
Sorensen, Anton	Strandquist, Louis
Sorensen, Ed	Sundberg, John
Sorensen, S. P.	Sundberg, K. K.
Spanas, Nick	Svedstrup, E.
Spanon, James	Svensden, J. -1903
Staf, Lam	Scensen, C. J.
Stahlbaum, E.	Swanson, Martin
Stalziernan, E.	Swanson, O.
Stange, A. -2063	Szallies, Gustav
Tait, Geo.	Thorsell, C.
Tamisar, P.	Thorsen, Rolf
Tamman, K.	Thorsen, Theodore
Tayra, August	Tielman, A. E.
Tellefshert, Karl	Therney, Pat
Tellefssen, Emil	Thomson, G. E.
Thee, Rudolf	Todal, Maartin
Thoren, Gus	Tonnesen, Trygoe
Thoresen, C.	Travnor, John
Thorsen, Otto	Trenkhahn, Martin
Thorn, Arvid	Trepte, A.
Uderkull, C.	Ulla, Ole O.
Ulla, Charlie	Ulman, John
Valboe, H.	Viljanen, Arvo
Verney, A.	Vogel, Gus
Vesgoord, Jens	Voss, H.
Vickery, Curtis S.	
Waener, Will	White, Peter
Wadman, Harry F.	Whiteside, Fred
Waischwill, Arthur	Whitot, J.
Wald, Olaf -1285	Wiljanen, Arvo
Walker, Erick	Willman, Frank
Wallin, Gustaf	Wilson, J. W.
Weatcroft, L.	Winkel, August
Weber, Fred	Winnor, A. A.
Wetzel, Ornluf	Winton, J. A.
Welure, J.	Wittenberg, Albert
Yelata, Yrjo	
Zankert, Charles	Zweyberg, John
Zierenbauer, Karl	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Matheson, A.
Anderson, Andrew	Olsen, Arne
Athanasole, Michal	Olsen, Carl -1101
Berling, J. B.	Pedersen, Ellif
Carter, Sidney	Pedersen, H. -1263
Ceehan, John	Penningrud, Ludwik
Dehler, Alfred	Persson, Oscar
Ellefsen, Otto	Raasch, O.
Finnely, Wm.	Raum, Henry
Furth, Richard	Rarly, Frans
Hansen, Karl	Rathke, Reinhold
Hansen, Martus	Rehursen, A. L.
Hansen, O.	Siettemark, Einar
Hendricksen, Hag-	Sorensen, Pete
bart	Strasdin, A. W.
Jacobsen, Emil	Thoren, V. A.
Johansen, Emil	Wakely, R. E.
Jorgensen, Oluf	Walters, Albert B.
Klette, E. F.	Wurthman, W. L.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

**The German Savings
and Loan Society**

(THE GERMAN BANK)

Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings
Banks of San Francisco.)

The following Branches for Receipt and
Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mis-
sion and 21st streets.

RICHMOND DISTRICT BRANCH, S.
W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W.
Corner Haight and Belvedere street.

JUNE 30, 1915:

Assets\$60,321,343.04
Deposits57,362,899.35

Capital actually paid up in
cash1,000,000.00

Reserve & Contingent Funds 1,958,443.69

Employees' Pension Fund.... 199,164.12

Number of Depositors..... 66,965

Office Hours: 10 o'clock A. M. to 3
o'clock P. M., except Saturdays to 12
o'clock M. and Saturday evenings from
6 o'clock P. M. to 8 o'clock P. M. for
receipt of deposits only.

For the six months ending June 30,
1915, a dividend to depositors of 4% per
annum was declared.

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or
\$2 to \$2.50 per week, with all modern
conveniences. Free Hot and Cold Shower
Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier

400 large, light rooms. Rates, 25c
per night up; \$1.25 week; \$5.00
month. Baths, Reading Room. Office
open all night. Best place near
waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-
to-date. With all Latest Conveniences
and Elevator Service. Rates: 25, 30 and
50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room

1325 STOCKTON STREET

Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,
Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes
and Regalia—All Union Made

Union Label Roll Admission Tickets and
Bar Checks

WALTER N. BRUNT CO.

860 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN**Gent's Furnishing Goods**

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

The members of the crew of the
barkentine "Mary Winkelman" who
made the voyage in her to Mollendo,
Peru, and arrived at San Francisco
on her return trip on April 5, 1914,
are wanted by the Charles Nelson
Co., at San Francisco, Cal.—6-24-14

Capt. Chas. J. Swanson

**CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS**

**Gold Braid and Gold Wreaths
of All Descriptions**

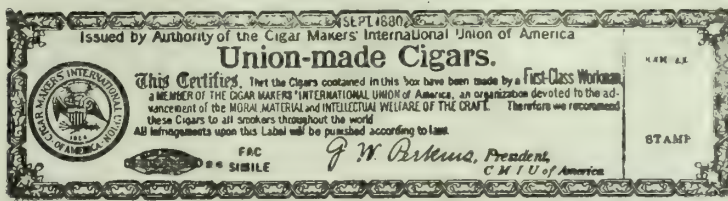
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light
blue) appears on the box in
which you are served.

**J. MILLER**

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,

FURNISHING GOODS,

ETC.

**The James H.
Barry Co.**

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of
Hallarna, near Gothenborg, Sweden,
who was sailing on the Great Lakes
about three years ago, is inquired
for by John V. Olsen, Sun Com-
pany, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in
Moss, Norway, is inquired for by
his brother, Herman Eriksen. Any
one knowing his whereabouts please
notify W. Nielsen, 206 Moravian St.,
Philadelphia, Pa. 5-26-15

Norman Hadley, a seaman, sup-
posed to be sailing on the Pacific
Coast, is inquired for by J. B. Mc-
Curdy & Co., attorneys, relative to
an inheritance. Anybody knowing
his whereabouts, please notify Chief
of Police, San Francisco.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

ALASKA FISHERMEN.

San Francisco.

Ekelund, Will HJ. Hakansson, Ingvar
Seattle, Wash.

Abolin, Adam Olsson, Sigfrid
Borgen, K. Sigurd-Peterson, Andrew K.
Fister, Johannes Philster, Albert
Finnigan, I. H. Ridderstaff, Ernest
Hagen, Gunder Rye, F. M. J.
Jensen, Gustav Selback, Chris.
Johansen, Ingvald Slinning, Rasmus O.
Johnson, Axel Spellman, Tom
Nelson, Nels Wilhelm Starks, John
Larsen, Fred Stein, George G.
Magnuson, P. A. Stixrud, Jack
Osterlund, Albert Stromsness, Oscar

INFORMATION WANTED.

Samuel Dickson, a seaman, age
about 40 years, son of Moffett Dick-
son, deceased, of Belfast, Ireland, or
any person knowing his whereabouts,
is requested to communicate at once
with the undersigned in connection
with a legacy. A. R. Smith, U. S.
Shipping Commissioner, Philadelphia,
Pa.

Anyone knowing the whereabouts
of John Burke, No. 2, a member of
the Marine F. O. and Watertenders'
Association of the Great Lakes, last
heard of in Chicago, will please com-
municate with Mrs. Julia Noonan,
276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-
magee, Antrim Co., Ireland, is in-
quired for by his nephew. Anyone
knowing his whereabouts kindly com-
municate with John Walker, Geddis,
7 Willowbank St., Brooklands, Win-
nipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of
Kristiania, Norway, is requested to
communicate with his sister Minni,
who has important news from home.
Address, Mrs. Minni Hall, Green
Farm, Conn. 9-16-14

Albert Smith, a native of Cork,
Ireland, who left the American ship
"John C. Meyer," on Feb. 20, 1911,
is very anxiously inquired for by
his wife. Please notify British Con-
sul-General at San Francisco.

Wilhelm Ekelund, a native of
Sweden, is inquired for by his
brother, Axel Ekelund, New Harbor
Hotel, Drumm street, San Francisco,
Cal. Anyone knowing his where-
abouts please notify the above ad-
dress. 3-10-15

News from Abroad.

A duel occurred between an Aus-
trian and an Italian submarine, re-
sulting in the destruction of the lat-
ter. This is believed to be the first
battle between two submarines.

At the opening of the Board of
Trade inquiry in London into the
torpedoing of the "Lusitania," Cap-
tain Turner gave evidence to the
effect that when the ship was struck
she was making only 18 knots in
obedience to the company's orders
that only 19 boilers out of 25 were
to be fired.

According to a report just issued
by the British Admiralty the number
of officers and men of the British
Navy, including marines and mem-
bers of the naval division, who have
been killed or wounded or reported
missing from the beginning of the
war up to May 31, was 13,547, of
whom 8245 were killed.

General Christian De Wet, the
Boer general who headed an up-
rising against the Union of South
Africa in October, and was captured
on a farm at Waterburg, British
Buchuanaland, has been found guilty
of treason and sentenced to six years'
imprisonment, and a fine of \$10,000.
No other opposition to the govern-
ment is announced in South Africa.

The Dominion freight liner "Ar-
menian," flying the British flag and
carrying mules from Newport News,
Va., to England, was torpedoed and
sunk on June 27 by the German sub-
marine U-38 off Cornwall, England,
and nearly a score of American
muleteers were reported lost, ac-
cording to messages received by the
State Department. Twenty-nine men
in all were lost and ten injured.

German gas companies are now
employing a number of women, par-
ticularly the wives of those of their
employees who have been called to
the colors. The women are perform-
ing not only the purely clerical
work, but have been entrusted with
the inspection of gas meters, the
emptying of automatic machines, and
so forth. Those engaged in this
work wear caps indicating the name
of the company by whom they are
employed.

Phosphate produced in the Mar-
shall Islands, now under Japanese
occupation, is about to appear on the
Japanese market in large quantities.
It had previously been imported, but
only in small quantities. The im-
port last year was not more than
21,000 tons. Certain merchants have
obtained a charter from the Govern-
ment to collect phosphate in the
Marshall group and import it into
Japan. The price being low, the
Marshall Island phosphate is con-
sidered to be a powerful rival of
the Atlantic product.

The British Admiralty has per-
mitted the publication of some rather
striking figures illustrating the ex-
tent to which the Royal Navy has
drawn upon the fishery fleets for
mine-sweeping and other purposes.
Out of 600 steam trawlers which
hailed from Grimsby at the outbreak
of war 400 have been taken over
by the British Government. Hull
has contributed 200 craft out of a
total of 380; Aberdeen 172 out of
232; Fleetwood 90 out of 140; Gran-
ton 43 out of 73; and the lesser
ports in about the same proportions.
No fewer than 50 of the Grimsby
vessels are believed to have been
lost through mines.

With the Wits.

Up to Date—Kind—Stranger—How old is your baby brother, little girl? Little Girl—He's this year's model. —Chicago News.

Too Good.—"I have a splendid idea for a magazine poem."

"Save it. You don't need it for a magazine poem."—Awgwan.

Daily News.—Reporter—Madam, you may recollect that we printed yesterday your denial of having retracted the contradiction of your original statement. Would you care to have us say that you were misquoted in regard to it?—Life.

Thoughtful of Him.—Mr. Manley—Well, my dear, I've had my life insured for five thousand dollars.

Mrs. Manley—How very sensible of you! Now I sha'n't have to keep telling you to be so careful every place you go.—Pathfinder.

The New Way.—He—Suppose you get into office and there's a proposition comes up that you know absolutely nothing about. What would you do?

She—Unlike the men, I think we'd have sense enough not to meddle with it.—Puck.

Court (to prosecutor)—Then you recognize this handkerchief as the one which was stolen?

Prosecutor—Yes, your honor.

Court—And yet it isn't the only handkerchief of the sort in the world. See, this one I have in my pocket is exactly like it.

Prosecutor—Very likely, your honor; there were two stolen.

"The train struck the man, did it not?" asked the lawyer of the engineer at the trial.

"It did, sir," said the engineer.

"Was the man on the track, sir?" thundered the lawyer.

"On the track?" asked the engineer. "Of course he was. No engineer worthy of his job would run his train into the woods after a man, sir."

An Invitation

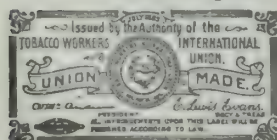
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



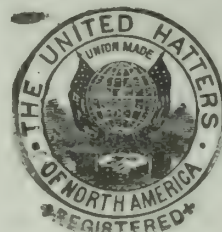
Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO. BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

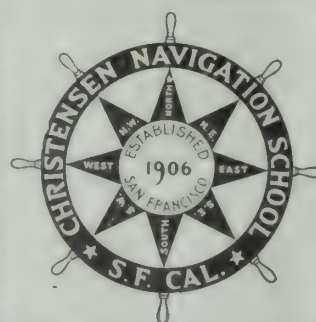
Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

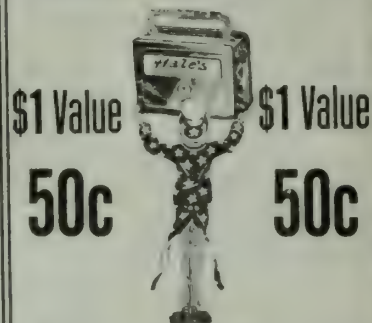
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags, Boots, Shoes, Rubber Boots and Oil Clothing of All Kinds, Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 44.

SAN FRANCISCO, WEDNESDAY, JULY 14, 1915.

Whole No. 2338.

FURUSETH CHARGES CONSPIRACY.

Shipping Interests in Alliance to Discredit Seamen's Charter of Freedom.

A most timely interview with Andrew Furuseth has found its way to the front page of the Boston Evening Mail.

It is a hopeful sign that at least one of the big Eastern dailies is so far removed from the insidious influence of the shipping interests as to accord a hearing to the Seamen's side of the controversy between "Safety of Life" and "Safety of Dividends."

We quote from the interview:

"Andrew Furuseth, president of International Seamen's Union of America, openly charges the shipowners of the United States and those of other countries with conspiring to prevent the enforcement of the Seamen's Act passed by the last Congress.

"Mr. Furuseth spent twenty-two years at Washington before he succeeded in putting this legislation through. Now he is going about from port to port telling the Seamen everywhere just what they will have to do when the new law goes into effect. He also is watching the shipowners, and he speaks as champion-in-chief of the Seamen's cause.

"The Act can be put into operation easily," he said, "but the shipowners are engaged in a conspiracy to bring about conditions that will make it appear impractical. They hope thereby to have the law modified or repealed at the coming session of Congress, and this in spite of the fact that its enforcement would result in greater safety to the traveling public and in the building up of a large body of free American Seamen.

"The real reason the shipowners are opposed to the Seamen's Act is that it will emancipate sailors of the world from a form of slavery that has come down through the centuries. They are fighting it just as slave-masters always fight against the liberation of their slaves.

"This Act gives freedom directly to fully 150,000 American Seamen, and indirectly it will affect possibly 2,000,000 other Seamen throughout the world.

"The shipowners of the United States are not alone in their efforts to defeat the law. The shipping interests of the world are closely interlocked, and foreign owners are giving aid, because foreign shipowners, too, will be affected by the law when it becomes operative.

"But the shipowners do not state the real reason for their opposition, and what they do say is not new. Everything now appearing in the press was said with much greater force by the shipowners themselves, and by their attor-

neys, when the Act was up for consideration in the Senate and the House committees.

"The shipowners then made the claim that this kind of legislation would put them out of business; and at the same time they stated that

When asked to specify they invariably failed.

"The committee found on investigation that in the forecastles other nations gave greater space and more comfort than was provided under American law. So they took the medium

between the Norwegian, German, French and English law dealing with forecastle space. And that is what is now in the Seamen's Act.

"The shipowners claimed the scale of food provided by American vessels was better than that of other nations. By comparing the British, German and French scales the committees found there was practically no difference between the American schedule and the new schedules adopted by those countries.

"Again the shippers claimed they had to carry more men; but on investigation this was shown to be untrue. When finally they were asked what the discrimination against American vessels really consisted in they could give no answer.

"Then members of the committees asked whether we, the representatives of the Seamen, knew. It was plain to them there was some discrimination and they wanted to know wherein it lay.

"The representatives of the seamen then called their attention to two things: First, that a vessel built in a shipyard of the United States, being of the same size and specifications, would cost about 33 per cent. more to build than one in a foreign yard. A good-sized tramp would cost \$600,000 in an American yard and \$400,000 in a British yard.

"This would put a handicap on an American-built vessel of \$34,000 a year, being 6 per cent. on investment, 6 per cent. on insurance, and 5 per cent. on depreciation.

"Congress, in passing the Emergency Shipping Act, swept away nearly all of this differential; and if the vessels had been admitted to the coastwise as well as to the foreign trade they would have been on an absolute equality so far as cost was concerned.

"The second great differential or handicap on American vessels is the wage cost of operation. To this the shipowners agree absolutely. Then it was shown that under treaties, some of them dating from 1828, the United

States agrees to arrest, detain and surrender back to his ship any seaman who has deserted from a foreign vessel, thus using the police powers to keep down the operating cost of our competitors.

"A vessel shipping her men in Fiume, in the

THE ISSUE!

"I have always thought that all men should be free; but if any should be slaves, it should be first those who desire it for themselves, and secondly, those who desire it for others."—Abraham Lincoln.

When President Wilson affixed his signature to the La Follette Seamen's bill notwithstanding the protest of the shipping interests he probably had in mind the above quoted immortal words uttered by this Republic's most beloved Chief Executive.

President Wilson well knew that the new Seamen's Act was of international significance. He well understood that the Act would not only liberate seamen on American vessels in all ports of the world, but would also bestow the same freedom upon the seamen of every foreign vessel coming into American ports.

In other words, the President by his signature abolished the imprisonment penalty that previously could be imposed upon all seamen for quitting work on a vessel in a foreign port, and released American consuls from their obligations to act as "slave catchers" for American ships in foreign ports.

To-day President Wilson is being roundly abused by the subsidized organs of the interests who have in the past profited by the slavery of seamen.

Certain alleged "American" shipping magnates claim that they will have to "go out of business" unless slavery of seamen is continued in American ports. These greedy profit mongers and the "kept press" insist upon virtual slavery for certain workingmen in order that dividends may be piled up without interruption!

Slavery for others! Freedom for themselves!

That is the real issue raised by the puny creatures who are now planning to undo the seamen's successful efforts to make America's soil sacred ground upon which no bondmen may set foot without losing his fetters!

if they could get on an equality with foreign nations they could compete with anybody.

"On being questioned by the members of the committee they began by saying our navigation laws were inadequate and altogether too much in the interest of the Seamen.

Mediterranean, would pay \$16 a month. She comes to the United States and takes away a cargo of American product and a full passenger list in competition with an American vessel which must pay the wages of New York, which would be between \$30 and \$40 a month.

"The same will apply with less force to vessels signed in Antwerp or in Liverpool, but with much greater force to vessels shipping their men in Hongkong, in Japan or in India.

"The wages in gold in Hongkong are \$8 a month, on the coast of India they are about the same, in Japan twenty-five yen, or \$12.50 in gold; thus leaving the American vessel to pay from 20 to 200 per cent. more wages than would be paid by the competitor.

"The remedy for this was obvious. Let the men release themselves in ports of the United States, make them free to quit the vessel they may be on and to draw at least one-half the wages earned, and every vessel coming to the ports of the United States will have to leave again with the American rate of wages.

"But it doesn't stop there. A big passenger vessel running on schedule cannot afford to take any chances of losing her men at the last moment, and so the foreign shipowners will pay sufficient wages and give good enough treatment to take away from the men any desire to desert in ports of the United States.

"Thus the foreign owner, following his self-interest, will be compelled to raise the wages paid by him to a practical equality with the wage paid in ports of the United States, if he visits these ports. This was adopted and became part of the Seamen's Act.

"A standard of skill for able seamen was enacted and made applicable alike to all vessels coming to and going from ports of the United States.

"Included in this standard of skill is a provision that no vessel can leave ports of the United States unless the vessel has on board a crew, 75 per cent. of which in each department thereof must be able to understand the language of the officers without any interpreters.

"Paul Gottheil, in opposing this clause, stated that of course English, German and Norwegian vessels would be unable to use either lascar seamen or men from China, Japan or the Malay peninsula. And he thought they might possibly refuse to come to ports of the United States; but later he acknowledged they would come, though they would charge somewhat more in freight rates.

"This part of the bill was put in because of such accidents as those that happened to the "Titanic," the "Volturno," the "Monroe," the "Empress of Ireland" and lately to the "Bunker Hill."

"There is nothing in this legislation that will put any handicap on American vessels as compared with foreign vessels. The purpose held in view by the legislators was to equalize the cost of operation by releasing the law of supply and demand in order to compel foreign shipowners to come up to the American standard.

"Congress gave the shipowners eight months in which to prepare for the law. They are using that time, many of them at least, to create a condition in which it will be difficult to enforce the legislation. Instead of getting rid of men who cannot come up to the standard fixed by the law, they are getting rid of the men who can, and are hiring men who cannot understand the language of the officers, or who have had no previous experience.

"Mr. Patrick Flynn, Secretary of the Firemen, Oilers and Watertenders Union of the Pacific, and I, came from the Pacific Coast to give to the men here such information as they will need, in order that they may be prepared for the new legislation.

"We went to the shipowners and told them just what we were here for and asked to be permitted to go on their vessels to talk with the men. This they refused. We have gone as passengers on two vessels.

"On one there at most not more than four men who come up to the standard set by the new law. On the other, so far as we could ascertain, there were not more than three. One of these was signed on as an able seaman, and he had never before been outside of Cape Henry.

"The claim made by the shipowners that they cannot get the men is without merit. A 50 per cent. increase in the wages of one-half of a deck crew, which on a trip of a week would amount to no more than \$20, or at most \$30, would give the owners an opportunity to find men who are perfectly capable of doing a seaman's work under all conditions.

"The law will be in operation November 4 next so far as it affects American vessels. The part of it dealing with life-saving appliances on foreign vessels will be in effect March 4, 1916—at least that is the interpretation placed on the ruling of the department. The part of the law dealing with the freedom of seamen, their right to quit foreign vessels, and with the standard of skill imposed by the act on all seamen, will become effective June 4, 1916.

"What the shipowners are going to do when the law gets in operation is difficult for us to say; but if the Act is enforced they cannot carry the men they now are carrying.

"Our purpose aside from informing the men just what they will have to do, is to aid in whatever way we can to prevent any disturbance

in the shipping, or any tying-up of the shipping, for any reason.

"We thought the shipowners would be willing to accept our offer of friendly co-operation. They did not; and their evident reason is that they hope to so misinform the public that they can either have the legislation amended or repealed."

WHY IS PRZEMSYL?

(By W. J. B. Mackay.)

I don't quite know. But it is popular. Since the war, Przemsyl stands pre-eminent as the inspiration and butt of the humorous songsmiths and jokesmiths of the press. More power to their elbows, I say. They add to the gaiety of a great nation, engaged in the encouragement of peace, and the manufacture and export of munitions of war.

But it is of the serious chap, I would speak. He can be found in almost any old newspaper office. His name is Legion. His place, in the scheme of things, is to answer the queries of Constant Reader, and betimes to swat our prolific and irrepressible friend, Pro Bono Publico, provided the swatting does not affect, to disadvantage, the box office receipts, or the fate of Mr. Leo Frank of Georgia. Faith, a broth of a boy is Legion. He will tell you, without the bat of an eye, how to pronounce Przemsyl and all her relations, albeit he might as well tell us how to successfully jump over the moon. The Slav languages are not such as submit tamely to a correspondence school system of tuition. Whereat, I am disposed to follow the metaphorical example of the hero of San Juan Hill, and throw my hat in the ring, in the interests of Przemsyl. For did not the Colonel take a strand out of Manila in the shape of an *l* and an *h* out of the name of that gallant old Danish seaman and explorer, Behring. But Behring's name will go down the corridors of history unmutated, despite the fact that our own Doc Cook put one over on the King of Denmark, by presenting him with the North Pole, without a McEnerney title.

Many years ago, an educated Bohemian shipmate of mine, a linguist of no mean order, and master of several languages, volunteered to teach me his native language. In an unguarded moment, I accepted the offer. I made many brilliant attacks, at the point of the tongue, only to be invariably repulsed. I progressed so far as being unable to pronounce a word correctly. Of course, unconditional surrender was inevitable. As a solace, my instructor advised me to take up the study of Hungarian. He assured me that after a brief period of mental and physical torture, his language would simply be a relaxation and a joy forever. But then, my friend was not a serious man. Moreover, he was a Cech, and there is no love lost between the Cech and the Magyar.

Now if any reader of the JOURNAL desires to learn how to pronounce Przemsyl, listen to me. Carefully place a very hot potato in the mouth, and then try to pronounce the word "pretzel." The result will be eminently satisfactory—to the audience. The main thing is to keep perfectly cool. No mental effort is required. The potato will attend to that. After the operation, I would prescribe a glass of steam beer. It will have a cooling and stimulating effect. Also, it will hasten the recovery of the patient. I have another method, in a milder form, but not quite as good as the first. It belongs, I might say, to the homeopathic

school of pedagogy. We know that rhyme, at times, assists the memory. All English speaking navigators are familiar with "Aids to Memory" in four verses, on the Rule of the Road, by the late Thomas Gray, for many years connected with the British Board of Trade. In emulation thereof, I am now about to hit my lyre, attuned to the lilt of Mayo, with variations.

In the hush of evening's fading,
Comes a spell, the soul pervading,
When the shadows, in the gloaming, o'er the
landscape softly steal.
Ah, the dream sublime is fleeting,
Hark, the cannon's thund'rous greeting,
'Tis the vesper of the soldier, when it's moon-
light in Prem-s-e-l.

The latter pronunciation is not quite correct, but good enough for home consumption. However, should the reader chance to ship in a vessel bound for a Slav port, I would advise him to put the pronunciation in cold storage, until his return.

Premysl, as it is spelled in a standard history of Bohemia, is a very old and distinguished name, so old, indeed, that it is of legendary origin. The first reigning prince of Bohemia that legendary history gives us, is one Krok by name. He died without male issue, and bequeathed his possessions to his daughter, Libusa. She was a woman, we are told, of superior intellectual attainments, possessed of exceptional executive ability, just and righteous in all her dealings. She got along all right, until she ran up against a couple of predatory real estate—the fundamental cause of the quarrels of all nations. The good woman had to render a decision in the matter of a geographical dividing line, that somehow got tangled up. The losing contestant in the case, on departing from the royal presence, ventured the remark that Bohemia was the only nation that had the shame of having a woman ruler. Next day, Libusa called the representatives of the people together, and asked them to select a man to rule over them. They insisted that she take unto herself a husband, and they would accept him as their ruler. "Listen," she said, pointing to near-by mountains. "Beyond those hills, is a small river, the Belina. On its banks is a village called Stadic. Nearby is a farm, and there you will find your future ruler, plowing with a yoke of spotted oxen, and his name is Premysl." They found the place as described, and in a field, saw a peasant, plowing with a yoke of spotted oxen. He answered to the name of Premysl. So it came to pass, that our agricultural friend, Mr. Premysl, of the spotted oxen, became the progenitor of a long line of princes and kings. In 1306, King Vaclar III was assassinated, and died without issue. He was the last, of a long unbroken line, of the Premysl Kings of Bohemia.

Complaints that censors tamper with neutral mails passing through Great Britain have resulted in the issuance of an order by the U. S. Postoffice Department directing that all mail from the United States destined to Norway, Sweden, Denmark and the Netherlands be despatched on board vessels steaming directly from those countries and not touching at beligerent ports. Under the new arrangement mails to the northern countries will not leave this country so frequently as heretofore, but there are several regular direct steamship lines and no serious delays are looked for.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Average Wage" Is Defined.

Attorney-General Poindexter of Montana has upheld the miners in their point that compensation awards should be based on weekly earnings, computed as follows:

The total wages earned during a certain period, say a year, should be divided by the exact number of days of actual employment. This sum, multiplied by six, would be the weekly wage.

Coal miners work on the piece, or ton, scale and they do not work continuously for a year. At a conference of mine operators, miners and members of the State Accident Board the question of "what is a weekly wage?" was discussed. The new compensation law is vague on the subject. All parties to the conference agreed that the working year of the coal miner averaged 240 days. On this basis the operators insisted that the average weekly wage should be determined by the following process:

Ascertain the total earning capacity of a miner for 240 days and then divide it by 52.

Attorney-General Poindexter rejected this claim and supported the miners' position. He ruled:

"There are a number of cases attending the mining of coal where a fixed daily wage is paid. In such cases it would be manifestly idle, if not ridiculous, to contend, because the employment is not continuous throughout the year, that the daily wage received at the time of the injury is not the fixed amount actually paid the workman per day, but the average per diem earned in a calendar year, based upon 240 working days."

After quoting the different plans of compensation, the official concludes:

"I am, therefore, of the opinion that a construction of the law such as is contended for by the operators would be unjust to the employees and inequitable in its consequences."

Colorado Law Teacher Rockefeller's Victim

Professor Brewster has been dropped from the faculty of the Colorado State University and the all-powerful influence of Rockefeller, which Mackenzie King made reference to before the Commission on Industrial Relations, is again felt by one who dared to freely speak his mind.

Before coming to this State Professor Brewster was a member of the law faculty of the University of Michigan, and is the author of several text books on legal jurisprudence. At the recent Lawson protest meeting, held in Denver, he took strong grounds, from the standpoint of a lawyer, against methods employed to secure the miner's conviction.

He was counsel for the striking coal miners during the investigation by the Congressional Committee, and has at all times expressed his convictions on industrial conditions in Colorado.

In a letter to the faculty of the University of Michigan, Professor Brewster shows why he was dismissed.

He says that President Farrand of the university told him that Governor Ammons

demanding "my immediate dismissal." The school executive also notified Professor Brewster that his attendance before the Commission on Industrial Relations "had been the greatest obstacle he (Farrand) had to contend with in securing appropriations from the last Legislature."

Two of the university's regents notified President Farrand that Professor Brewster should not be retained. One of the regents is C. C. Parks, a stockholder in the Rocky Mountain Fuel Company, one of the three coal companies chiefly involved in the strike.

A. A. Reed, attorney, and member of the university law faculty, also urged President Farrand against the reappointment of Professor Brewster. Reed is at present assisting the State Attorney-General to prosecute miners, and was one of a committee of three who distributed the \$100,000 recently donated to Colorado by the Rockefeller foundation to relieve the unemployed.

Professor Brewster concludes his letter as follows:

"I will say that, while the regents of this university were under no legal obligation to retain me in office, their failure to do so is, in the opinion of many just members of the faculty of this university, equivalent to a dismissal; and further, that, as my work has been 'eminently satisfactory,' the only causes for this dismissal are the facts that I testified to the truth before the Commission on Industrial Relations, and that I appeared as counsel for the Miners' Union before the Congressional Committee in February and March, 1914.

"I have not asked, nor have I wished, to be retained in the service of this university, but I have asked that the true reason for dropping me be stated."

Labor Must Combat Lawson Precedent.

At a mass meeting of trades unionists at Worcester, Mass., to protest against the Lawson verdict Frederick W. Mansfield, of Boston, the principal speaker, said:

"No element in the community has more respect for the courts and the law than the labor element. We do not wish this meeting to be misinterpreted as a protest against all law and order. But it is to protest against certain violations of law and against a perversion of justice.

"We do not make the claim that because Lawson was not present he could not be guilty of murder. Lawson might be guilty of the murder of John Nimmo or of any other person even if he were out of the State at the time if it could be proved before a fair jury and a fair trial that he had instigated the murder, if it was a murder. But there was absolutely no evidence of this character.

"There was not the slightest particle of evidence that he had ever said a word or had done any act to incite the strikers to violence. This makes him an absolutely innocent man and is the real reason why the labor men are determined to bring about his release if such a thing is legally possible.

"Labor is loath to believe that there is

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Employees in the Government Printing Office, Perth, West Australia, now work only 44 hours per week, doing no work on Saturday.

According to a recent Perth (W. A.) Arbitration Court award West Australian grave-diggers are in future to be paid from £3 to £3 3s. for a 44-hour week.

The report of the Amalgamated Society of Engineers for 1914 shows that the membership has increased from 161,055 to 173,629. The report says that "trade in the engineering world has been remarkably good throughout the year; most of our members have enjoyed full and constant employment."

The British Labor Gazette says that according to a return issued by the Board of Education, the following numbers of children have been excused from school attendance in England and Wales, and have entered agricultural employment, from September 1, 1914, to January 31, 1915, owing to circumstances connected with the war: Between 11 and 12 years of age, 54 boys; between 12 and 13 years, 885 boys and 1 girl; between 13 and 14 years of age, 454 boys and 24 girls.

The Board of Trade of Great Britain is inviting women to register themselves at the labor exchanges as being ready to do industrial, agricultural, or clerical work, as the case may be. The object aimed at is to enable the Government to estimate the reserve force of women's labor, trained and untrained, available, if it should be required. The Board of Trade adds that the act of a woman, who, with her labor, releases a man for service, constitutes a nationalist war service.

By decision of an official arbitrator, wages of coal miners in the South Wales coal fields have been advanced. Miners asked 12½ per cent. advance on actual earnings. Owners offered 10 per cent. on standard wages. The arbitrator awarded 17½ per cent. on standard, equal to 11 per cent. on earnings. Hence miners received nearly what they asked. Minimum wage of a skilled collier will henceforth be \$11.87 per week. Actual earnings may be taken at double this sum.

Machinists employed by the Ottawa, Ontario, Car Works Company have had their wages raised to a minimum rate of 33 cents as a result of arbitration. The old minimum was 28½ cents per hour. An arbitration board was appointed under the special clause of the industrial disputes act. This law was originally intended to apply only to public service corporations, but in cases of private concerns where both parties to a dispute are willing to accept its services the minister of labor may appoint a board.

Particulars regarding the changes in the rates of wages in the Australian Commonwealth for the year 1914 show that during the year there were 363 increases and five decreases. The net effect of the changes was an increase in the weekly wage bill of £29,117. All of the decreases occurred in the last quarter of 1914. They affected 272 persons only, and the aggregate amount of the decrease in the weekly wages was £59. Three of the decreases occurred in New South Wales and one each in Victoria and Tasmania.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS— Dealers in —
EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

\$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York
Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersen, Otto	Johansen, Emil
Anderson, S.	Johanson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edvard A.
Andersen, Sven	Jonsen, Leonard
Anderson, Oscar	Johansen, Chas.
Anderson, Ernest	Kron, E.
Anderson, Enkan	Larsen, C. A.
Apelquist, Otto	Lalan, Joe
Anderson, David C.	Lall, Karl
Apostolakes, P.	Lindsberg, C.
Brogard, Nils	Lassen, J. -1512
Benowitz, Felix	Larsen, L. K.
Buanik, L.	Lindholm, A.
Breen, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Mourice, F.
Dahlgren, Pete	Malm, Gustaf
Doyle, William	Moberg, Karl
Duval, William	Olsen, Ludvig
Eisner, Max	Oberg, Conrad
Engstrom, M. R.	Oterdahl, Chas.
Ericsson, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gusek, B.	Peterson, Oscar F.
Hull, Henry	Renvall, Anshelm
Holmstrom, F.	Stromberg, Ivar
Hansen, M. -968	Svenson, Nick
Hansen, Charly	Sanders, Charly
Hansen, John	Severson, Paul
Hansen, M.	Strahle, Chas.
Hansen, Sivavath	Slevers, G. P.
Jensen, Jens	Tamisar, P.
Jordan, Henry S.	Toren, Gustaf A.
Johanson, T.	Thornlund, J. N.
Jacobs, August	Uhlis, Richard
Johansen, John	Voss, Henry
Johansson, Geo. W.	Wilson, C. L.
-1219	
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenburg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Pacific Coast Marine.

It was announced at San Francisco that the steamer "M. S. Dollar" had been sold by the Robert Dollar Company to Birkhill & Co. of Shanghai, delivery to be made in Shanghai.

From Kobe with general cargo the American bark "John Ena" arrived on the Columbia River on July 8. She is under charter to Balfour, Guthrie & Co., to load grain for Australia at a flat rate of \$54,000, with option of change to South Africa at \$75,000.

The British freighter "Strathesk," which received permission to go from San Francisco to Eureka to load lumber, and which disappeared after leaving the heads showed up at Balboa and was detained with her cargo of nitrate loaded on the West Coast. She is held to be guilty of an infraction of the United States navigation laws.

Advices from Copenhagen, report the arrival there of the Norwegian bark "Springbank," 114 days out from San Francisco, with a cargo of 85,986 centals barley. The bark made the voyage via the Panama Canal, having been towed as far as Balboa by the steamer "General Hubbard," so that, taking this into account, her passage is not a very fast one.

L. C. Gilman, president of the Spokane, Portland and Seattle Railroad, the "North Bank" road operating in conjunction with the Great Northern Pacific Steamship Company, running the fast liners between San Francisco and Flavel, Ore., has denied reports from Portland and San Francisco that the northern terminus was to be changed to Seattle.

There are rumors to the effect that the Matson Navigation Company may take over one of the Pacific Mail liners in the event that this company really decides to cease operating vessels on the Pacific when the Seamen's law becomes operative in a few months. It is stated that the Matson Company is in need of additional tonnage both for cargo and passengers.

The reserve squadron of the United States Navy is to remain at San Francisco until August 5. Rear-Admiral Charles F. Pond, in command of the fleet, which came here to participate in the Fourth of July celebration, has received orders from Secretary of the Navy Daniels directing him to remain at San Francisco until the arrival here of the midshipmen practice squadron about August 5.

The Seattle offices of the Nippon Yusen Kaisha recently confirmed the news that the company will operate a fleet between the Orient and New York. Vessels in the new service will go direct from the Orient to the Panama Canal without calling at any Pacific Coast port. The new route will not affect the service now maintained between Seattle and Japan, all the plans of the company calling for the strengthening of the fleet operating to Seattle.

Officials of the Seattle Construction & Drydock Company have been notified that plans and specifications for six large torpedo-boat destroyers costing approximately \$6,000,000 will be placed in the hands of shipbuilding corporations on both the Atlantic and the Pacific coasts about August 1. Three of the men-of-war costing about \$1,000,000 will be built on this coast. The Seattle Construction & Drydock Company will bid on one, probably two, of the vessels.

The new steel ferry-steamer "Santa Clara" of the Southern Pacific fleet had its trial trip around San Francisco Bay during the past week with a large crowd of railroad officials on board. The steamer was gaily decorated for the occasion. Eighteen hundred and forty-five passengers can be seated on the new craft, which was built primarily for the Exposition trade from the Alameda shore, and cost \$500,000. She is 292 feet 4 inches long and 42 feet beam.

After a walkout lasting less than twenty-four hours, Seattle union longshoremen returned to work on the steamships "Minnesota," "Hilonian" and "Amur," loading and discharging in Smith Cove. The order to return to work is said to have been issued by officers of local union as the result of a conference with J. A. Madsen, secretary of the Pacific Coast District of the International Longshoremen's Association, and Captain James Griffiths of Griffiths & Sons, stevedores.

All work in the effort to raise the submarine "F-4" at Honolulu has been indefinitely postponed because of the difficulties encountered in lifting her. It is believed the hull is now filled with sand, and there is no equipment at Honolulu that would be equal to the strain required to bring the boat to the surface and hold her there. It is estimated that the cost of raising the submarine "F-4" will total more than \$100,000. This represents about one-fifth of the cost of the boat.

Owing to the contemplated removal of the old San Francisco Ferry Postoffice building, the Board of Education has found it necessary to secure other quarters for the Public Evening Navigation School. Rooms for the school have been taken in the Santa Marina Building, 112 Market street, where the school will open for the fall term on July 26. All those who wish to enroll for the new class to be organized on that date should present themselves on the

opening night at room 422, Santa Marina Building.

Work on three coast defense submarines—"N-1," "N-2" and "N-3"—has started at the Seattle Construction and Drydock Company. The vessels will cost approximately \$1,500,000.

With one of the Benson Lumber Company's log rafts in tow, the tug "Hercules" left Astoria on July 8 for San Diego. Captain Clem Randall, manager of the Red Stack Line, which owns the tug, accompanied the tow across the bar, returning to port in the "Oneonta." This is the first large raft to start south this summer, but it is understood the company plans to dispatch two more this season.

The American steamer "Mackinaw," which was towed into San Francisco Bay from sea after fire had raged in her engine-room for two days several weeks ago, and which later broke her machinery while en route to Columbia River in ballast, is reported to have been sold to George and James Flood by the Robert Dollar Company. The "Mackinaw" is now en route to Australia from Oregon with a full grain cargo. She will be joined at Honolulu by George Flood, who will make the trip to the Antipodes, from which she has been chartered to take coal to Java.

The organization of the Independent Steamship Company, backed by well-known Alaska and Seattle men, including Brown & Hawkins of Seward, was announced at Seattle. It will be under the management of R. M. Semmes, formerly general freight and passenger agent of the Admiral line. The company plans to charter two freight and passenger vessels and have them in operation within two weeks from Seattle to Southeastern and Southwestern Alaska as far as Anchorage, Cook Inlet. The Seattle terminals will be at pier A of the Pacific Coast Steamship Company.

As the first fishing vessel ever to leave the Pacific Coast for the Atlantic Coast and also the first to make the voyage through the Panama Canal, the halibut schooner "Victor and Ethan," which has operated out of Seattle for the past two years, sailed during the past week for Boston, Mass. The voyage will require two or three months. The "Victor and Ethan" is gasoline powered, but will rely on canvas the greater part of her long trip. She is owned by Captain Herbert Nickerson and the Pacific Net & Twine Company of Seattle, this being the first time on record that Pacific Coast interests have invaded the Atlantic fishing industry.

Headquarters of Coast Defenses of the Puget Sound at Fort Worden have notified shopping interests that night target practice will be held by the batteries of Forts Worden, Casey and Flagler, beginning July 7 and lasting for one week. The notice follows: "Night target practice with service charges and projectiles will be fired from batteries at Forts Worden, Casey and Flagler beginning July 7 and ending about July 14, if the weather is clear. No firing on foggy nights. The danger area will be included within lines from Middle Point to Patridge Point to Lagoon Point to Morrowstone Point to Point Hudson. Firing will not begin on any night before 9 o'clock. When no searchlights are displayed from the forts, ship masters will know that there is to be no firing. It is requested that all boats passing the forts between the above mentioned dates display their deck lights in addition to the lights required by navigation laws."

The total number of vessels and tonnage which arrived at and departed from San Francisco during the first six months of 1915, statistics on which have been compiled by the marine department of the Chamber of Commerce, shows a considerable increase over the same period a year ago. Coast to coast traffic via the Canal is new and so, of course, figures comparing the total tonnage or vessels arrived and departed during the past six months with those a year ago would be hardly a fair basis of comparison on shipping growth. During the six months ending June 30, there arrived at San Francisco 2692 vessels, and there departed 2852. Coast steam tonnage arrived amounted to 2,180,282 tons, and coast sail tonnage to 106,725 tons. Foreign steam tonnage was 631,287 tons and foreign sail tonnage was 84,238. From American ports other than coast ports there arrived 571,474 steam tons and 10,843 sail tons. This makes a total tonnage arriving of 3,383,043 steam and 201,806 sail tons. Of departures, the 2852 vessels were divided as follows: Coast steam tonnage, 2,260,103; coast sail, 135,976; foreign steam tonnage, 676,633; foreign sail, 75,679. To American ports other than coast: Steam, 511,135; sail, 67,988 tons. The total steam tonnage departed amounted to 3,477,871 tons, and sail 179,643 tons.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A. Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 253 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A. Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00. Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 14, 1915.

THE ISSUE!

The first page article under the caption "The Issue," was suggested by certain "observations" appearing in a New York weekly maintained by the shipping interests.

In discussing prospective knock-out blows for the new Seamen's Act the New York weekly favors an appeal to the courts rather than an appeal to Congress. We read:

The chief objection to the Seamen's Act is that it attempts to cover too much and embraces too many subjects. There is no doubt that the existing manning regulations have outgrown their usefulness and in some respects establish standards below those existing in foreign countries. This, however, does not supply sufficient ground for injecting into a law obviously devised for the welfare of American seamen regulations concerning the design of ships, the size and capacity of the life-saving equipment, etc., etc. The language clause is also one of those which are not likely to remain in force very long, constituting as it does a discrimination against American shipping, in the sense that under existing treaties our Government cannot disembark the Asiatic crews of European-owned vessels unless the treaties were changed and it is unlikely that the shipping interests of the countries affected would ever allow their governments to consent to American interference in this respect.

There are other remedies against official tyranny as embodied in the Seamen's Act besides the repeal of the law and we believe that more good could be accomplished by direct appeal to the courts as soon as the law became operative than by any political compromise likely to be effected at the present writing. **The issue is between reason on the one side and labor arrogance on the other.**

If "reason" really stands for slavery and compulsory servitude then all Americans worthy of the name will line up against reason.

If "labor arrogance" stands for the total elimination of involuntary servitude and the abolition of the last remaining vestige of chattel slavery in America, then all true patriots and lovers of freedom will embrace labor arrogance.

The real issue—thus clearly defined by the shipowners' organ—ought to be placed squarely before all who cherish a republican form of government. Upon that issue the Seamen of America are perfectly willing to rest their case, satisfied that no representative American Assembly can ever be persuaded to take a backward step.

EFFICIENCY.

The Efficiency Department of the Pacific Coast Steamship Company has supplied each employe with a three-page letter on efficiency.

The letter contains such well-worn phrases as "don't mind the clock, it will run just the same," etc. It also makes some new points by suggesting to employes how to improve the company's business. Then comes the closing admonition, as follows:

This country is losing immensely because employes do not look upon the interests of their employers as concurrent with their own interests. So many are careless, never giving thought to the proposition that as the employer prospers so is he able to pay wages; some are vicious, regarding with envy the prosperity of others and willing to hinder that prosperity, and a great number are indolent, counting it gain if they but get good pay for poor services. Employers are sometimes to blame for not recognizing and encouraging good service, but there is recompense for such service in the consciousness of having done well. The laborer who does the best he can for his employer does the best for himself and he is the real freeman.

It is all very well to "get after" employes who fail "to look upon the interests of their employers as concurrent with their own interests." But it is a poor rule that does not work both ways. How about reversing that rule and applying it to the employer who is in most cases interested in the employe only to the extent of utilizing his every ounce of labor?

All that is said about the careless, the vicious, and the indolent workman has its counterpart in the greedy and rapacious employer. Doubtless, there is satisfaction in knowing that one has rendered good service, "done well," as the efficiency man puts it, even if the ax should fall at the end of the day's work because some other poor fellow, who needs work in order to live, has volunteered to render the same good service for a slightly lower wage. That kind of satisfaction is likely to wear off very rapidly when the employer has conclusively demonstrated that he does not deem himself under any corresponding obligation to "do well" for the employe.

The laborer who does "the best he can" for his employer does not always do the best for himself, nor is he always the "real freeman." If "doing the best" means a fair day's work for a fair wage no quarrel will be found with the efficiency expert's platitudes. If, on the other hand, "doing the best" means breaking each previous day's record until the strain upon the worker has reached the snapping point then that freeman talk swiftly degenerates into a hollow mockery.

INDUSTRIAL UNITY FIRST.

The recent State election in Queensland resulted in an overwhelming victory for labor. Working men and women the world over will rejoice in this and every additional evidence upon the splendid forward strides made by the workers in the Antipodes. Still further and even greater reason for rejoicing over our Australian fellow workers' political success is the knowledge of the fact that victory at the ballot-box has not changed their views upon the pressing need for industrial unity.

To quote from the Brisbane (Queensland) Worker:

Having achieved political power in Queensland, the wage-earners should now concentrate their efforts in perfecting their industrial or-

ganization. Out of the unions comes everything for their good. Strong in unionism, strong in politics. The source of power springs from industrial unity.

With (too much?) political success arises the danger of attempting to shift duties from the industrial to the legislative field. And then after years of honest endeavor in the latter arena the discovery is made that legislation alone does not "settle" things; to the contrary, it is often found that the workers have unconsciously weakened or wholly relinquished their greatest asset—economic initiative, activity and power.

So we repeat, it is a genuine pleasure to note that the Queensland labor press is still keenly alive to labor's duties and responsibilities along economic lines.

And finally, just to get a sense of proportion, it should be realized that this Australian state, in which labor has gained political supremacy, is a territory larger than any European country except Russia. It has more square miles than the German and the Austro-Hungarian empires together, yet its population only slightly exceeds a half a million.

Here then, is a vast empire in the making, and—unlike empires of the past—this one is early shaping toward a democracy in which Labor is destined to be master of all it surveys.

A "BUSINESS" REFERENDUM.

The Chamber of Commerce of the United States has made public the results of a referendum on questions relative to the American merchant marine. The questions submitted to the 600 local Chambers of Commerce and the returns on the different propositions are reported as follows:

(1) Do you favor the Government undertaking the purchase, construction, or charter of vessels for mercantile purposes, together with the operation of such vessels? 82 in Favor—698 Opposed.

(2) Do you favor ownership of merchant vessels by the Government but with operation by private parties under lease? 54 in Favor—711 Opposed.

(3) Do you favor subsidies from the Government sufficient to offset the difference in cost between operation of vessels under the American flag and operation in the same deep-sea trades under foreign flags? 558 in Favor—186 Opposed.

(4) Do you favor subventions from the Government to establish regular mail and freight lines under the American flag to countries in which the commercial interests of the United States are important, and to American dependencies? 718 in Favor—43 Opposed.

(5) The committee recommends the creation of a Federal shipping board to investigate and report to Congress regarding the navigation laws and to have full jurisdiction under the law, in all matters pertaining to over-sea transportation? 645 in Favor—116 Opposed.

(6) The committee recommends that the Government subscribe to the entire stock of a marine development company with a capital of thirty million dollars, this company to have authority for seven years to lend, under supervision of the Federal Shipping Board, upon the security of first mortgages on merchant vessels, taking as evidence of this indebtedness bonds which bear a fair rate of interest and contain provisions for amortization, the development company to guarantee the bonds as to principal and interest and sell them to the public. 422 in Favor—314 Opposed.

(7) The committee recommends that the ocean-mail law of 1891 be amended by lowering the speed for first-class steamers from 20 to 16 knots and for 2nd class steamers from 16 to 12 knots, and by making the compensation adequate to permit the establishment of lines of steamships carrying both mail and freight. 690 in Favor—66 Opposed.

(8) The committee recommends that there should be legislation abolishing deferred rebates and providing for supervision of rates by the Federal Shipping Board, with requirements for filing with the Board schedules of rates and all agreements among overseas lines. 607 in Favor—131 Opposed.

(9) The committee recommends that Federal licenses should be taken out by lines, domestic and foreign, engaged in shipping between ports

of the United States and other countries. 616 in Favor—121 Opposed.

It will be noted that our business men are strong on all proposals having for their immediate object the mulcting of the U. S. treasury. Both "subsidies" and "subventions" were heartily approved under the pretext that there is a substantial difference in the cost of operation between American and Foreign ships.

This contention is so flimsy that even a shipowners' organ like "Shipping Illustrated" feels called upon to mildly rebuke the business men for their votes. Says this contemporary in referring to question No. 3:

At such a time as this such a proposition has all the appearance of a practical joke. It is a well-known fact that at present the operating costs of an American ship are less than those of a British ship of the same speed, class and tonnage, added to which the American ship not being under statutory load-line regulations is able to carry more cargo than a vessel of her type owned in any of the leading maritime countries. With freights ruling at the existing level, this in itself constitutes a material subsidy in favor of the American vessel, while our shipping is also favored by the non-existence of laws fixing a scale of compensation for accidents to seamen due to perils of the seas and the limitation of shipowners' liability law which protects him far more against the consequences of damage inflicted by his vessel with his privity of the default of his servants than the British law which fixes the shipowner's liability at \$40 per ton gross in case of property damage and at \$75 per ton gross in case of loss of life.

Those familiar with the maritime history of nations addicted to giving ship subsidies in one or more forms know, of course, that the greatest and most successful of the world's shipping companies have been built up, not with subsidies, but despite subsidies. It is also a well known fact that the leading advocates of ship subsidies in our own beloved country have used the cry "cost of operation" (i. e., heavy crews wages), only to deceive an unsuspecting public. In the first place, as ably pointed out by our New York contemporary, there is no material difference in the wage cost of operation. In the second place, if there really were such a difference, no American ship subsidy bill ever contemplated that the beneficiaries of this national gift should give employment to Americans.

The most energetic and ardent advocates of government subsidy for American ships have carried the cheapest crews, and (this is no state secret) they have never consented to accept any change in that policy, subsidy or no subsidy.

EDITOR'S GRIEVANCES.

A few weeks ago editor Harris, of the Bakersfield, Cal., Union Labor Journal, mildly admonished an Eastern editor who had developed the habit of purloining Brother Harris's choicest editorial gems and passing them off as his own to an unsuspecting but appreciative public. Naturally our sympathies were with the California editor. In the light of most recent events, however, we feel that our own case merits even more sympathy than the legitimate complaint of our Bakersfield contemporary.

We may be all wrong—but are quite willing to state "our" grievance and submit the case to the jury without argument, except to paraphrase a celebrated cartoonist:

If you were an editor, and if you had written a first-class and soul-inspiring editorial on the labor problem in general and

organization in particular, and if you should (a year later) happen to see that literary production, word for word, on the front page of your local rival, credited to an Eastern publication, wouldn't it make you mad?

Well, that is just what happened to the JOURNAL's editor.

More than a year ago, or, to be exact, on April 22, 1914, an editorial appeared in the JOURNAL under the caption "Organization Is It," and last week our esteemed local contemporary, Organized Labor, reproduced that child of our bosom on the first page, credited to the International Stereotypers and Electrotypers' Journal!

Oh, well, what's the use of kicking?—we are exasperated but resigned to fate. Besides, there is considerable satisfaction in the thought that no paper would appropriate our stuff unless it were worth while!

THE "KANAWHA'S" CREW.

When the good ship "Kanawha," which pulled out of this port yesterday afternoon, sticks her nose through the Canal and finally ties up at the docks on the East Coast, Vallejo will probably be brought to the front in not only building the ship, but supplying it with good basketball talent for a team, or at least several members of one.

Fred Heegler, Jr., and Kenneth Dick, two local students who have made history on the basketball courts of this city for the last seven or eight years, are two of the players who will probably do the big stunts. They were both members of the famous champion high school five which drubbed the Sodality team for the city basketball title last season in the best two out of three games.

The other players to make up a five aboard the auxiliary are members of St. Mary's College.—Vallejo Evening Chronicle.

Subsequent investigation developed some interesting facts. The U. S. oil tanker "Kanawha" carries three officers, four quartermasters and eighteen seamen. Out of the eighteen seamen in the "Kanawha's" crew just seven have had real experience at sea; three have been "firing" in the coast guard service and the other eight had never smelled salt water, except perhaps that portion of it which is found in San Francisco Bay.

But what of it? The city of Vallejo will "be brought to the front" as "the" town of sports.

Exit the salt water sailor!

Enter the basketball player!

What next?

A strenuous contest is raging between the San Francisco Examiner and the San Francisco Chronicle. Both are after the Munchansen brass medal (with leather trimmings) to be awarded shortly to the publication telling the most monumental lie about the new Seamen's Act. It is reported that the jury, composed of R. P. Schwerin, Captain Robert Dollar and other American patriots, will take into consideration not only the size of each individual lie on the editorial page but will also be guided by the quantity of small lies assiduously distributed throughout the news columns. Both contestants are in fine shape and the daily output is increasing. In fact, it is rumored that the corps of nautical experts who are checking up the daily lies have threatened to go on strike unless pay for overtime is allowed. Owing to past performances the sporting public seems to pick the Hearst publication as a sure winner. Mike de Young, however, is in the race to stay and the final result is exceedingly doubtful.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 6, 1915.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull. The Quarterly Finance Committee reported having examined the accounts of the Union and found same correct. Balloting for delegates to the convention of the International Seamen's Union of America was proceeded with.

Headquarters, San Francisco, Cal., July 12, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping continuing dull.

The committee on ballots submitted a detailed report upon the votes cast at the semi-annual election of officers and the following were declared elected for the ensuing term: Treasurer, Ed. Andersen; secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Janitor at Headquarters, John Greenwall; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Pettersen; Seattle Agent, P. B. Gill; Seattle Patrolman, S. J. Smith; Aberdeen Agent, John Pearson; Portland Agent, Jack Rosen; Eureka Agent, John Andersen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardsen; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, I. M. Holt.

The following were elected delegates to the San Francisco Labor Council: C. M. Albrecht, E. Ellison, E. A. Erickson, I. M. Holt, H. Ingwardsen, F. Johnson, D. W. Paul, Paul Scharrenberg, A. Seaman and Geo. Steadman.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., July 5, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 5, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 5, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 5, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 5, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 5, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 5, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 28, 1915.

Shipping fair; prospects uncertain.

JACK EDWARDS, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 8, 1915.

No meeting. Shipping fair.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, July 1, 1915.

Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, July 1, 1915.

No meeting. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

DIED.

Charles Edward Holten, No. 792, a native of Norway, age 57, died at Alameda, Cal., July 5, 1915.

FROM A ½ SOUL TO A ½ LIVING.

Approximately 400 years before the Christian Era it was conceded by Plato that the workman had half a soul. Plato was a thinker, a philosopher who made history by talking to himself and making a record of what he said. We have traveled along some since "men commenced to think and ask questions that thus far have not been answered," and while it is generally granted that the workman has a soul of his own and a right to a belief in the present and some hope for the future, the conditions have changed somewhat in that while the workman was allowed a half soul and half salvation 400 years before the Christian Era, now he is conceded to have a whole soul and a right to save it, but only allowed to earn a half living balanced by half starvation.

At the period to which we refer the greater portion of the work of the known world was done by slaves, either captives taken in war, bought in other lands, or the descendants of slaves who were considered too lowly in the estimation of the worshippers at the Pagan shrines to be the possessors of an immortal soul. That alone belonged to the aristocracy, made so by birth and wealth, or the accident of political fortune. But there came a time when even the slaves who grew to be very much like their masters, many of them from the same stock, as intelligent and well developed as the children or their masters, rebelled against the pitiless contempt and heartless discrimination shown them by their owners, with the result that some of the longest and most bitter wars covering a period of a thousand years were fought out and decided by the slaves who rebelled and cast their lot against their masters. It required several centuries more, however, to establish the right of the slave to a soul and immortality; at this rate of progress it will take several more centuries to establish the equal right of the workman to a fair division of what he earns and a right to live on the same terms and under the same conditions as the man who employs him.

Until four centuries ago the world legally was divided between the masters and the slaves and practically now is not so far from that condition. The most of us are slow to understand that the workman of today is not much better off than the slave, denied political and religious equality, who fought his way out of chattel slavery to say the least for his efforts. Economically we still are far from that ideal state of equality of man dreamed of since men commenced to think for all mankind and not altogether for a portion of a particularly favored minority of it.

The great strikes of the slaves, of which there are accounts dating back as far almost as there is a story of man, have demonstrated that when the point of human endurance has been reached these masses become dangerous to organized society, particularly when that society is composed of a relatively small number. Workmen have rebelled against the task master since there was a division of men into masters and servants. There is no indication that this rebellion now going on between the employer and the employe will ever become less intense; in fact with our progress in the arts and sciences, our mechanical development in all of its phases that, com-

bined, have developed production to the highest degree, without developing distribution in any corresponding degree, it appears not unreasonable to fear that the workman is slipping back into the conditions from which it took him so many centuries to emerge.

It is a long stretch from the first times when slaves rebelled against punishment, impossible burdens and death in its most horrible forms at the will of the master, to the more refined methods of the present that make possible the same things under different disguises. The rebel employe in these days cannot be mutilated by the brand or the loss of an arm or an ear; he cannot be driven back to the mine or mill and chained to his task, and he cannot be crucified because his master owns him and dares to kill him at will. No, he is better off. He has the right to work or leave it alone; he can elect to work for the wage offered or refuse it; he can fix his own terms of employment, and if he cannot get them he need not work; he is his own master and can do as he pleases. This is the theory of the economic independence of the employe, freed from his chains and granted the right of equality under the law.

In practice we find it different. Now, as centuries ago, the organization of employes must be used to fix conditions of employment or the employe must take what he can get regardless of all of our fine theories of what he ought to have. His right is subordinate to his might, individually he is powerless. Even with organization the employe is governed to a large extent by conditions. his organization can not overcome. The going rates and rules of any service are regulated to a large extent by competition from unorganized sources which largely are in the majority, strange as that may appear. Here and there will be found one who has the courage to oppose labor organization "because it never has done anything for him," but for the most part employes who have not organized depend upon the labor organizations indirectly to advance their interests, but they stop at that.

Now that the workman is believed to have an immortal soul of his own which he may save or destroy according to his own accepted beliefs, it appears that man in self-defense ought to commence to work for a living on the same principle of having as much temporal as spiritual advantage. If he is to protect his immortal soul it ought to be accepted that the house for it should be kept in proper condition so that there might be no impairment to its immortal tenant. It takes more than ordinary faith to expect much from a future when there is so little to the present.

There is no criticism against any form of religious worship because of what has been said; the facts of lost hope and weakened faith are before us and the proof is shown in the extraordinary effort being made to excite the religious interest of workingmen, particularly in the cities where the most of human suffering is to be found. The percentage of the working people who do not attend church is alarming to the church men and there is little known cause for the delinquency other than discouragement in the present.

Times are good, we are told, and we take it they are for some folks, but nothing to boast about for a lot of us. There are all the discriminations that were ever operated

against the workman, which, aided by scientific production, keep thousands of men out of work because there are no jobs for them. Are we to expect that these men will always be satisfied to half-live on charity or intermittent employment? They may until there gets to be too many of them, and when that time comes, when the down and outs become more numerous than those who have the jobs, something will break somewhere; it always has. Today we read of communities shipping out of town hundreds of men, who answered appeals for harvest hands and found more men than work; shipped out of town by freight because they were dangerous and had to be moved out of town for the general safety. This is not the first time nor will it be the last; it serves to show, that as things are, there is not enough work for men who need it. And they wander across the country in bands; aimless, hopeless and dangerous, yet every man once had an ambition to be somebody and something through his own effort. He was not dangerous as long as he had a job.

One of the most specific examples of a like condition is set forth by Carlyle, who wrote of the unemployed French in these words:

"With the working people again it is not so well. Unlucky, for there are twenty to twenty-five millions of them. Whom, however, we lump together into a kind of compendious unity, monstrous but dim, far off, as the canaille, or, more humanely, as the masses. Masses indeed, and yet, if with an effort of imagination thou follow them over broad France into their clay hovels, their garrets and hutches, the masses consist of units, every unit of whom has his own heart and sorrows; stands covered with his own skin and if you prick him he will bleed. Dreary, languid, do these struggle in their obscure remoteness, their hearth cheerless, their diet thin. For them, in the world, rises no fear of hope, hardly now in the other, if it be not in the gloomy rest of death, for their faith, too, is failing. Untaught, uncomfited, unfed, a dumb generation; their voice only an inarticulate cry; spokesmen, in the King's Council, in the world's forum, they have none that finds a credence. At rare intervals they will fling down their hoes and hammers, and, to the astonishment of thinking mankind, flock hither and thither, dangerous, aimless."

We used to say this never could happen in America, but it has. The organization of labor is the only safeguard against its repetition. We have more confidence in it as the hope of the workman than in all the other schemes that have been offered for the betterment of mankind. It is out of the question to expect all men to be of one mind on problems in which they do not feel directly interested, but if there is hope of their ever working together for a definite purpose it must be found in something that is of direct interest to all of them. Theories, however splendid as such, bring no results unless there is the power behind them to secure their enforcement. Concentration of men and minds in one general direction will save the situation from becoming worse; legislation will not do it all; it may confer "rights," but what good is a right without the might to enforce it?

Today, if we follow the bands of job hunters over the broad plains and note

their condition, it is not a far stretch of the mind to the times that served to furnish the colors with which Carlyle painted his mental picture of the deplorable conditions of the masses of France.

Reference has been made to a half living. Economists of good repute have fixed a standard of living for a family of four above a thousand dollars a year. Not half of the wage-workers of this country receive one-half of that amount working full time. But, somebody is getting the money for times are good, they tell us, and we know the good hasn't helped us much.

But, what about it? There are all sorts of solutions that do not solve the problem. Every one who offers anything out of the ordinary is dubbed "crazy" and it appears that we will have to wait "for the better day coming" until the entirely safe and sane are in a hopeless minority.—The Railroad Trainman.

THE COST OF TUBERCULOSIS.

Workingmen are always aroused when an employer or a group of employers suggest a reduction in wages. How many of the men who read this article ever stop to think of the enormous sums of money they are losing in wages every year due to one preventable disease—Tuberculosis?

A careful study of 500 Boston men who had consumption, and most of whom died with it, has revealed the fact that these 500 men alone lost over \$425,000 in wages as a result of this disease. The investigators in this study were not guessing; they actually looked up the wages that the various men had been getting when they were taken sick; the length of time they were sick, and thus the amount of money they lost could easily be figured up. Each of these men lost on an average in hard cash nearly \$1,000 in wages alone, to say nothing of the enormous loss to his family and the community and the uncomputed suffering that this disease caused. It was found that out of the 500 men, 495 had to give up their work because of tuberculosis, and that the average number of weeks of complete disability when they could do nothing, ranged from 58 to 89, depending on whether the men were living or dead at the time of investigation. The average rate of wages was about \$11.50 and the total loss amounted to \$426,039.

A most conservative estimate would place the number of deaths of workingmen from tuberculosis last year at 50,000. If, on an average, every one of them lost \$1,000 in wages, the total wage loss would amount to \$50,000,000 in one year. The actual loss is probably considerably larger than that sum, a number of writers placing it as high as \$150,000,000. It will be plain, however, to every workingman from these figures that an attack of tuberculosis means a serious loss in money, happiness, and health. How can this disease be warded off? Just a few suggestions may save you money. Read them carefully.

1. Live in the fresh air as much as you can. You may have to work inside, but by keeping a window open and by getting a few deep breaths of outdoor air at frequent intervals, you can help to insure your health. If you are at home, keep the windows open, and always sleep with plenty of fresh air circulating through the

room. Outdoor play and exercise are to be preferred.

2. Eat all the good, plain food you can digest comfortably. Eat a variety of foods, not all meat or all vegetables, but some of various kinds, such as fruit, meats, fish, vegetables, milk, eggs, etc. Your stomach, bowels, liver and other digestive organs require three things primarily, nourishing foods, liquids, particularly water, and bulk. Many things you eat, such as some vegetables, do not nourish the body but they are needed for bulk in your intestines to prevent constipation. What you eat will determine to a large extent your ability to resist attacks of tuberculosis and other diseases.

3. Rest is as necessary to health as is food or air. Some people require more rest than others, but every working man or woman should try to get at least 8 hours of rest every night or day in bed. Besides this, everyone should find opportunity to rest and relax while at work or between periods of work. One may relax without stopping work, simply by changing or shifting one's position or task. If you work hard with your hands during the day, a certain amount of mental work at night may be a recreation. It is monotony of work, doing the same thing over and over, day in and day out in the same way that kills. Anyone can break the monotony if he tries.

4. This leads us to suggest recreation or play or exercise as a part of your daily life. Don't play so that you become all tired out, for then the play is dangerous. Everyone needs some play, but not too much. You can't work all day and dance and carouse all night and keep your health. Sooner or later the strongest constitution will break and the resistance to disease will become so low that the onset of tuberculosis or other disease cannot be avoided.

5. A hundred more rules and suggestions might be given, but enough has been said to show that the safeguarding of your health against tuberculosis depends to a large extent upon you. If you live a clean, regular life, your chances of escaping tuberculosis are far better than those of the man who burns the candle of his life at both ends and who pays no attention to his greatest wealth, his own health.

Editor's Note.—This article has been prepared for the COAST SEAMEN'S JOURNAL by the National Association for the Study and Prevention of Tuberculosis. Others will follow, giving more details as to what you should know about tuberculosis.)

The Italians made a rich haul when they captured Monfalcone. At that place was located the shipyard of the Cantiere Navale Triestino, a most modern establishment opened but a few years ago under the management of British shipbuilders. The foremen were nearly all Clyde men, likewise the leading men in the yards. They were interned in a detention camp in Austria at the beginning of the war. It is believed that the Italians found at the Monfalcone shipyard a large liner on the stocks for the Austro-Americana Company, of Trieste, three cruisers for the Chinese Government, of 3,000 tons each and 32 knots and several large destroyers for the Austrian Navy. It is likely, however, that a good deal of this was damaged before the Italian army entered the place.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	55 Main Street
	Telephone Seneca 936 R.
CLEVELAND, O.	1401 W. Ninth Street
	Telephone Bell Main 1842.
MILWAUKEE, WIS.	133 Clinton Street
	Telephone South 240.
ASHTABULA, O.	21 High Street
	Telephone 552.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
DETROIT, MICH.	15 Twelfth Street
	Telephone 3724.
SUPERIOR, WIS.	1721 N. Third Street
	Telephone, New, Broad 385.
BAY CITY, MICH.	108 Fifth Avenue
OGDENSBURG, N. Y.	70 Isabella Street
Conneaut, O.	922 Day Street
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
PORT HURON, MICH.	517 Water Street
ERIE, PA.	107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	1185 W. Eleventh Street
CHICAGO, ILL.	445 LaSalle Avenue
MILWAUKEE, WIS.	151 Reed Street
DETROIT, MICH.	27 Jefferson Ave., East
SUPERIOR, WIS.	1814 Fourth Street
OGDENSBURG, N. Y.	70 Isabella Street
BAY CITY, MICH.	108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.	Toledo, O.
Cleveland, O.	North Tonawanda, N. Y.
Milwaukee, Wis.	Superior, Wis.
Ashtabula, O.	Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

one kind of law in this country for Lawson, and another kind of law for Rockefeller. Investigations before the committee of which Frank Walsh is chairman, have shown that Rockefeller and his agents knew all about the conditions in Colorado, knew about the packing of the jury and the corruption of officials in high places; knew about the preparations to shoot down the miners, and in fact had guilty knowledge of the deliberate murder of many of the miners and their helpless wives and children.

"Rockefeller is allowed to remain at large. An apparently friendly capitalistic press criticized Mr. Walsh severely because of his righteous indignation exhibited in the questions that he put to Rockefeller.

"The precedent that has been established by the Colorado courts in the Lawson conviction is a most dangerous one and one which evidently is directed against labor unions. If it is allowed to become a universal doctrine in this country it would mean that every officer of a labor union would be criminally and civilly responsible for every act done by the members of the union, whether they had any personal knowledge of the affair or not. It must be resisted to the utmost by organized labor everywhere."

Forces at Work in Unions.

Henry Carless, of Newark, N. J., attorney for chemical works' strikers, at Roosevelt, has notified the court that he will no longer act as bondsman for Leonard Frisina, who is under indictment for "inciting to riot."

Frisina was very active on behalf of the strikers, but his methods aroused the suspicions of A. F. of L. organizers. He was finally arrested, and was released on the bond of Attorney Carless. Frisina was one of the witnesses for the strikers in the trial of deputies charged with murdering strikers, and when attorneys for the workers called on him to take the stand and refute testimony of the detectives, Frisina could not be found. This supported the suspicions of the A. F. of L. organizers and the court was notified that guaranties for his future appearance were withdrawn.

An alleged "Leonard Frisina Defense Fund Committee" issued circulars for financial aid, stating that "the A. F. of L. will not help." The circulars were intended to convey the impression that the bona fide trade-union movement took this position because Frisina styled himself a "revolutionist."

Organizer Hugh Frayne, who had charge of the chemical works' strike, under direction of the American Federation of Labor, made this report on the circular to A. F. of L. headquarters:

"This man Frisina worked himself into the good graces of the strikers and succeeded in having them place him on a salary, notwithstanding the fact that out of 600 strikers there were only 60 or 70 Italians. Tylkoff and Tarcai (A. F. of L. organizers) were on the ground every day during the strike, and a considerable time afterward. I even agreed to send an Italian organizer and interpreter to look after the interests of the Italian strikers three days each week without any expense to the strikers, but Frisina was able to persuade the men to reject this offer and retain him. He had the executive board

of the union send me a special delivery letter demanding that he be placed on salary by the Federation, claiming if we were willing to pay some one else there was no reason why he should not be considered. My answer to this was an ultimatum that unless they immediately got rid of this man I would withdraw the organizers and notify the trade unions, especially in New Jersey, who were contributing financial support, to withdraw same. This had the desired effect. I further instructed the secretary and treasurer of the union that I would hold them accountable for any money given to this man, who is nothing more than a faker, who usually gets into situations of this kind and takes advantage of the ignorance of the strikers in furthering his own personal interests."

In view of Frisina's absence from the court, when needed to testify in behalf of strikers, Organizer Frayne's estimate is most significant and again illustrates the many forces at work in unions.

"Square Deal" Prevailed.

The Union Leader, official magazine of the Amalgamated Street Car Men's Union, declares that the recent street car strike and subsequent arbitration agreement, was "a victory for a square deal."

In a leading editorial, the Union Leader says:

"One reason, more than any other, which precipitated the strike was the fact that the men were not given a square deal in the arbitration of 1912 and that the company insisted upon a plan of arbitration that was absolutely unfair. The company representatives in 1912 jockeyed with the men for weeks before a third arbitrator could be agreed upon. The hearings which followed took up months of time and a decision was not rendered until March, 1913, nearly one year after the negotiations started. The award took conditions from the men which they had enjoyed for thirty years and was worse in many respects than the company had offered prior to arbitration. The effect of this decision upon our membership and the fact that the companies would not agree to fair arbitration was the cause of the strike which took place last Sunday midnight.

"In the settlement last Wednesday morning the men demanded an agreement upon the third arbitrator before their forces would return to work. After fifteen hours' conference with the Mayor and council committee the representatives of the companies and unions involved in the strike agreed upon Mayor Thompson as the umpire.

"The method of investigation, as outlined in the men's proposed arbitration plan, was accepted by the company as satisfactory. The company will produce any and all records which two members of the board call for.

"The arbitration will be upwards—that is, an award cannot be made for a less wage than at present, and working conditions cannot be made less favorable to the men than at present.

"The award to be effective as of June 1, 1915."

Iron Molders Enjoined.

Either Minnesota has no police laws that protect citizens from threats, intimidation and violence, or Judge Morrison of the eighth judicial district, in his temporary

injunction against striking iron molders at Shakopee, near St. Paul, has taken it upon himself to be law-maker, judge and executioner.

The injunction is of the usual kind issued from these courts that order a thing done and then disregard trial by jury guarantees for alleged violations. The writ is a clever and confusing mixture of terms. The strikers are commanded not to do things every citizen knows is illegal and they are placed in a defensive position if they attempt to exercise their rights.

Thirty-seven defendants are named. These, together with all "agents, servants, employes and confederates" are restrained from "in any manner whatsoever interfering with . . . the operation of its (the company's) plant or manufacturing industry."

Under this order, the court is sole judge of the effect peaceful picketing will have on the company's business, and even though strikers have the right to persuade strike-breakers to join them, they will be in contempt because of "interference" with the business of the Minnesota Stove company.

Unionists are using this injunction as another reason why the Legislature should pass a law similar to the Federal Clayton act, and thereby notify Minnesota injunction judges that they cannot set aside fundamental rights.

Free Speech Must Prevail.

Philadelphia, July 3.—The North American of this city, in a leading editorial, opposes views of George Wharton Pepper, who believes that free speech should not differ from "the ethical sense of the community," and should not injure the "sensibilities of those holding different views."

The viewpoint of Mr. Pepper is taken as a defense of the dismissal of Professor Scott Nearing by the University of Pennsylvania trustees, and the North American comments as follows:

"If the sanctity of sensibilities had been a bar to free speech, there would have been no exposure of the New Haven Railroad scandal, grundyism would be exploiting the labor of children unchecked, railroad rebating and food adulteration would still be immune from opposition; the venal politician, the promoter of special privilege, the violator of health and safety laws, the corrupter of public servants, the faithless official, the unjust judge—all would be able to pursue their illegitimate ends without fear.

"It is because of free speech, because there have been men fitted and willing to arouse public opinion against these subtle workers of iniquity, that the standards of public morality have become more exacting and the protection of society from crimes of cunning has been made more secure.

"The ethical sense of the community" was bitterly outraged by the Declaration of Independence, and if it had prevailed the men who dared to draft that document would have been silenced. The far-seeing patriots who launched the agitation against human slavery were denounced as wicked assailants of a divinely ordered institution, and their views were so 'discordant' with prevailing opinion that in many sections of the country they went in danger of their lives."

REASONS FOR INTERVENTION.

The organization of unions among the working people of Mexico and the encouragement and recognition of that movement by the Constitutionalist Government is one of the most frequent causes of complaint against that Government by foreign exploiters of labor in this country. A couple of such employers were discussing the situation just after the recent peaceful and successful strike of union laborers at Orizaba and Rio Blanco and one of them remarked:

"When Diaz was President we were able to get all the labor we wanted—good, docile, industrious men—at 75 cents a day (37½ cents gold). But now these damned drunken — — — (you would not print the epithet even if I gave it in full) have organized unions and they make us pay them \$4 a day" (at present exchange rates equal to about 35 cents gold, but of greater purchasing power in proportion).

Both men agreed that such a state of affairs was nothing short of damnable, and that any government that would tolerate it ought to be wiped off the face of the earth. "Socialistic" and "Anarchistic" were the most printable terms that were applied to any government that would permit the long downtrodden masses to organize and demand better pay for their labor, and a profound wish was expressed that there might be a return to the old conditions of 75 cents a day and to hell with the laborer! He would not know what to do with better wages than that anyhow, and had no right to expect it! Nothing short of intervention can, in the opinion of such exploiters, suffice to secure the "rights" of employers in Mexico.

When an ardent interventionist is scratched, you will be pretty sure to find an employer and a union hater. In the meantime, the working people continue to organize to secure better pay, shorter hours and improved conditions. One of the latest movements was a public parade of several thousands in one of the largest manufacturing cities in order to protest against the exorbitant prices charged by merchants (usually foreigners) for the necessities of life. Instead of dispersing this parade with rifles in the good old manner so dear to the hearts of the union haters and low wage advocates, the Government intervened, made inquiry as to the situation and then adopted a scale of prices for foods which while giving the dealers a living profit also enabled the consumers to obtain supplies at moderate cost.—By United News Writers.

The American Press has poked a lot of fun at the names of some of the places mentioned in European war news, and this recalls the fact that we are inclined to laugh at anything we do not understand, says the editor of the "Paradise of the Pacific." We smile at the mention of Przansyz or Przemysl, for instance, but what would Moiliili or Laupahoe sound like (or look like) to an unsuspecting Russian in his own home town? It would seem, by the way, that there had been a misdeal of the alphabet—the Russ has all the consonants while the vowels were spilled in the lap of the Pacific.

Demand the union label upon all purchases!

ACCIDENT POLICIES CANCELLED.

Accident insurance companies have attached a rider to all their policies stating that they would not cover accidents in the war zone resulting from war conditions. The war zone specified not only includes the German zone about the British Isles but also the Mediterranean and other waters where a state of war endangers traffic by sea. The option of signing the riders or having the policies cancelled is extended to the holders. Accident underwriters believe they have the legal right to do this under the clause which reserves the privilege to the company of cancelling any policy at a moment's notice upon re-payment of paid up dividends if any valid reason appears for so doing. The strain of the "Lusitania" losses coming so closely on the sinking of the "Titanic" caused fears that a few more large ocean disasters might cripple some of the companies. The Aetna Life Insurance Company of Hartford, Conn., which was one of the first companies to issue the rider, states in a letter to its policyholders that its losses due to the sinking of the "Lusitania" were \$200,000.

Bids have been asked by the Postoffice Department for the carriage of the transatlantic mails for five years from October 12, a mere formality, as only the American Line is equipped to carry on this service. Mail payment is at the rate of \$4 a mile, whereas foreign ships receive a poundage rate on the basis of 80 cents a pound for first class matter and 8 cents a pound for other mail matter. The American Line collected from the U. S. Government last year for the transatlantic mail service \$673,998, which is much more than would have been paid on a weight basis. When the act of March 3, 1891—known as the Mail Subsidy Act—was passed the Postmaster-General entered into a five-year contract with the American Line for the service. This was renewed twice, for ten-year periods, the last to expire October 12, 1915.

The Norwegian ship "Cambuskenneth," which sailed from Portland, Ore., February 9 for the United Kingdom, is reported to have been sunk on the last day of June by the German submarine U-39. According to press despatches eight of her sailors, being German subjects, were taken aboard the submarine. Of course, the JOURNAL cannot vouch for the truth of this yarn, but every ex-deepwater sailor can well imagine the feelings of these men and the novelty of being taken aboard a submarine after bringing a big windjammer around Cape Horn on a long, tedious voyage. Jules Verne himself never pictured a stranger story.

It appears from Turkish accounts, which seem reliable, that when the British battleship "Triumph" was torpedoed in the Dardanelles, she was steaming at about four knots with torpedo nets out, and accompanied by two destroyers. Other destroyers and light cruisers were also in the vicinity. In fact, the ship was protected against torpedo attack as well as a ship steaming slowly can be protected. Nevertheless, a hostile submarine was able to get within range, to sight the target, to discharge her torpedo and sink the ship.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Employing plumbers of Canton, O., have raised wages of employes and these workers have ended their month's strike. The new rates call for \$4.25 per day for one year, with increases of 15 cents per day the second year and an additional 10 cents the third year.

One of the reform prison measures passed by the last Pennsylvania legislature, and just signed by the Governor, introduces the so-called "State-use" system in that State. This means that prisoners shall be given an opportunity to manufacture goods for use in State institutions. It is believed this will eventually result in the abolishment of convict labor in competition with free labor.

On a plea made by a mediation committee in behalf of the 50,000 members of the International Ladies Garment Workers' Union at New York, the Cloak, Suit and Skirt Manufacturers' Protective Association has agreed to submit its differences to a board of arbitration. Business men, including Jacob H. Schiff, Cyrus L. Sulzburger, Oscar S. Straus, Dr. J. L. Magnes and Louis Marshall were on the committee.

Officers of the American Federation of Labor metal trades department have received a letter from the Panama metal trades expressing the thanks of union labor on the Canal zone for assistance in securing a postponement of the order compelling payment of house rent until the Canal is completed. The Canal unionists ask that publicity be given this letter "so that the various organizations throughout the country may know that the efforts of the metal trades department in behalf of labor on the zone have borne fruit and are appreciated by us."

The village of Shakopee, near St. Paul, Minn., is attracting State-wide attention because of an iron molders' strike against the Minnesota Stove Company, which has refused to live up to agreements made with these workers. The company discharged the chairman of the grievance committee and forwarded this unique letter to the unionist in defense of its action: "We understand you are getting ready to market a stove which will be in competition with us, and we therefore do not see how we can consistently continue you in our employ. We regret losing your services but under the circumstances do not see how we can do otherwise." The union denied the charge and offered to submit evidence to this effect, but the company answered: "He is discharged and that settles it."

Vigorous denunciation of the action of the Colorado State officials in sentencing to imprisonment for life John R. Lawson, of the United Mine Workers of America, on fictitious charges of active participation in murderous riots resulting from the Ludlow strikes of the victimized employes of the Rockefeller-controlled company, is voiced by the Central Labor Union of Philadelphia. That body officially declares the conviction of Lawson to be unjust and unwise, a treacherous blow at organized labor, a glaring blot on the American record of fair play and an impudent challenge on the part of the established oligarchy of predatory wealth to the power of public opinion. Organized labor in every part of the nation is called upon to make effective protest.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John	Larson, E. G.
Anderson, A. B.	Louis, Jimmy
-1082	Larsen, E. G.
Andersen, Andy	Larsen, Ingolf
Baxter, Ed.	Leonard, John
Brunstad, John	Martinsohn, P. A.
Brynulfson, Halvor	Meyerdelirks, H.
Behring, Paul	Moen, Tryger
Christensen, Trygve	Mikkelsen, K. -1620
Carl, Waldemer	Mann, Emil
Carlson, J. -861	Mathisen, Nils
Caruson, Herbert	McDonald, Wm.
Carroll, A. R.	Molun, Charley
Cords, A.	Naro, H.
Edson, Frank	Nelson, Robert
Edwardsen, Anton	Nilsen, N.
Eugan, John	Norlin, George
Glademo, Lars	Nygard, Olaf E.
Hansen, Theo. H.	Olsen, A.
Hansen, C.	Olsen, Harry
Hansen, W.	Olsen, Yuno
Haugland, Harold	O'Daly, John
Hansen, Morris	Olsen, E. -996
Hansen, Olaf	Olsen, Harald
Harris, Alex	Olsen, Peter
Hernes, Lars	Perry, Albert
Hohn, Hans P.	Petersen, Carl M.
Ingebretsen, Olaf	Pertson, J.
Jacobson, Anders	Roos, A. E.
Jensen, Jens	Ramberg, Barney
Jensen, Hans -2014	Strand, Charley
Johnson, C. W.	Scherman, Karl
Jacobson, Torgils	Sweeting, Ed.
Jacobson, Johan	Sorensen, M.
Johanson, Johan S.	Samuelson, W. L.
Johnson, Andrew	-1346
Joranson, P. -899	Simminghjelm, G.
Kelley, J. A.	Skedmo, A.
Kruger, Johan	Strasdin, A. W.
Kundson, A. J.	Tullifson, Hans
Kretschmann, Max	Thompson, W.
Larsen, Albin	Willen, Toivo
Larsen, Ludvig A.	Willie, Max
Lillem, O. J.	Williams, T. C.
Luberg, William	

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Persson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagán

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039

UNION SHOP

Big Bargains In Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND

REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN

J. G. WOOD

Workmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL

RESTAURANT

Best Meals on the East Side

\$5.50 Meal Ticket for \$5.00

Phone East 406

371 BURNSIDE STREET

PORTLAND - OREGON

CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,

CONFECTIONERY, FRUIT AND

SOFT DRINKS

Corner Front and Burnside,

Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernhardt, Chas.
Bugge, Mr.
Carlsen, Herald
Decas, O.
Dolan, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsch, Henry
Geiger, Joe
Gasper, Willy
Gunter, John
Holmstrom, Chas. A.
Holman, W.
Holm, Peter
Hellman, Albin
Holm, Aage
Handt, Wm.
Henriks, Waldemar
Ingebrigtsen, O.
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Kronstrand, T.
King, J. L.
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Larson, C.
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
Muller, P.

Mathson, Nils
Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdierck, Heinrich
Meyer, Chas.
Nilsen, Harry
Neuling, Albert
Olsen, Andy
Osterberg, Henry
Oglive, Wm. A.
Olsen, Oscar
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Emil
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Schultz, John N.
Smith, John
Selin, Joe
Soderlund, Uno
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urso, Geozep
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengen, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John
Bleasig, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.

Nilsen, -1054
Ulsen, Harry
Nordgren, Chas.
Onu, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

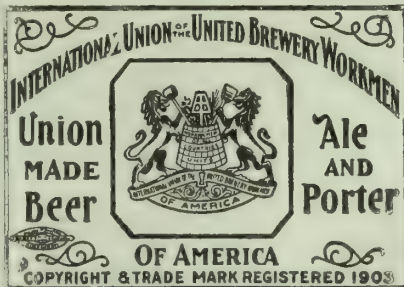
DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made



Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobaccos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.

5-13-14

Home News.

A new order has been signed by Governor Capper of Kansas prohibiting the employment by the State of any person who uses or handles liquor. There are about 3000 persons on the payroll of the commonwealth, and all must now qualify under this order.

Since the outbreak of war 30,000 settlers from the United States have taken up their homes in Canada, according to the statement of the Minister of the Interior. With the outbreak of war and the consequent disorganization of the Atlantic steamship service, immigration to Canada from the mother country and Continental Europe, has practically ceased. Between August 1, 1914, and April 30, 1915, the British immigrant arrivals, however, have been 12,000 and the Continental arrivals 3700.

A Philadelphia woolen firm is reported to have received an order for 1,500,000 uniforms for British soldiers. The "American Sheepbreeder" says: "Such a contract would have staggered any concern less than twenty years ago. It will require the entire clip of a good big sheep State to furnish the wool necessary for this one order of army clothing; 25,000,000 pounds of wool is a safe estimate to place on the amount required to manufacture the war goods already ordered in the United States by France and Great Britain."

Colorado miners who have been victimized by company checkweighmen will be interested in the announcement that the General Education Board, a Rockefeller institution, has appropriated \$596,650 for educational purposes. The board states that several new lines of educational activity have been inaugurated. It has resolved to enter the field of education investigation, research and experiment, by assisting research workers connected with institutions of learning, as well as by supplying independent investigators and experiments.

A case of peonage was exposed in the Federal Court at Sherman, Texas, before Judge Gordon Russell. D. D. Eastham, owner of a plantation in Houston County, together with his overseer and three of his tenants were fined for the offense. The proceedings resulted from disclosures made by a negro named Bob Batts, who escaped from the farm and walked 100 miles to Tyler, Texas, where he appeared before the Federal grand jury and told his story. His wife and little son had attempted to escape with him, but had been captured and brought back. The trial disclosed that about 200 negroes work on the plantation who are continually in debt for supplies.

The fiscal year of the United States Government came to a close with the end of the business day of June 30, leaving the treasury with a deficit of about \$64,000,000, notwithstanding the income and war taxes. On July 1 a year ago the treasury started with a cash balance of \$145,000,000; on Thursday the cash balance in the treasury was only \$82,000,000. It is possible that a bond issue may be necessary to meet the requirements occasioned by this deficit, or it may be deemed wiser to extend the stamp act. The thing apparent is that either present methods of obtaining revenue are not adequate or that the present rate of expenditure must be very considerably reduced if a treasury balance is to be restored.

TO LET

Very Desirable, Light and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,

SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clav St.

INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md.

7-14-15

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Domestic and Naval.

The keel of a steamer of 8,000 tons, to be used as a naval supply ship, was laid at the Boston Navy Yard, June 12. She is to be 422 feet long, 50 feet beam and will cost more than \$1,000,000.

The Chesapeake Bay steamer "City of Richmond," sunk at West Point, Va., is a steamer of 1,924 tons gross, built in 1913 and owned by the Chesapeake Steamship Company. She was insured to some extent in London on a value of \$350,825.

The receipts of the Suez Canal Company for the first four months of 1915 amounted to \$5,467,160, as compared with \$8,719,740 for the corresponding period in 1914. During the first four months of 1915 only 1106 ships passed through the canal, as against 1822 in 1914.

Atlantic coastwise freight rate market has remained unchanged for several weeks. Rates from Hampton Roads to Boston are generally eighty-five to ninety cents per ton and from Baltimore to Boston seven to ten cents per ton more. From New York to Boston anthracite is carried for fifty and fifty-five cents.

The Collingwood Shipbuilding Company, Limited, of Collingwood, Ontario, Canada, has received a contract to construct a steel tank steamer for the Imperial Oil Company, Limited, of Sarnia and Toronto. The steamer is to be 258 feet long, with 43 feet beam, a depth of 18 feet, and is to be ready for delivery next spring.

For its exhibit at the Panama-Pacific Exposition at San Francisco the Holland-America Line has been awarded the medal of honor. The exhibit consisted of a full-sized reproduction of a suite de luxe on the liner "Statendam." The rooms were so arranged that the entire exhibit gave visitors the impression of being aboard ship.

According to reliable reports, orders for about 50 new ships are hanging fire and only the impossibility of securing prompt delivery is causing owners to hesitate about placing orders. We learn that in the case of a steamer built for New York owners a bonus of \$17,000 was paid the builders for delivery a few weeks ahead of the contract date.

A new type of hospital ship for the U. S. Navy is under consideration by the Bureau of Construction and Repair. Congress failed at the last session to make provision for a new hospital ship, but the recommendation will be renewed next fall, with more hope of success. The new ship, if built, will be better equipped and more up to date, from the standpoint of the medical profession, than the vessel now in commission.

The United States has adopted the practice of notifying the German Admiralty through Ambassador Gerard of the time of departure of every passenger ship under the American flag and approximately the hours during which she will pass through the war zone. This precaution is being taken in order that German submarine commanders may be on the watch for American vessels and prevent a repetition of the attack upon the American tankship "Gulflight," which was torpedoed by a German submarine commander who supposed the vessel was a British ship because she was in company of two English patrol boats and the American flag was not observed until after the torpedo had been fired.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively



Special for a short time only:

An elegant hand-made Gun Shell shoe, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase. REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aagaard, A. M. Anderson, Ernst
Abrahamson, Alek. Anderson, H.
Albrecht, Chas. M. Anderson, H. E.
Almayer, Henry Anderson, Jon
Altonen, Karl Anderson, J. R.
Amundsen, Albert -1246
Andersen, Alfred Anderson, S. K. -910
Olaf Anderson, Walter
Andersen, H. J. -1782
-1620 Andersson, O. L.
Andersen, N. -1549 -1363
Anderson, A. -1060 Andersen, A. -1635
Anderson, A. -1447 Antonson, H. -1783
Anderson, Chr. -1765 Antonson, Viktor
Anderson, D. Augustin, Hermann
Anderson, Ed Azevedo, Manuel T.
Anderson, Emanuel

Bakker, Haakon Bjorseth, Knut
Barz, Herman Bluckar, John
Bendiksen, Nick Blum, Ernest
Benter, H. Boers, M.
Bergman, E. Ivar Boro, Severin S.
Bergstrom, Axel Bowman, Jack
Berkland, Gus Bredemeyer, Elmer
Berndes, Chas. H.
Bernsten, Julius Broberg, Charles
Berry, David J. Brown, Thos.
Bertelsen, Kristian Brown, William
Besseson, Olaf Bruun, Axel
Beverle, Rupert Buckley, J. J.
Blke, E. -2049 Bunnett, E.
Bjorkholm, A. M. Byloff, Charles
Caen, P. Catt, Frederick
Calson, Fred Cellan, John
Campbell, George Christensen, Otto
Campbell, S. Christiansen, Hans
Carlson, C. O. Claus, John R. C.
Carlson, C. R. Collier, H. S.
Carlson, Julius Collins, B. H.
Carlson, Martin Costantinos, Lay
Carlsson, S. -1474 Countied, Ernest
Carter, J. Crougilla, G.
Carther, Sidney
Dahlkvist, Fred
Dahlstrom, A.
Daly, John
Daniel, J. C.
Danielson, E.
De Baer, Harry
De Hayes, F.
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckstrand, Frank
Edmann, Oscar
Edwardsen, Anton
Ekberg, Hugo
Eliassen, E. -396
Eliassen, Sigurd
Fane, James
Ferguson, J.
Ferguson, Robert
Ferguson, Will
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Fleppert, Fritz
Flynn, James
Folan, Thomas
Forde, S. C.
Forshu, Alex.

Gart, George
Gerner, Hans
Gilholm, Albin
Glasdal, Eiling
Gorden, George
Grant, Otto
Griffith, Hugh E.
Gronthal, Arthur
Hakansson, John
Halvorsen, Henry
Halvorsen, Hans
Hammergren, Oscar
Hannus, Alex.
Hannus, M.
Hansen, Charlie
Hansen, H. C.
Hansen, Henry W.
Hansen, Hilmer
Hansen, I.
Hansen, Martin
Hansen, Niels S.
Hansen, Norkard M.
Hansen, Olaf
Hansen, Thomas
Hanson, Henrik
Hansson, Gustaf
Haro, Eddie
Hauan, Karl
Ikonom, Joe
Ingebretsen, Olaf
Jackisch, Magnus
Janosinski, Feliks
Jenkins, Fred

De Lange, I.
Denis, L.
Deswert, William
Dewetrak, C.
Dittmar, Otto
Doyle, William
Dracar, Ed.
Ellefsen, Otto
Ellingsen, Fred
Endresen, Marius
Erickson, E. R.
Erickson, George
Eriksen, E.
Erland, Oskari
Esko, Oscar
Fost, Heinle
Frazer, James
Fredholm, C. J.
Fredholm, B. D.
Fredriksen, F. K.
Friedricksen, M. W. -532
Fredricksen, F.
Fredriksen, J. H. G.
Fritag, Willy
Funk, Burno

Gulbrandsen, Jens
Gulbrandsen, Bjorn
Gulliken, Amandus
Gumas, Nicholas
Gundersen, Andrew
Gundersen, Kristian
Gutman, C.

Haugen, H. C.
Heesche, Henry
Hein, M.
Helin, John
Helin, Paul
Helberger, M.
Hermanson, Fritz
Hewitt, Peter
Higgins, F.
Hilderbranch, A.
Hofgaard, Hans
Hogaa, A.
Hole, Sigvald
Holman, W.
Holmqvist, F.
Holst, R.
Hoose, Frank
Hord, Charlie
Hoversen, Carl
Hubner, Carl
Insunso, Francisco

Jensen, Charles
Jensen, H.
Jensen, Halford

Jensen, Henry
Jensen, John
Jensen, Knud
Jersch, Wilhelm
Johannessen, Anthon
Johansen, Axel H.
Johansen, Carl J.
Johansen, Aroo
Johanson, Edward
Johanson, J. -880
Johanson, J. -1561
Johansson, Bernard
Johansson, C. -2407
Johansson, C. W.
Johnsen, John A.

Kaleva, Gustaf
Kallas, Alex
Kalliasman, E.
Kallberg, A.
Kallberg, Arvid
Karlsen, Hans
Karlson, Seth
Karlson, Wiktor
Kearns, N.
Kendahl, Chas.
Kine, Conrad
Kinlock, Wm.
Klatt, Herman

Laakso, Frank
Lake, Andy
Langsea, Sam
Larsen, C. A.
Larsen, George
Larsen, Herman
Larsen, H. P.
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, P. -1271
Larsen, Alfred
Larson, S. G.
Larsson, K. E.
Lato, E.
Laursen, Chris.
Lawson, J. P.
Leif, Frank

Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Madsen, Ludwig
Magee, E. H.
Magnusson, E. W. -153
Malland, O.
Manse, Peter
Marquels, Frank
Martens, Hans
Martensen, J. C. -2191
Martin, H.
Martin, J.
Martinsen, Ernest
Mathiesen, Ludwig
Mathiesen, N. L.
Mathsen, Olaf
Matta, Humberto
Mattson, Charles
Mattson, Harry

Naujack, Fritz
Nielsen, John B.
Nielsen, Albin C.
Nielsen, Albert
Nielsen, Alvin
Nielsen, C.
Nielsen, Ernest
Nielsen, Ernest C.
Nielsen, Herbert
Neuling, George
Nicolaisen, Carl
Nicklas, M.
Nielsen, Edwin N.
Nielsen, H. O. -1229
Nielsen, Waldemar

O'Brien, R. F.
Oleman, Henry
Olsson, M.
Olsson, B. O. L.
Olson, Charles A.
Olson, Ferdinand
Olson, Johan -1222
Olson, John Arthur
Olson, John
Olson, Marnus
Olson, O.
Olson, Ole -1047
Olson, Otto -1179
Olson, Paul
Olson, Paulus

Palm, P. A.
Para, E. H.
Paulman, Geo.
Paulsen, N.
Pedersen, C. -1300
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charles
Pedersen, H. -1560
Pedersen, Halfdan
Pedersen, Olaf
Pedersen, P. -896
Pedersen, W. G.
Persson, John
Petersen, A. -1675
Petersen, Anton
Petersen, J. A. -515
Quigley, Robert E.

Raam, Henry
Randolph, J. S.
Rank, W.
Rasmussen, J. -446
Reyberg, Sverre
Rimmer, C. M.
Roberts, Frederick
Roberts, John

Saar, John
Sabel, Fred
Sanders, S.
Sandberg, John
Sander, R.
Saunders, James
Savage, Roland
Schachte, A. O.
Schager, Ernest
Schmitt, F. A. -2651
Schneider, E.
Schultz, Albert
Schultz, G. F. W.
Scott, Emil
Seberg, G.
Senter, W.
Siller, E.
Silver, S. A.
Simpson, L. C.
Skjellerup, Aksel
Skogman, W.
Smith, John
Smith, L. K.
Snell, Adolf
Snider, G.

Tait, Geo.
Tamsar, P.
Tammann, K.
Tayra, August
Teishert, Karl
Teitessen, Emil
Thomsen, Gus
Thoresen, C.
Thorn, Arvid
Thorsell, C.
Uderkull, C.
Ulla, Charlie
Ulla, Ole O.

Valboe, H.
Van Dohlen, Jurgen
Van Frank, W. O.
Vesgaard, Jens

Wacner, Wil
Wadman, Harry F.
Waischwill, Arthur
Wald, Olaf -1285
Walker, Erick
Wallin, Gustaf
Weatcroft, L.
Weber, Fred
Wells, George
Weltz, Ornuif
Welure, J.
Wesgaard, J.

Yejula, Yejo
Zankert, Charles

White, Peter
Whiteside, Fred
Wick, John
Wihol, J.
Wille, Max
Willman, Frank
Wilson, J. W.
Winje, Hilmar
Winkel, August
Winton, J. A.
Wittenberg, Albert

Yllinen, Sam
Zweyberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michal
Berling, J. B.
Carter, Sidney
Cealan, John
Dehler, Alfred
Ellefsen, Otto
Finnelly, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
bart
Jacobsen, Emil
Johansen, Emil
Jorgensen, Oluf
Klette, E. F.

Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Ellif
Pedersen, H. -1263
Penningsrud, Ludwik
Persson, Oscar
Raasch, O.
Raam, Henry
Rarly, Frans
Rathke, Reinhold
Relussen, A. L.
Slettenmark, Einar
Sorensen, Pete
Straadin, A. W.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TOM WILLIAMS

Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

FRENCH AMERICAN

BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney J. M. Dupas
J. A. Bergerot John Ginty
S. Elssinger J. S. Godeau
Leon Bocqueraz Arthur Legallet
O. Bozlo Geo. W. McNear
Charles Carpy X. De Pichon

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 - Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets	\$60,321,343.04
Deposits	57,362,899.35
Capital actually paid up in cash	1,000,000.00
Reserve & Contingent Funds	1,958,443.69
Employees' Pension Fund.....	199,164.12
Number of Depositors.....	66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529

Cor. Fourth and Market Sts.

Phone Douglas 315 San Francisco

Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room

1325 STOCKTON STREET

Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

A bill appropriating \$1,120,000,000 to cover war expenses passed the French chamber of deputies by a vote of 492 to 1. Applications for \$750,000,000 have been made on the British loan of \$1,750,000,000.

With nine dead sailors stretched on her deck, eight men lying wounded below, and her sides riddled with shot and shell, the British steamship "Anglo - Californian" steamed into Queenstown harbor on July 5 after having withstood the attack of a German submarine for four hours.

A dispatch from Constantinople to the Overseas News Agency, announcing the sinking of the French auxiliary cruiser "Carthage" off Cape Helles at the tip of the Gallipoli peninsula by a German submarine, says that the vessel carried war material valued at more than \$200,000. The sinking of the "Carthage" has been confirmed by the French Minister of Marine.

Figures made public by the Belgian Relief Commission show that 66 ships have sailed from United States ports with 414,866 tons of food and clothing for the destitute Belgians. This does not take into account 16 ships from South America and three from Europe. The total value of the cargoes was over \$66,000,000. The daily cost of the war is estimated to be \$54,000,000.

The Valparaiso dock at Valparaiso is reported to be a total loss in consequence of a northerly gale at that port. There are two floating docks at Valparaiso, both built of wood. The Santiago dock has a lifting capacity of 3500 tons, and the Valparaiso dock one of 1500 tons. The latter, which is considered to be a total loss, is insured on a value of about £10,000, and must be a very old structure.

The British steamer "Inkum" which was torpedoed June 4 by a German submarine, carried a cargo valued at \$1,113,406, mostly insured locally. The "Inkum" sailed from New York May 22, for London. The chief articles aboard were 1,200 cases of projectiles, valued at \$217,810 and 3,336 bales of hops valued at \$213,500, about 500 tons of lead valued at \$47,055 and a large quantity of steel, copper, brass and iron.

The steamer "Dixiana," sunk off Ushant, was bound from Savannah to Havre with cotton, and also had some cargo for Swansea. Until recently she was known as the "Putney Bridge," having been built in 1901, 3329 tons gross. Although retaining a British register, she is owned by the Strachan Steamship Company, Savannah, and is insured for marine risks on a value of £30,929. Her cargo was covered for war risks to a considerable extent in this country.

Food from Switzerland is being sent into the Duchy of Luxemburg to relieve the people until harvest time. Bread cards allowing seven ounces a day have been in use for some time, and latterly the amount allowed each person has been reduced to four ounces a day. Arrangements have been made by the head of the Belgian relief commission with the German military governor of Belgium, whereby the Belgians are to retain for their own use the crops gathered from their own lands. Great suffering from lack of food is reported in Poland and in Serbia.

ALASKA FISHERMEN.

San Francisco.

Ekelund, Will H. Hakansson, Ingvar

Seattle, Wash.

Abolin, Adam	Olsson, Sigfrid
Borgen, K. Sigurd	Peterson, Andrew K.
sen	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wil-	Starks, John
helm	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar
Osterlund, Albert	

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

With the Wits.

A Comfort.—A certain poor woman had received some new underclothes from one who had helped the family. The woman's husband thanked the donor's husband, and a whole drama of humble ambitions might be built round his words.

"Mary's mighty glad to have those clothes," he said. "She says now she'll have something to hang out on the line Mondays."—Boston Record.

Dropped a Remark.—"I had a dreadful fall last night."

"Tell me of it, Egbert."

"My wife was talking; I hung on every word, and then, and then—"

"Yes, yes, and then?"

"Her voice broke!"—Harvard Lampoon.

Mrs. Methusaleh sighed wearily.

"That's the 413th cook that has left us in the last 600 years," she protested. "This servant question is getting on my nerves."—Philadelphia Public Ledger.

"When the British attacked Washington in 1813 all the Congressmen had to leave the city. Of course they came back later."

"Did they collect mileage both ways?" eagerly inquired the Congressman addressed.—Pittsburg Post.

Inexpensive Flight.—"I would I were a bird," she sang.

"I would you were," said her husband. "You would go South for the winter without its costing me anything."—Life.

Kind.—"Does your wife neglect her home in making speeches?"

"Not a bit of it," replied Mr. Meekton. "She always lets me hear the speeches first."—Washington Star.

"Now, Dorothy," said the teacher to a small pupil, "can you tell me what a panther is?"

"Yeth, ma'am," lisped Dorothy, "A pather ith a man that makth panths."

Children's Accounts

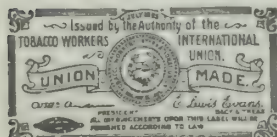
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL

NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

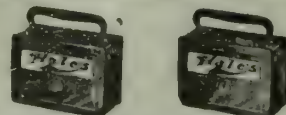
715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James H. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 45.

SAN FRANCISCO, WEDNESDAY, JULY 21, 1915.

Whole No. 2339.

"SAFETY" AND THE SEAMEN'S ACT.

Noted Church Worker Praises New Law.

At a recent meeting of the Boston Episcopalian Club, Mr. Stanton H. King, the noted church worker, delivered the principal address. Mr. King's topic was "The La Follette Seamen's Act." In part, his address was as follows:

Mr. President, Gentlemen. Once a sailor always a sailor. There are a great many men who take trips on their yachts, a great number who have traveled the ocean "bull pushing" when they have been students at Harvard or Yale, a great number who seem to know a good deal about the sailor's life. I laugh at them. They know absolutely nothing except what they see of a sailor on board of the ship. It is like one time I visited the State Prison in Charlestown, and I would not be satisfied until I took a seat in the electric chair, and I even had the straps put on me to see if I could get the feeling of the man who was going to be electrocuted. But I couldn't (laughter), because I knew that the current was not going to be turned on me.

I remember once I was on a little brig bound for the West Indies. I got ready to harpoon a porpoise; the strap carried away and I went overboard, and it must have been some twenty minutes before they got me into a boat. During that twenty minutes I was in agony. I am a good swimmer, but I was afraid of a shark biting me. Now I never go into the water at Buzzard's Bay but that I get on the flat of my back and look up at the sky, and I try to get the feeling that the sharks are coming. But I can't—there is nothing to annoy me but a green-headed sunfly. (Laughter.) Therefore, do not get away with the idea that you know the sailor's life unless you have breathed his atmosphere.

"God Bless President Wilson."

I am glad that President Wilson signed that bill when it was brought before him. For the last two years we have attempted to have this bill passed, and at least 2,000 men have signed petitions for it at clubs at which I have spoken, asking Mr. Wilson to sign it when it came before him. He has done so, and God bless him for it. (Applause.)

I am a sailor. First I must tell you something about myself. I have traveled the sea as a sailor, starting out when I was twelve years of age. I was six years in Uncle Sam's Navy and six years in the merchant marine. I have lost five brothers at sea. My father was the father of twenty-nine children. (Laughter.) He had three wives. His first wife had eleven. His second wife was a first cousin to his first wife, and she had twelve. My mother, his third wife, a sister to the second wife and a first cousin to the first wife, she had eight of us. (Laughter.) I was a brother, a half a brother and a third of a brother to twenty-eight of them; a grand-uncle years before I was born. (Laughter.) Gentlemen, I stand before you tonight the twenty-second chapter of the third book of Kings. (Laughter.)

First, I want to take up with you that Seamen's bill, so that when you go away you will have a little clearer knowledge of it. Take the question of labor. The sailor is the only man who can not control his labor. I have been a

sailor in the West Indies; called at five o'clock in the morning to wash down the decks and get them wet, so that the heat of the tropical sun would not melt the seams; at six o'clock hoist sugar hogsheads from a lighter into the ship, and work until six o'clock at night, and then wet her down again to keep the deck all right; and go to bed, and be called at twelve o'clock one night, and another night at two o'clock, to stand two hours' anchor watch, to be called on Sundays to work and wash down the decks as usual. In the Philippines, on Sunday, it was the custom to keep the men up to high noon, so that they would desert and leave their pay behind them for the owner of the ship. There is no law to-day saying how many hours a sailor shall labor on board a ship. But because Mr. Wilson has signed that bill there is going to be a law in operation.

Working Hours at Sea.

Do you know what a deck watch is to a sailor? The deck watch and the afternoon watch and any other watch can be taken from a sailor at sea. There is no law saying how many hours he shall work. He can be called at twelve o'clock midnight, and the watch ought to go below; you can keep him on deck for fully a half hour of his watch below, keep him out of his sleep and his rest. No law to deal with it at all.

One feature of this new bill is that in port nine hours constitute a day's work, inclusive of the anchor watch. Should he be called upon to stand two hours' anchor watch at night, he will have to work seven hours in the day. He will not work on Sundays; no work whatever. He will not work on New Year's Day, the Fourth of July, Labor Day, Thanksgiving or Christmas. Those are his holidays, and they can not be taken from him. At sea he will work four hours on and four off, which will make twelve hours a day. The fellow in the stoke-hole will work four hours on and eight off, giving him eight hours a day—enough for any man who works in a lathery sweat in front of a fiery furnace. That is one of the greatest things we find in the bill to-day—to make a sailor feel that there are certain laws dealing with his labor in port and at sea.

About That "Language Test."

Now comes in the language spoken aboard a ship. Take a ship that sails out of Boston to-day; I guarantee that ninety per cent. of her crew, among the men in the stoke-hole and on deck, cannot understand a word of English. That ship is taking the lives of our dear ones across the ocean. It is all well enough if nothing happens, but if that ship should encounter a fog bank or a derelict or a collision, or should be in any way imperiled, can you get those Italians to take an order from the bridge or the engine-room? No.

Take it out on the Pacific. You will find the ships that fly the Stars and Stripes all manned by Chinese. You can get a Chinaman for \$8 a month. It has been said by steamship officers that a Chinaman is better than a white man, for he will take orders. But in time of peril the Chinaman is not there. I would like to say

to the general manager of the Pacific Mail Steamship Company, how was it when the "City of Janeiro" struck in San Francisco Bay? That ship had 211 people on board; 131 were lost and 80 saved. That ship had 11 life-boats; only one life-boat was lowered in calm, pacific water. She sank keel down, upright as could be, and only one life-boat launched safely—and that life-boat was launched by the ship's carpenter and second mate. It got about a boat's length when it was swamped. You tell me that a Chinaman can do as well as a white man! He can not in time of peril. Out of the 211 people on board only 80 were saved, and there were 43 Chinamen among the 80 saved. (Laughter.) Out of the crew of white men and officers there were 13 saved and 18 lost.

Take it with life-boats. What is the law regulating the life-boats to-day on board of the ship? The "Titanic" saved us. Men hadn't a raft to get on; the boats were poorly manned. And to-day, if you were to take a trip across the Atlantic, do you know what you are given when you buy your ticket? Fifty per cent. life-boat, fifty per cent. raft. The law will be seventy-five per cent. life-boat, twenty-five per cent. raft. When you buy a ticket with your family and you take a trip from these United States over to Europe, and that ship is sinking, you can say: "Good-by, wife. Take the life-boat. Good-by, daughter. Take the life-boat. I am for the raft. I am one of the twenty-five per cent. on this ship that must take to a raft; there is no room for me in the boat." In Washington we could not get a boat for every man, but managed to get a boat for seventy-five per cent.

Someone Must Swim Ashore.

Take a trip on the coast. What does the law say to-day, twenty miles from land? Twenty per cent. life-boat, forty per cent. raft, forty per cent. nothing. What will it be when this bill goes into operation and you take your family with you twenty miles from land? Thirty-five per cent. life-boat, thirty-five per cent. raft, and thirty per cent. nothing. It won't be: "Wife and daughter, take the life-boat, and I will take the raft." It will be: "Wife and daughter, take the life-boat, son, take the raft, dad will take nothing." So when you take a trip on the Fall River boat it is 7½ per cent. life-boat, 22½ per cent. raft, 70 per cent. nothing. Ah, yes, the man in Washington says: "When the ship sinks we can all climb up on the mast in Long Island Sound." I would like to put him there, and let him be the first to climb.

What is an able seaman under the Stars and Stripes to-day? Why, he is a man who can do any sort of unskilled labor. It won't be so under the bill that Mr. Wilson signed. Next November, any ship over 100 tons must have for the first year forty per cent. of her crew able seamen, the next year forty-five per cent., and so on until the maximum is reached—sixty-five per cent. able seamen. That will mean that when a ship has a thousand passengers on board she will have something like a crew of five or six hundred able seamen. And all treaties are to be abrogated by March 4, 1916, so that this law will affect the ships of foreign flags that are in our United States ports. An able seaman will be a

man who has served three years on the deck of a ship; a man who has served a year and a half on the Great Lakes. On the smaller lakes and bays, if he can pass his examination after serving a year and a half, he will be a deep-sea sailor. So that we will have men who understand their business. You don't want to be sitting in the life-boat, with it swinging at the davits, and think that the men haven't the skill nor the strength to lower that boat away, and when she strikes the sea to let go so that she won't smash herself against the side of the ship.

Take the bargemen that were lost on our coast. There was no account kept of them. The law will be that these bargemen must be accounted for, and that a record must be sent in to Washington, and a report made every year of the men lost from our barges.

I remember once down in Haiti I saw a green poll-parrot. I wanted that green poll-parrot the worst way, and I couldn't get it because the captain wouldn't give me a dollar. I sold my dungeones and bought the parrot. A man comes into the port of Boston to-day and he cannot buy things. If he wants to get a suit of oil-skins, the captain provides a bumboat man. That bumboat man can charge the sailor exorbitant prices; the sailor doesn't know, he buys the things, and when it comes to a settlement the captain or the mate or the chief steward or the purser can have a rake-off, a commission of ten per cent. And that comes out of the sailor's pay. I was a sailor once, and I couldn't put my hand in my pocket and pull out a little change and carry it around with me. And when I got on land with all my pay in my pocket I went to pieces; I didn't know how to handle it.

The law will be, when this bill goes into operation, that a sailor in port, on any vessel in a United States port, or a United States vessel in any port, can demand half of his wages due him every fifth day. He can go to the captain and say: "Give me half of what is due me. I am going ashore to buy what I want." It will help a sailor to be a man.

A Blessing for Samuel Plimsoll.

Then there is inspection. I have seen ships the more you load them the more you pump to keep them afloat. God bless Mr. Plimsoll, when he had that mark put on British ships and compelled United States ships to comply with that law when they were nearing British ports. A ship may be unprovisioned, she may be leaky, in a poor, unseaworthy condition. The law is what? Half of the crew with an officer can demand an inspection. Did you ever see an officer join with the crew to demand anything? The law will be that a majority of the crew by themselves, or an officer or two officers, can demand an inspection. The sailor gets two ounces of butter; he will have four.

The strongest thing we know to-day is public opinion. If you gentlemen will promise me to spend half an hour in the ship's fore-castle we will soon help the sailor; you will write to Mr. Wilson saying that he did the right thing in signing that bill. The man who should get the most air gets the least. Tuberculosis in the navy is bad enough; there are 474 cases in the navy to-day. But our sailors on the merchant marine can not get fresh air because they are kept penned down away in the bowels of the ship; and the passengers have the whole of the deck on which to promenade. Uncle Sam gives to the sailor to-day 72 cubic feet of space to breathe in,—6 by 6 by 2. The British navy has been giving the sailor 120 feet of space; and now we have at last won out, and the sailor under the Stars and Stripes will get 120 cubic feet of space to live in. And the fore-castle shall be on deck, away from bilge water and the odor from the cargo, where God's fresh air can get at him. And he will have two exits to his fore-castle, so in time of collision, if one door is banged and shut up, there is another door of exit. For every ten men there will be a wash house; one bowl to every two men. For every twelve men there will be a room set aside as a hospital, and no hospital shall have more than six bunks in it. So we will have two or three hospitals, according to the number of men aboard of the ship.

The fore-castle will make the man a healthier man, for every man is affected by his surroundings. Take and put us in a hog pen, and the majority of us in a month would want to grunt. (Laughter.) So if you are going to have an American-manned ship you must get the ship fit for the American boy to live on it.

Freedom!—Last But Not Least.

The last is freedom. The Sailors' Haven has worked all these years for freedom for the sailor. I asked Mr. Selfridge to-night if he knew that the Sailors' Haven had a part in doing away with shackles—a relic of barbarism. I had four court-martials on a voyage. I felt my manhood weakened when the chains were on my wrists for thirty days and my feet in shackles and I paraded around the ship's deck. And when the thing came up I gave it a blow. It happened that there was a young man in the Naval Hospital at Chelsea; that man had jumped the wall to get a bottle of beer, and the doctor sent him to bed with feet irons on. His mother came to visit him and saw his condition. She took it up with Senator La Follette of Wisconsin and the President of the International Union for Seamen. Mr. La Follette took it up, and that relic of barbarism has been removed from our navy. A man is not punished to-day by putting him in shackles unless he is fighting drunk and needs

them to preserve his own life and the lives of others.

Freedom! The sailor is the only man who is a slave. When Abraham Lincoln set the slaves free he forgot the sailor. Here is a ship that has just arrived in Montevideo; or let us take an American ship in the Plate, Buenos Aires, or any other port. That sailor cannot leave the ship. She was a good ship leaving Boston, a good captain, a good mate. She is now a floating hell, and those men want to leave the ship and they can not leave. Because why? They are a part of the ship, and belong to the owner. If they should leave we call on the slave catcher, the American Consul, and say: "Catch that man; he belongs to me, he is my runaway slave. And bring him aboard the ship and make him work and fine him."

I wrote a letter to Mr. Perkins saying I would speak here to-night. Suppose I didn't feel like speaking. Do you think that Mr. Wood would call on a policeman and say, "Go get King, and make him stand here and talk?" But the sailor—yes—seize him, lock him up; he is a runaway slave. Bring him back and make him labor. The sailor, through Mr. Wilson's signature, is to be a free man. Whatever ship he is sailing on, under whatever flag in the port of Boston, he can leave the vessel, demand half of his pay and come on shore. And no one can touch him; he is a free man. I suppose if any of them have houses and lands, why, they can bring a civil suit; but you can't lock him up. You have set the man free; he can leave whenever he wants to. Not at sea,—because he can't very well walk ashore,—but he can leave in port. This bill will elevate the calling, and it will bring to our ships men worth while. Not the scapegrace, not the ruffian, but real American boys.

AMERICAN SHIPBUILDING.

During the fiscal year ended June 30, 1915, there were built in the United States and officially numbered 1,226 vessels of 215,711 gross tons, compared with 1,291 vessels of 311,578 gross tons, for the same period of 1914.

The principal vessels are two colliers built for Panama Canal trade, the "Achilles" and the "Ulysses," of 11,081 and 10,910 gross tons, respectively.

Other vessels over 5,000 gross tons, are the "John D. Rockefeller," a tanker of 8,374 gross tons; the "Great Northern" and the "Northern Pacific" of 8,255 gross tons each, built for passenger service on the Pacific coast. The "J. A. Moffett," 6,395 gross tons and the "Lyman Stewart," 6,054 gross tons, both tankers, and were built on the Pacific coast.

Only one large sailing vessel was built during the year, the "Georgia," a schooner of 1,318 gross tons.

In all, 23 vessels of over 1,000 tons each were built, aggregating 123,242 tons.

In one of his recent public statements Mr. Bryan draws attention to the quaint view which the man in the street entertains of neutrality. It might be summed up as a pious agreement with his own views whatever they may happen to be. Anything you may chance to say in favor of the side he has elected to support, he receives, without emotion, as a mere statement of fact. Should you, however, stray into a remark unpalatable to him, he detects your bias in an instant, and should he be moved to write to you on the subject, he probably clothes his thoughts in a whirlwind of indignation, which is quite embarrassing in the frankness with which he holds up a mirror unto nature, in which you may see your face as he sees it. In short you are commonly left gasping like the rubicund lady vender of fish upon the Liffey, when assured, by Daniel O'Connell, that she was "an attenuated and emaciated parallelepipedon who harbored a hypotenuse."

All go free when multitudes offend.—Lucan.

THE WORLD-WIDE WAR TRUST.

(By Congressman Clyde H. Tavenner.)

After the paragraph providing for the purchase of the armor plate I offered the following amendment:

"Provided, That the Secretary of the Navy shall not consider any bid for the supplying of the armor or armament herein provided for unless such bid is accompanied by a sworn list of stockholders and bondholders of the corporation submitting such bid, such list of stockholders and bondholders to be taken from the books of said corporation as of date of July 1, 1914: And it is further provided, That such list of stockholders and bondholders shall be transmitted to Congress in a separate report by the Secretary of the Navy."

This amendment went to its grave on a point of order made by the chairman of the Naval Affairs Committee.

My purpose in offering the amendment was to ascertain the names of the shareholders of the war trust, the names of the men who profit from the manufacture of war munitions by private construction. Those who are advocating the taking of profit out of war and preparation for war by having all Army and Navy equipment manufactured in Government plants can make a more intelligent fight if they know exactly who they are fighting. Until the identity of the stockholders of the war trust can be established it might, perhaps, even though unpleasant, be logical to assume that those patriots who cry out in anguish every time the Government manufacture of war munitions is mentioned have been struck in the region of the pocketbook, an exceedingly tender part of the anatomy.

Comparisons are odious, but in 1909 the Investors' Review of London examined the stockholders' lists of several British war-trafficking concerns and it found in the list of one company alone (Armstrong, Whitworth) the names of:

Sixty noblemen, their wives, sons, or daughters.

Fifteen baronets.

Twenty knights.

Eight members of Parliament.

Twenty military and navy officers.

Eight journalists.

Later lists revealed a marked connection between stockholding in armor and munition companies and active membership of "purely patriotic" organizations, such as the British Navy League.

In this country it is impossible to obtain lists of the stockholders in the war-trading concerns. The Stanley steel investigating committee was unable to obtain them, and when I applied to our Federal Bureau of Corporations I found it did not possess them, and that there was some question as to whether the bureau had the authority to attempt to obtain them.

Why not permit the public to know the identity of the patriots behind the War Trust?

The difference between one man and another is not mere ability—it is energy.—Arnold.

It is easier to climb a mountain than to level it.—Bulwer.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Favors Seamen's Law.

"The Seamen's Act should stand exactly as it is, at least until the need is shown for amendment. The protest sent up by the steamship interests is entirely too self-centered to be accepted without scrutiny," says the Washington Post in a leading editorial.

The newspaper refuses to take the word of shipping interests and allies on this question and declares the companies are "trying to stampede" the national administration into repealing the law by predicting the speedy death of all steamship lines.

"The law is not destructive of the merchant marine," says the Post. "It does require additional precautions, which cost some money. It provides that 75 per cent. of the crew shall be able to understand the orders given by the officers. Is that unreasonable? What would be thought of a general sending a regiment of soldiers to protect the people of a city and permitting an arrangement whereby the soldiers could not understand the orders of their chief? A ship at sea meets conditions comparable to those of war and fire, where instant teamwork is necessary to prevent wholesale loss of life. A concrete case of disaster on account of inability to understand orders was that of the steamship "City of Rio de Janeiro," lost at the entrance of the Golden Gate in 1901. The Chinese crew could not understand the orders of the American officers.

"The Seamen's Act also requires better provision for lifeboats and life rafts. Do the steamship interests object to this? If so, let them object. The country will not approve of a return to the old deadly dangers merely because safety appliances are an expense to the steamship companies. The public pays the bill in any event."

Gompers Scores "Uplifters."

In the American Federationist, July issue, President Gompers calls on women workers to join the trade-union movement, to depend on themselves, and not allow their organizations to be weakened and stifled by the futile efforts of so-called "uplifters." He also declares it is absolutely necessary for women to be accorded the right of suffrage. On this subject he says:

"Whenever opportunity and development are restricted, there influence and power are also restricted. Women cannot assume equal rights with free men in the industrial struggle while classified with idiots and irresponsibles in political affairs.

"As a matter of justice, working women demand the ballot. They demand the right to participate in the determinations of political affairs because they are affected by those determinations. The ballot cannot long be denied them. The ballot will bring power, because it will bring full citizenship."

President Gompers gives these reasons for organization of women workers:

"But industrial freedom must be fought out on the industrial field. It will be achieved when wage-earning women hold in their own hands the right and the power

to participate in determining the conditions under which they shall work and the wages they shall receive. They can delegate this power and responsibility to no outside authority if they wish industrial freedom.

"There is no easy way—but if anything in life is worth while it is the beautiful ideal of a rational individual ordering his or her own life in full acceptance of the opportunities and the limitations of freedom. Protection and regulation may offer immediate relief—but they are not freedom.

"Industrial freedom is not a sex problem—it is a human problem. The same principles apply to men and women alike.

"The women's movement for freedom must be real and candid; it must not allow itself to be suffocated or devitalized by frivolities and pink-tea imitations that have so long kept women from healthy, sane living. Those who profit by the exploitation of women will offer substitutes for the trade-union movement—welfare work, vocational associations, and other charitable or semi-charitable institutions. The fight of women for industrial freedom is made doubly difficult by the usable tradition of the economic dependence of women, by patronizing social workers and by those who would protect woman in order to keep her from exercising her own will power and becoming a member of society upon equality with all.

"The trade-union movement is the movement that offers women the opportunity to secure freedom as well as industrial protection.

"The recent convention (Women's Trade Union League) ought to put new life into efforts to organize women into trade unions to increase wages and better conditions, and this problem of organizing women cannot be separated from the problem of organizing men. Men must join the women in efforts to solve the common problem or else they will find women used against them as competitors.

"Recently Mr. J. G. Butler, Jr., president of the Bessemer Pig Iron Association, said in regard to the idea of employing women in the metal industries: 'It would not be surprising to find thousands of women in mills, blast furnaces, and mines, doing the work of men before the war is over.'

"The American Federation of Labor has helped to organize women as a necessary part of the campaign to organize and federate all the workers in a great movement for human welfare. Women are admitted to organizations on an equality with men and have equal rights and privileges in the organization. The trade-union movement is a power for justice and equal opportunity for all, regardless of sex, nationality, politics, race or creed."

Unionism Greatest Force.

President Gompers delivered the initial address in the "labor forward" campaign organized workers started in Springfield, Mass. The unionist said:

"There isn't anything fanciful that lures us on but the simple instinct of man to look and strive for all the things that are good and wholesome. If the men of labor hope

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

During 1914 there occurred in the Australian Commonwealth 337 industrial disputes.

The pit head women employed at some Scottish collieries recently struck work for 6d. a day extra, which would bring their wages up to 15s. Men, so called, acted as black-legs and did the women's work.

At a recent meeting of the Federated Undertakers Assistants' Union in Melbourne it was resolved to re-issue the "white" list broadcast with the object of indicating to unionists the undertakers' establishments where union conditions were observed, and inducing them to patronize those establishments only when paying the last rites to their deceased relatives.

One of the multitude of deplorable results of the war will be the lasting physical injury it has inflicted on many of the rising generation. The following is an example of what is occurring all over Great Britain: "An Edinburgh firm was fined £10, with 10s. costs, for working a child of 12 years old from 6 o'clock in the evening till 5 the next morning, after he had been in school from 9 o'clock in the morning till 3 in the afternoon. This went on for several days, until the child broke down in health."

For the first time on record domestic servants recently organized a strike in England. Members of the Domestic Workers' Union of Great Britain picketed the house of one of the officials at Pentonville Prison, London. Trouble arose between a maid employed at the house and her mistress, the girl alleging that she was badly treated. Business relations between mistress and servant were broken off; the servant put her case before the union and pickets were put on day and evening duty outside the house.

The Germans have (wires the Copenhagen correspondent of the London Daily News) established farm labor exchanges and concentration camps in North Schleswig, where the farmers have chosen British prisoners suitable for the cultivation of the land and taken them to their farms, escorted by Landstrum. Each farmer is allowed ten prisoners, and the Scottish soldiers from agricultural districts are preferred. The farmer visits the labor exchange every morning if it is near, but if the farm is more than four miles from the exchange the soldiers are billeted in the farm-houses with the Landstrum. They earn 75 pfennig (9¢ d.) per day.

In an issue of the London Tablet, the organ of Catholic Conservatism, the Roman Catholic Archbishop of Glasgow boldly defends the men who struck on the Clyde. In the course of his article he says: "The men are chaffering for a farthing an hour. Are not the masters also chaffering? Why should the men only be censured? It may be said—because they have moved—gone on strike. But the masters do not need to move; they have only to sit still, their profits go on, and wages do not increase unless the men strike. The masters are ready enough to use their special weapon—a lock-out—when it suits them. It would not suit them just now. They want work to go on briskly and to produce good dividends, without having to pay higher wages. Meanwhile prices of food and other necessities go up."

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

W. Kahlberg, No. 688, and C. Monson, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous payment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, Otto	Johansen, Emil
Anderson, S.	Johanson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edward A.
Anderson, Oscar	Jonsen, Leonard
Anderson, Ernest	Johansen, Chas.
Anderson, Enkan	Kron, E.
Apelquist, Otto	Larsen, C. A.
Anderson, David C.	Lalan, Joe
Apostolakes, P.	Lindberg, C.
Brogard, Nils	Lassen, J. -1512
Benowitz, Felix	Larsen, L. K.
Buanik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martsen, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Maurice, F.
Dahlgren, Pete	Malm, Gustaf
Doyle, William	Moberg, Karl
Duval, William	Olsen, Ludvig
Elsher, Max	Oberg, Conrad
Engstrom, M. R.	Oterdahl, Chas.
Ersson, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gusek, B.	Parsons, Olaf
Hull, Henry	Patterson, Oscar F.
Holmstrom, F.	Rennall, Anshelm
Hansen, M. -968	Stromsberg, Ivar
Hansen, Charly	Svenson, Nick
Hansen, John	Sanders, Charly
Hansen, M.	Severson, Paul
Hansen, Sigvarth	Strahle, Chas.
Jensen, Jens	Sievers, G. P.
Jordan, Henry S.	Tamisa, F.
Johanson, T.	Toren, Gustaf A.
Jacobs, August	Thornlund, J. N.
Johansen, John	Uhlig, Richard
Johansson, Geo. W.	Voss, Henry
-1219	Wilson, C. L.
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. F.
Ivertsen, Sigvald B.	Strand, Conrad
Lengvenus, W. L.	Thompson, Emil N.
Müller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Pacific Coast Marine.

The British ship "Bayard" has been chartered to load wheat on the Columbia River for the United Kingdom. The rate was 80s. for December or 77s. 6d. for January. It is the general opinion that the crest of the high charter market has been passed, former charters having been made at 85 shillings.

The Union Oil Company has let a contract to the Union Iron Works of San Francisco for another tank steamer, to be completed in July, 1916. The vessel is to cost \$1,000,000, and will have a capacity of 75,000 barrels. It will be a sister ship of the vessel for which a contract was let last May.

Just a month since leaving Hongkong, the Pacific Mail intermediate liner "China," Captain Hans Thompson, arrived at San Francisco during the week, bringing the largest number of passengers she has ever carried in her 121 voyages across the Pacific. There were on board 148 cabin, thirty-three second cabin and 112 steerage passengers. Her cargo amounted to 1695 tons, valued at \$2,000,000.

Captain M. Madsen, for twenty-five years an employe of the Caspar Lumber Company, now master of the steamer "Caspar" and one of the best-known masters on the Pacific Coast, has been appointed San Pedro port pilot at a salary of \$2500 per year. Port Warden Don Fugitt has been granted a leave of absence for three months. During his absence Captain C. N. Krog, who has been the sole pilot employed since the resignation of Captain Victor Johnson, will assume the duties of Port Warden in addition to his work as pilot.

In spite of the fact that the European war making San Francisco a port of call, the vessels entering this port during June numbered 503, of which 465 were American merchant bottoms. Of the others, seventeen were U. S. Government vessels, six were French, two Norwegian, one Argentine, one Danish, one Swedish, two Japanese and eighteen British. During the same month there were 507 departures from San Francisco. Of these 473 were American merchantmen, eight U. S. Government, nineteen British, three Japanese and one each Norwegian, Argentine, Swedish and French bottoms. Tonnage at San Pedro during June amounted to 64,576 tons, three-fourths of which makes San Francisco its California terminal.

The Governor of Tahiti is asking for estimates to raise the wreck of the French gunboat "Zelee," sunk by a German cruiser September 22, 1914, and also for the wreck of the German cargo boat "Walkure." The gunboat is lying in Papeete Harbor, about 45 ft. under water, on a bottom of hard mud. The "Walkure" is a vessel of 3836 tons gross, and there is in her hold about 2000 tons of phosphate and 1300 tons of coal. She is about 49 ft. under water and at only a short distance from shore. The "Zelee" is built of steel and has all her machinery on board. Both wrecks must be floated by purchasers and tenders should be addressed to the harbor master of Papeete under sealed envelope and must reach him before August 10.

Three steamers in the Australian service, instead of two, as at present, is the plan of the Oceanic Steamship Company if the postal authorities grant additional compensation for mail service, according to officials of the company. This will mean that instead of running to Honolulu, as at present, the "Sierra" will join the "Sonoma" and "Ventura" in the regular service to Sydney, via Honolulu and Pago-Pago. The "Sierra" is to be laid up for some time to undergo extensive alterations to prepare her for this service. It was thought when she went on dry dock to have a new tail shaft put on that only one trip would be lost, but it has been decided by the company to have the further alterations made to prepare her for the Australian trade.

The cargo of rifles, ammunition, bayonets and cartridge belts, said to be valued at \$300,000, which the schooner "Annie Larsen" brought into Hoquiam recently, after seeking to deliver to the tanker "Maverick" off the coast of Lower California, has been taken over by the United States Government and is being held as unclaimed merchandise, upon the order of Collector of Customs Harper. The cargo has not been seized. The Government is continuing investigation of the circumstances of the sailing of the "Annie Larsen" for a port which she never tried to reach, and with a cargo which is under suspicion as having been intended for a new revolutionary movement in Mexico, the shipment from an American port being in such case a violation of the neutrality law.

Scarcity of tonnage available for offshore business has resulted in the charter of several vessels which have been engaged in the coast fleets of Chile and Peru. A number of craft, which were formerly owned here and originally flew the American flag, are reported en route north to Oregon and Washington to load lumber for export. The fleet includes the barkentine "Judith," which was formerly the well-known barkentine "Arago," owned by the Simpson Lumber Company of San Francisco. Two important

fixtures announced are those of the Olson & Mahony steamers "Rosalie Mahony" and "Mary Olson," which have been taken by the J. G. Rainwater Lumber Company of New Orleans. The vessels are chartered on time from two to four months at a net rate of \$200 each per day.

The fate of the Mexican steamer "Mazatlan," owned by Fred Jebsen and later sold to the Executive Company through George and James Flood, is a question which is agitating shipping circles owing to a report coming from the west coast, where the "Mazatlan" is held at Ensenada. According to information received here, the Mexican gunboat "Guerrero" is en route north to blow up the "Mazatlan" before it can be taken from Ensenada, where it has been held for many months. Governor Cantu of Lower California, who owes no allegiance to any Mexican faction, is said to have guns mounted to blow up the "Mazatlan" himself rather than let the "Guerrero" do it. Collector J. O. Davis of San Francisco made an investigation into the real ownership of the "Mazatlan" a month ago, when an application was made to change her registry to American, so there are many persons interested in her fate.

The steam-schooner "Hardy" of the Hardy Lumber Company was almost cut in two on July 14 in North channel, off Point Bonita, by the lumber-laden steam-schooner "Shasta" of the E. K. Wood Company, inbound from Puget Sound. With water pouring through a gash in her bow, Captain Hans Michelson of the "Hardy" raced his vessel inside the heads and beached her within the shelter of Fort Point in time to avoid sinking. After the crash the "Shasta," which was damaged but slightly, backed away from her victim and put into port to dock at the Wood Company's wharves at Oakland. If the collision had occurred a little further out to sea, the "Hardy" would probably have sunk before she could be beached. Captain Michelson places the blame for the collision on the master of the "Shasta." He asserts the latter disregarded his signal to pass to port and continued on his course even after the "Hardy" had blown the danger signal and reversed her engines full speed to try to avoid being run down. The "Hardy" was outbound for Coos Bay with a small amount of ballast cargo and the "Shasta" was inbound from Puget Sound loaded with redwood lumber.

A Chinese steamship line to operate from Shanghai and other Southern China ports to the United States is about to be established to compete with the Japanese lines which now dominate the transpacific trade, according to advices received by the Bureau of Foreign and Domestic Commerce. The Pacific trade is seriously disturbed because of the recent order reserving for the use of Japanese shippers all space in ships under subsidy from the Japanese Government. According to the bureau advices, Fung Sui, representing a syndicate of Chinese capitalists, is on his way to the United States to close contracts for material to construct a fleet of five vessels for freight and passenger service. The ships will make Shanghai a terminal port, and it is expected that the service will be extended to Hongkong and Manila. Honolulu will be a port of call on both east- and westbound trips. San Francisco will claim the bulk of this new transpacific trade. In order to take advantage of the congested freight situation in the Far East due to the withdrawal of space in Japanese ships, the report says two vessels probably will be purchased in the near future to start the new service.

The criticism that has been leveled at the Pacific Coast Steamship Co. in protest against the withdrawal of the fast steamships "President" and "Governor" from the Victoria-San Francisco service, substituting in place of them the old steamers "Umatilla" and "City of Puebla," has brought forth a letter of explanation from the company's officials, who justify the action on the grounds that increased passenger travel from the Sound to the California Exposition left them no alternative. Travel on this route at the present time is so heavy that the company argues it is only a business move that they should operate all their ships on the most suitable schedule. The steamers "Governor," "President" and "Congress" are now maintaining a semi-weekly service out of Seattle to San Diego, with calls at San Francisco and San Pedro, while the "Umatilla" and "City of Puebla" are operated on a weekly schedule out of Victoria to San Francisco only. The Pacific Coast Co. receives a Canadian subsidy of \$3,000 a year for maintaining a weekly mail service out of Victoria to San Francisco. The company has also been offered concessions by the pilotage authorities, provided it included Victoria as a port of call for all its steamers.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 21, 1915.

PROGRESS IN ORGANIZING.

Organizing on the Atlantic Coast is progressing splendidly. The team work of Comrades Andrew Furuseth and Patrick Flynn, who have been addressing meetings of seamen in the principal ports under the auspices of the International Seamen's Union of America, is bringing results far beyond expectations.

It does not seem to require much of an argument these days to convince non-union seafarers that the future of the seamen's calling depends mainly upon the ability of all seamen to "pull together."

The efforts of the predatory interests to have the new Seamen's law repealed, even before it has gone into effect, has helped rather than hindered organizing work among Atlantic Coast seamen.

Shipowners back East have so far refused point blank to make any change in the prevailing disgraceful manning system. They will make no changes whatever until forced to do so by law. So their very attitude has a tendency to bring men to the Union halls and inquire about the details of the new legislation. To meet these inquiries a pamphlet has been prepared by the I. S. U. of A. giving a summary of the new law and appealing to the men themselves to help in making the Act effective.

All in all, the future looks bright. Having gained freedom and having been relieved from oppressive and restrictive laws, the Seamen of America need only rely upon their economic organization to achieve lasting victory.

Intelligent and united action is the main-spring of success in this direction.

Lend a hand, Comrades! And help yourself by helping others!

The term "Home Industry" is common property, but only a fair employer can use the term "Union Industry" as an advertisement in his business. For that reason the latter is the only term that the trade unionist can use with safety to the interests of the union.

THE LIBERTY BELL.

The historic Liberty Bell is in San Francisco. It has completed a triumphant journey across the continent and is now in the midst of its eighth pilgrimage from Independence Hall at Philadelphia, Pa.

The Liberty Bell was cast by an order of the General Assembly of Pennsylvania in 1751. The committee entrusted with the ordering of the bell chose the Biblical line which was cast as the inscription: "Proclaim Liberty Throughout All the Land, Unto All the Inhabitants Thereof."

The famous old bell rang out for the first time on August 27, 1753, when it called the General Assembly into session. For more than eighty years the bell continued to ring on great occasions, its hidden flaw constantly growing and widening into the crack that became fatal on the occasion of its last peal.

It rang on days of rejoicing and for occasions of mourning

It celebrated the repeal of the stamp act, and sounded many times in the stormy period before the Revolution in protest of British acts or approval of Colonial defiance. When the tea ship arrived it called together in the State House yard the largest political protest gathering Philadelphia had seen up to that time.

It was muffled for the closing of the port of Boston in 1774. On April 25, 1775, it called 8,000 citizens to the State House to hear the news of Lexington and Concord and to take the pledge of fealty to the Colonial cause.

Then on July 8, 1776, it rang its greatest note, when the Declaration of Independence was proclaimed to the world by the Continental Congress. Again, on July 4, 1777, it celebrated the first year of this nation's independence.

On July 4, 1826, it celebrated the beginning of the Jubilee year of independence, and three weeks later it was muffled for the death of John Adams and Thomas Jefferson. February 22, 1832, it rang the centennial of Washington's birth. Once more it sounded when, in 1834, it rang farewell to Lafayette, and then in July, 1835, it sounded publicly for the last time, when it rang for the death of Chief Justice John Marshall, and cracked irretrievably.

This, in brief, is the history of the Liberty Bell. As stated, the dear old bell "proclaimed liberty throughout the land" as early as 1753.

Yet, in 1915, in the month of July, while homage was paid to the bell at Seattle, Wash., there were held in bondage and virtual slavery at that very port (read communication on page 8) the entire crew of a ship. By treaties entered into between this free Republic and practically every foreign nation our Government is bound to serve as the slave-herder for all foreign ships in our ports. It matters not whether men are abused, starved, or ill-treated, the police power of this nation is at the disposal of all foreign shipmasters who call for aid in enforcing inhuman and intolerable conditions upon the slaves of the sea.

True, the Seamen's Act, when in full effect will abolish this disgraceful and un-American practice. Let us not forget, however, that even before the law has gone into effect its abrogation is demanded by the very press which goes into hysterics over the Liberty Bell's arrival in their respective cities.

Is it possible to conceive of more hypocrisy

and cant than is openly displayed by these Mammon-serving rags?

They pretend to glorify in liberty as proclaimed in 1776, but in the same breath (and the same issue) they insist that slavery and involuntary servitude by seamen must continue forever because liberty in this instance would interfere with "business."

They say that foreign nations will be displeased and resent the step taken by this nation in enacting the Seamen's Charter of Freedom. And while they make these miserable pleas in one column, they take us back to the days of the revolution in another column. There they tell us in vainglorious language how nearly seven-score years have rolled around since old Liberty Bell pealed forth the glad tidings and echoed the sentiments of the revolutionary fathers, proclaiming the important fact to the world that "these United States are, and by right ought to be, free."

In 1776 it was great, grand and glorious to establish liberty for all our people and to defy the world if it should object.

In 1915 it is considered bad business to give liberty to the only remaining bondsmen who come to our shores. Moreover, it is held to be awfully impolite to grant this boon because it might offend foreign nations.

Oh, if that old bell could only talk and again proclaim its sweet message of liberty in the clarion voice of long ago!

MEN WHO TALK TOO MUCH.

Men on the Pacific Coast who go to sea for a livelihood are "hired" and "fired" with little compunction. Sometimes the reason is given and more often it is not.

The "agitator," i. e., one who is inclined to stick up for all that is coming to him and his colleagues usually finds it difficult to hold down his job.

Somehow "agitators" are not wanted anywhere. They are not even tolerated in pedantic circles.

But most agitators are born as such. They simply cannot help being agitators. It is in their system.

The great objection to the agitators (including those with an education) seems to be that they talk too much.

Within the recent past two college professors have been dismissed because they talked too much.

Read and digest what these foolish men had to say.

Professor Scott Nearing of the University of Philadelphia said this:

There are certain well-recognized principles of social expediency: that industry shall pay a wage that will maintain the efficiency of its workers; that wages must prevent poverty and dependence; and that families must be able to live as self-respecting units in the community. These principles underlie the sane conduct of society. Each of them is violated by the present American wage scale.

American wages are inadequate, grossly inadequate, when viewed from any point of vantage afforded by the available social facts. In a small percentage of the cases, and for the individual families, this is not true. Speaking generally, however, and in terms of family living, the present American wage scale is pathetically, grotesquely, viciously inadequate.

No wonder this professor lost his job! American Universities are not maintained for the purpose of raising American workers' wages. He should have known enough to say more pleasant things—more pleasant to those who do the "hiring and firing."

Professor James H. Brewster of the University of Colorado is another man who talked "too much." He was indiscreet

enough to give expression to this thought in connection with the Rockefeller-inspired conviction of John Lawson:

Witness what is going on in the southern coal fields of Colorado under the name of law. Then let us recall a certain important historical fact. About two hundred and twenty-five years ago a cruel, revengeful, deceitful despot sat upon the throne of England—James. He sent a special judge into the western counties of England to try the people who had protested and risen against his tyranny, and the name of Judge Jeffreys and the "Bloody Assizes" that resulted from that sending of the special judge have been blots upon the pages of the history of England ever since. Three hundred men were executed as a result of the sending of that special judge to try these men who spoke against tyranny and oppression. Shall history repeat itself in Colorado and in the United States? If so, we might as well remember that three years after the "Bloody Assizes" King James left England forever in disgrace.

Now, many of you are immediately interested in the special case of John Lawson; and I must say that it is extremely difficult for me to speak with composure and restraint upon that subject, because I know John Lawson well. I have known many fine men in this country, from the Atlantic to the Pacific, and I have known them well, but I have seldom seen, if I have even seen, a finer man in character than John Lawson. But he is convicted of murder in the first degree and sentenced to life imprisonment at hard labor! Is that justice, especially when you consider upon what testimony he was convicted? No one ever charged him in the case with having fired a shot and all he was really guilty of was being a member of the International Board of the United Mine Workers of America; and he was convicted upon the testimony of such men as Linderfelt and that despicable spy and traitor, Snyder.

That testimony convicted John R. Lawson. It will never stand.

And again we say, no wonder this professor was dismissed. The University of Colorado is not maintained for the purpose of securing "justice" for workingmen.

In American universities there is a vital difference between "free speech" in theory and "free speech" in practice. Those who do not realize this must take the consequences—professors not excepted.

Some day in the future, workingmen and women will compel recognition and representation on those august bodies which direct the policies of the higher institutions of learning. Then there might be a different story. But until then it will remain dangerous for college professors to talk too much.

United States Government statistics put the annual increase of this country's wealth between the years 1904-1912 at \$10,080,000,000. It is even claimed that the aggregate now doubles every decade. The statesman, the economist, the taxpayer or the responsible head of an "infant" industry gets a reaction from such unprecedented figures that is stimulating. But the prophet, the educator, the historian and the social investigator have to ask whether knowledge, virtue, wisdom, fraternity and the common people's happiness and well-being are increasing or improving at the same relative rate. Unless they are (and here we quote not a labor paper, but the Christian Science Monitor), "what avail-eth the building of barns, the laying up in storehouses, and the amassing of things?"

In commenting upon the so-called Referendum taken by the American Chamber of Commerce to ascertain from "business men" whether the new Seamen's law is too drastic, The Public, of Chicago, makes these pointed assertions:

A similar poll of slaveholders seventy years ago regarding the Abolition movement, or of millowners yesterday as to the employment of young children, would have produced results similar to what may be expected from this one-sided inquiry.

Enough said!

"TIED TO THE SHIP."

The JOURNAL herewith reproduces a significant and self-explanatory letter sent to the "Port Commissioners" at Seattle by the crew of the Peruvian bark "Mario," recently arrived at Puget Sound from Callao, Peru.

In this connection, attention is called to the editorial comment appearing in this issue under the caption "The Liberty Bell."

The letter in question is published just as it was received; no attempt having been made to change the original text:

On Board Peruvian Bark "Mario,"
Seattle, Wash., July 13, 1915.
The Port Commissioners,
Seattle.

Gentlemen:

It is with great relief and pleasure, I pen this note for your consideration hoping in the name of humanity, justice and right will be granted us.

I will commence from the beginning and make the whole thing explicit so as you "Gentlemen" may judge us rightly. We, the crew of the Barque "Mario" wish to put in a complaint on the agreement we signed at Callao. The white crew comprising nine A. B. Seamen were taken by a boarding house master to the shipping office at Callao (no captain or officers being present) to sign the articles; we were made to understand for the voyage up to Seattle, we would receive twenty-five soles per month and if we wished to return to Callao, the wages would be thirty-five soles for the return voyage and if not, we could sign clear of the ship; on arrival here, we spoke to the Captain about signing clear of the ship, he absolutely refused to do so. At the same time informing us we knew nothing of the Articles, which is quite true, as we do not happen to understand the Latin language. On this account I wish to tell you all the unfairness we have suffered at the Captain's hand. This ship is in a most despicable condition from truck to kelson and not fit to go to sea and a proper death trap to the unwary sailor who relies on any stepping gear aloft. Many accidents have occurred, but no remedy taken to rectify it, especially when up aloft. I for example have narrowly escaped from coming down on deck, but my case is one of many; a young fellow when up aloft happened to step on a ratline which gave way under him, down he came, luck favoring him, he fell across the mizen stay, thus narrowly escaping death. Accidents like this never occur on other ships.

Now, sirs, I will continue on the next disagreement we have endured during the voyage; looking at us, you will see from the start that the food has not been sufficient and second that it has been of a poor and rotten condition, beans & rice being the substance of every meal. If people imagine one could exist on such stuff, better try it for themselves for a few days, leave alone the three months we have had to put up with it; insufficient food always tells on a man and when one has to endure two meals a day of which rice is the chief factor and of which everyone cannot digest, it is time someone in authority should be informed. The pork we have on board is the hardest problem I have ever tried to fathom, it has been killed aboard and many hands have had a try to salt, but with no success, its state is most abominable, but still the sailors have had it given to them to test to find out whether it was fit for consumption, but fortunately we have a keen sense of smell and would not permit it inside the forecabin. Gentlemen, I am not exaggerating and when you come on board you shall have proof enough to that effect.

The worst and most pitiable story I have to relate is about a young American from Kentucky. The poor fellow has been very seriously ill since a week out from Callao and has suffered awful. During the period of his illness, the Captain never made any inquiries about him nor gave him any assistance whatever and you will be surprised to hear that the ship has no medicine chest aboard against illness which is very extraordinary and against all rules compassing vessels on the sea. The young man in question is still on board and is a living skeleton, which requires your immediate attention, or otherwise we do not know the consequences.

Now, gentlemen, I have given you my explanation to the best of my ability and most urgently request your presence on board, as we are unable to go on shore and see you as we have been told, no liberty would be granted us. We have many more complaints to make to you in person. Hoping, gentlemen, you will come aboard at your earliest convenience and get us clear of this detestable existence and make us look up to you for this assistance.

Hoping you will oblige, we are, gentlemen,
Yours obediently,
Signed by Crew of Peruvian Bark "Mario."

For fair products of all kinds consult the JOURNAL's ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 19, 1915.

Regular weekly meeting came to order at 7 p. m., D. W. Paul presiding. Secretary reported shipping dull. The following were declared elected delegates to the convention of the International Seamen's Union of America, which will meet at San Francisco on August 2, 1915: C. M. Albrecht, Jack Edwardson, Andrew Furu-eth, I. M. Holt, Harry Ohlsen, D. W. Paul, John Pearson, Jack Rosen, Paul Scharrenberg and Aug. Seaman.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., July 12, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 12, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 12, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 12, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 12, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 12, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 12, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 5, 1915.

Shipping fair; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 15, 1915.

No meeting. Shipping fair for waiters; some few men ashore.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, July 8, 1915.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, July 7, 1915.

No meeting. Shipping good; steam-schooners arriving in great numbers; scarcity of waiters; no men ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, July 12, 1915.

No meeting. Shipping medium; few men ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

DIED.

Thomas F. Brunstad, No. 2121, a native of Norway, age 25, died at San Pedro, Cal., July 15, 1915.

John Svensen, No. 1629, a native of Norway, age 42, died at Stockton, Cal., May, 1915.

Eureka, Cal., recently elected a Socialist Mayor by a majority of three votes. Immediately there was a demand for a recount. Someone had faked the returns—sure! After the recount was completed the vote stood Falk (Soc.), 1755; Puter (Dem.-Rep.), 1745. Some recounts are like boomerangs.

We cannot lay too much stress upon the difference between the union man and the member of a union.

THE KOSMOS LINE.

The accounts of the Kosmos Steamship Company of Hamburg for last year show a gross working surplus of M.6,693,587, as compared with M.7,768,257 for the previous year. Out of this the sum of M.2,500,000 is provisionally set aside for claims arising from uncompleted voyages and special costs due to the war. The revenue from interest was M.563,341 (M.966,137 in 1913). The deduction of working expenses, which came to M.768,683 (M.513,049), leaves a net profit of M.4,013,466, as compared with M.8,221,346 for 1913. After writing off M.3,105,188 for depreciation, as against M.5,154,901 applied for the same purpose in the preceding year, a dividend of 6 per cent. is declared, which is 10 per cent. less than the distribution for 1913. The report mentions that only one of the company's fleet of 33 steamers is in the enemy's hands. This vessel is the "Serak," which was lying at Swansea at the outbreak of the war. The "Totmes," which was at Antwerp, had her machinery "wantonly damaged," but the directors hope that they will receive compensation through the German government. It is stated that the company has subscribed M.3,000,000 to the war loan and M.100,000 to the German Marine Insurance Company of 1914, which was founded at Hamburg at the beginning of the war for the purpose of rendering German shipowners independent of English underwriters.

"FREEDOM."

"Freedom could not be the sacred word it is if it meant only the power of any individual to do what he likes," we read in an interesting article on freedom in the Times (London) literary supplement, from which the following extracts are taken:

"Man had this before he became a social being at all, and he loses it as soon as he becomes one. There remains in him always the desire to do what he likes; but it is not sacred to him. He may like it in himself, but he does not like it in others; and only those things are sacred to us which we like in others as well as in ourselves. And so freedom is sacred to us, not because of our individual desire to be free, but only when we wish others to be free, when we would have our freedom as a part and necessary condition of theirs. The man who has a passionate love of freedom is, in that, like the man who has a passionate love of goodness; he is aware of it more in others than in himself. It is more beautiful to him and more delightful when he beholds it than when he possesses it."

"No man who, when he speaks of freedom, is thinking only of his own can know what freedom is; for it is not attained to through the conflict of individuals, each trying to do what he likes. That way tends to anarchy and through it to tyranny. It is only attained to when men wish each other to be free, when the state of freedom seems to them glorious because it is reached by yielding rather than by assertion."

"Freedom, unlike power, can be enjoyed without rivalry or conflict. A nation possessed by the will to power does not wish other nations to be powerful; but the nation with the will to be free rejoices in the freedom of other nations, and the freer it is, the less will it wish to impose its will

upon them. For the desire for freedom is based upon a belief about the nature and destiny of man, without which freedom becomes a mere word of rhetoric. That belief is that it is every man's business. . . . to think what he himself holds to be true and to do what he himself holds to be right, and that, unless he does this, he is not performing his function as a man at all."

THE "OPEN-SHOP."

Numerous articles have been written and thousands of speeches made by trade unionists explaining to the workers the meaning of the Open-Shop. On the other side of the question the employers, through their agents and sympathizers, have explained what the Open-Shop means from their standpoint, but it is seldom that a daily newspaper, in its editorial pages, discusses this subject unless when they take the manufacturers' side of the question.

Occasionally a fair-minded newspaper discusses this question from an independent standpoint. Some time ago the Cleveland Press published an editorial.

There is nothing in the editorial that has not been written over and over again by the representatives of labor, but coming as it does from a great daily newspaper, and expressing the views of that publication on the Open-Shop, we consider it well worthy of reproduction. It is as follows:

"A manufacturers' organization, resisting a strike by union employees, issued a statement to the public in which it says: 'We shall insist upon an open shop and no member of any organization will be permitted to recognize the union.'

"The open-shop' is a taking phrase. Many people are won by it. Come, now, let us reason together and see what it really means.

"Equality is equity.' There can be no equality where weakness struggles against strength—where the unorganized individual meets organization. Take the Lake Carriers' Association as a typical case. On the Great Lakes the independent carrier has almost disappeared. The United States Steel Corporation has a great fleet, owned by a subsidiary corporation and officered by high-salaried, brainy men. The big railroads have their fleets. Each of those single fleets represents an organization.

"But these great organizations are not content with the enormous power thus secured. They organize the organizations and bring all together in their Lake Carriers' Association, so that the millions upon millions of money invested in the vessels on our Great Lakes and the great captains of industry in control thereof act as a unit.

"The employe must work or his family will starve. Wealth can wait. But, not content with their tremendous natural advantages, they insist on the individual, single-handed and alone, meeting organization at its greatest efficiency.

"An 'open' shop really means a 'closed' shop. It is closed to organization on the part of the employes. It is closed to collective bargaining. A man who toils from morn to night and finds it an eternal struggle for the barest necessities, cannot inform himself about the state of the labor market. The employer says, 'The wages I pay are governed by the law of supply

and demand.' He pays big salaries to his managers to keep posted and turn to the profit account every change. The employes can do nothing in this direction unless they organize. While thousands work, they may chip in each a few cents a week and employ their representative to gather data and properly present their case—if they are organized. That is their only chance. Without organization they are helpless. Liberty is a mockery—equality and equity cannot exist.

"In a vast number of factories machines are cared for better than the men, women and children who run them. Why? The machines cost money; not so with the employes. If they are injured or become ill it costs nothing but a little effort to get someone else to fill the place.

"Without organization among employes the tendency is to reduce all to the level of the meanest employer. Competition compels many an employer to permit conditions which otherwise he would never tolerate. The slave-driver among employers becomes the model which others must copy.

"Is there not need of organization among employes?

"The nation which fails to protect its rights becomes a prey to avaricious nations. China is an illustration. Just so with labor. Without organization it is helpless. And as it deteriorates, all society deteriorates. There can be no dignity to labor without securing its independence and self-respect; and a living wage and proper conditions are essential to what we proudly call 'the American standard.'

"So whenever you hear the cry 'open shop,' remember that it really means a 'closed shop,' inequality, inequity. It means more power to the labor crusher and a lowering of the standard of living."

In point of wealth, Texas is now the seventh State of the American Union. In 1850, with taxable property valued at \$52,740,743, it stood twentieth in rank. Its taxable wealth at present exceeds \$6,552,242,164. It will surprise nobody to learn that Texas led all the sister States in the value of its live stock when the last inventory was taken, but not many will be prepared for the statement that it also stood first in the value of its railroads and railroad equipment. In this connection it may not be inopportune to remind the reader that Texas is the largest State in the Union and that it ranks fifth in point of population.

Some interesting conclusions may possibly be drawn from the income tax returns, corporate and individual, in the second New York district, especially with regard to the effect existing world conditions are having upon the very rich. The district named includes the money center—Wall street, Broad street, and the rest—of the chief city of the United States. In this district the corporation tax collections for the fiscal year just ended were \$7,009,000 as compared with \$5,889,000 last year, while the individual income tax collections were \$8,206,000 as compared with \$7,950,000, from which it would appear that the very rich continue to do fairly well.

That is true liberty which bears a pure and firm breast.—Ennius.

THE CARPATHIAN PASSES.

An interesting description is given by Rosalind Travers Hyndman in the Manchester (England) Guardian of the Carpathians where "miles of almost untrodden pine forest clothe the slopes on either side," and where the wolf, bear, and lynx still flourish in the lonelier parts. "The foothills are honeycombed with caves, and the traveler hears the sound of underground waters; westward there are many abandoned mines. Up the mountain valleys eastward on either side are straggling villages, each house standing in its own plot of field or farm, inhabited by a wild, yet gentle folk, on either side of the range," Hutzuls by name. "All these mountain people on both sides of the border are generally called 'Slovaks'; at the western end they are of Moravian origin, but from the Hohe Tatra eastward they are nearly all Ukrainians, the remnant of that great Slavonic kingdom of the Ukraine which extended through Russia to the further shores of the Sea of Azov in the eleventh and twelfth century.

"From Moravia along into Rumania, seven lines of rail cross the range, and there are many more road passes." "There are no railway passes into Bukovina, and only two good highways. From Korosmezo to the Kirhbaba pass is the wildest and loneliest part of the Carpathians, untraversed by a single road—yet here, I cannot tell why, the mountains have lost their forbidding character and some of their gloom. Peaks of six thousand and seven thousand feet stand up on either side of the boundary, and the double-ridged formation which characterizes the Carpathians is here very well marked."

Taking a view of the whole range from the Oderberg-Zsolna line in the extreme west to the Marmaros-Sziget-Lawoczne line in the east, the range varies, the writer says, "from nine to twenty-two miles in breadth, and no peak attains a height of more than eight thousand feet. From end to end the double-ridged formation can be traced, and in many places the mountains fall away in several parallel ridges, like the Jura. All along, the Galician side of this irregular wall is steeper, and higher. The Hungarian slopes facing south are gentler and more wooded—that is, the forests are more widely spread, for it would hardly be possible, in the temperate zone, to find thicker or more primeval woodlands than those that fill some of the Galician vales." "The famous Dukla pass," the writer tells us, "is only one thousand five hundred feet high. From here a mountain road leads down to Czernahora, and there strikes a very good highway along the Ondava valley, leading straight down to the plains." "The space between this and the Laborcza valley is filled with uplands, mainly wooded, traversed only by peasant roads." At Meso-Laborc we strike the Homonna-Lupkow-Zaborcz line. "Here the country on the Hungarian side is unusually open, and ascent is fairly gentle to the pass itself, which is hardly more than two thousand feet." The Lupkow pass, this writer considers a far easier entrance into Hungary than the Uszok pass. "In the latter the ascent from the north and the descent on the south are very much steeper; the railway coils and twists round hill after hill, and the road zig-zags upon itself in true mountain fashion."

WENDELL PHILLIPS' ADVICE.

"Have faith in each other, stick together, if you want power in this country, if you want to make yourselves felt, if you do not want your children to wait long years before they have bread on the table they ought to have, the leisure in their lives they ought to have, the opportunities in life they ought to have—if you don't want to wait yourselves, write on your banner, so that every political trimmer can read it, so that every politician, no matter how short-sighted he may be, can read it:

"WE NEVER FORGET!"

"If you launch the arrow of sarcasm at labor, *we never forget*; if there is a division in Congress (or the State legislature) and you throw your vote in the wrong scale, *we never forget*. You may go down on your knees and say, 'I am sorry I did that act' and we will say, 'It will avail you in heaven, but on this side of the grave never.' So that a man taking up the labor question will know he is dealing with a hair-trigger pistol, and will say, 'I am to be true to justice and to man, otherwise I am a dead duck.'"

This excellent advice by the great patriot, Wendell Phillips, to the working people of Boston in 1866 will be found to be wonderfully effective in ridding the halls of Congress and State legislatures of "political trimmers" and traitors to the people's interest, if the records of each legislator are thrown upon the screen of pitiless publicity. The working people in every State should insist upon having their State federation officials distribute the legislative records of every State Senator and every Assemblyman, at the close of each session, so they can be properly examined before succeeding elections. Such records are kept in Washington of Congressmen and United States Senators. They can be obtained from the officers of the American Federation of Labor. The legislator who is antagonistic to labor's interest, indifferent, corrupt or ignorant, should be faced with Phillips' reminder, "*We never forget*."

The best way, however, to insure loyal and efficient service to labor and the whole people would be to select representatives from the workers themselves. They would be more likely to voice the aspirations and wishes of labor.

Put none but trade unionists on guard. Men who have been tried and known to stand true.—Machinists' Journal.

As a result of an experiment on the United States battleship "Texas" crews' laundries will be installed in all new battleships and in the older ones as rapidly as conditions permit. Captain A. W. Grant, until recently in command of the "Texas," has submitted a report to the Secretary stating he found the innovation an excellent one and recommending that it be made universal throughout the battleship fleet. The Secretary, approving the recommendation, believes that in addition to effecting economies in the use of fresh water on board ship a modern laundry will be more sanitary and also give bluejackets more time for military duties. Enlisted men will be charged 40 cents a month for laundry work, while officers, chief of petty officers and the mess will pay so much a piece.

Liberty is given by nature even to mute animals.—Tacitus.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y. 55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O. 1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS. 133 Clinton Street
Telephone South 240.
ASHTABULA, O. 21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
DETROIT, MICH. 15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS. 1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH. 108 Fifth Avenue
OGDENSBURG, N. Y. 70 Isabella Street
Conneaut, O. 922 Day Street
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
PORT HURON, MICH. 517 Water Street
ERIE, PA. 107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O. 1185 W. Eleventh Street
CHICAGO, ILL. 445 LaSalle Avenue
MILWAUKEE, WIS. 151 Reed Street
DETROIT, MICH. 27 Jefferson Ave., East
SUPERIOR, WIS. 1814 Fourth Street
OGDENSBURG, N. Y. 70 Isabella Street
BAY CITY, MICH. 108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

to have still better improvements it is necessary that they shall associate themselves or unite with organized labor in its great efforts to make the lot of the worker more pleasant and agreeable. Unless we lift the burden from the shoulders of our brother it is a certainty that the burdens on our own shoulders will be so great that we shall be crushed under it.

"Our labor movement is not confined to the skilled worker. Every man and woman who is working for wages is eligible for membership. Their only hope to receive consideration is by the unity of labor. The American labor movement is not narrow. It is not confined to preaching to a small group. It is open to all labor, no matter how menial. Our movement is truly the greatest movement ever instituted in the history of the world. We are not only a great economic power, but the greatest non-partisan political power in all the country."

President Gompers declared that if he judged the temper of the American people correctly John R. Lawson will never go to prison. The speaker recalled the various features of this trial and said the jury was selected from among those who were friendly to the mine owners. The Clayton law, with its declaration: "The labor of a human being is not a commodity or article of commerce" was declared to be the most far-reaching law ever passed.

Women's suffrage was favored by the speaker. "We want the enfranchisement of woman because she will be a great factor in legislation of a sociological character. You never could get women to vote down any measure that would protect children," he said.

"M., M. & E." Wants Czar-Like Power.

The Merchants, Manufacturers and Employers' Association of Stockton, Cal., refuses to believe that citizens of that burg are weary of anti-union opposition, which is conveniently labeled "open shop."

The association's failure to disrupt the trade union movement has been lost on this organization, which is now circulating business men for signatures to an eighteen-page agreement that pledges yearly dues ranging from \$500 to \$1,000 and accords the association's board of directors unheard-of powers.

The theory that "every man has the right to run his own business" is overlooked by these anti-unionists, who ask business men to give the association's board of directors these powers:

To regulate minimum wage rates and hours of labor in all industry. No business men shall negotiate with employes on these subjects without approval of the board.

All agreements with trade unions "must be negotiated and made by and through the board of directors."

In case of strike or lockout, the board shall prepare a list of firms and companies that are "unfair" to the association, and no member shall patronize same.

When the board declares any strike or lockout at an end, the "unfair" list shall be discontinued and all members so notified.

Members are pledged to obey all laws,

but for fear the board may not be supported, a special provision strengthens the mandates of these self-constituted czars, who are empowered "to enter into and carry any and all negotiations."

As an additional precaution it is specifically stated that while the board shall act by and with the advice of the members, it "shall not be bound thereby, unless such advice is concurred in writing" by three-fourths of all the trades, lines of business and industries represented.

Stockton unionists are pointing to this wonderful document as a sample of the one-sided "freedom" the average anti-union employer favors.

Trials of Harvest Workers.

Life's other side is never more plainly visible than among harvest workers passing through this city, says the Topeka Capital. Most of these workers are penniless. They do not, as a general rule, have the least idea where their next meal is to be secured. They do not eat regularly, and eat whenever they get a chance. By the time these harvest workers reach the wheat fields, work usually means sustenance. When they pass through Topeka some of them may have money, but it is generally little more than is necessary to buy them meals and clothing until harvest begins.

Men who went to western Kansas two and three weeks ago, are now returning in large numbers. They say harvest in most places will not start for two weeks. With many destitute men, food is hard to obtain. The idea of earning a living is chimerical, they state, until harvest begins. Jobs are snapped up before a man even has a chance to put in his application.

Many of the workers blame Eastern newspapers and employment bureaus for their present condition.

MORE HEARST NONSENSE.

In a long editorial, in which truth is carefully evaded, Hearst's Examiner asserts that President Wilson has crippled the American merchant marine for the benefit of British shipping, and acting under the influence of British shipowners. And Hearst, sitting as a Grand Jury, makes several charges in his indictment of the President.

As a preamble to his indictment, Hearst says that "never in the history of our Government has any President compressed into two years of his term of power so many acts prejudicial to the interests of American shipping," and that these acts "can only be explained upon the theory of a positive hostility to its advancement." Then follows this first specification in the indictment:

Mr. Wilson began by taking from the Panama Canal, upon which the Nation has spent nearly four hundred million dollars, its chief advantage as an incentive to the building and operation of American ships and its usefulness as a competitor of the transcontinental railroads. With an apparent purpose to serve either British interests, or railroad interests, or both, he compelled the repeal of the law granting free passage of the Canal to American coastwise ships.

Which means, in few words, that for the benefit of Great Britain and our transcontinental railroads, the President forced Congress to repeal the free tolls provision of the Panama Canal Act. At the time the President asked Congress to repeal that provision, Hearst asserted that the President had sold out to the transcontinental railroads, and that repeal would enable the

roads to "hold up" American shippers by charging high rates.

But the obstinate, thoughtless transcontinental roads, quite regardless of the feelings of Hearst, went to the Interstate Commerce Commission after the free tolls provision was repealed, and got permission to lower freight rates so as to compete with ships using the Canal—even American ships that pay tolls.

Most of the tolls collected by the Panama Canal since it was opened for traffic have been collected from American ships, because most European shipping is idle as far as trade through the Canal is concerned. As stated editorially in Hearst's Examiner, tolls of \$4,000,000 were collected by the Panama Canal from the time of its opening up to June 6, 1915, and in April "the tolls for the first time were greater than the cost of operation and maintenance of the Canal by \$84,112." Also, that "partial returns indicate the tolls will swell the total sufficient to wipe out the previous existing deficit."

So, then, not only have transcontinental freight rates been reduced by Canal competition—on account of the low rates charged by American ships—but American ships have paid almost all the tolls collected, and the collections amount to more than the cost of operation and maintenance.

What would the collection have amounted to if American ships had been able to use the Canal without paying tolls? And inasmuch as the railroads have lowered freight rates on account of Canal competition, how have the railroads benefited or been able to "hold up" shippers on account of repeal of the free tolls provision?

And how can it be said that the repeal was an act "hostile to American shipping," when American ships are running through the Canal and when American ships have forced the railroads to lower freight rates?

The next charge in Hearst's indictment of the President is that he was unwilling to bring about the passage of a law that would build up American shipping, by providing for steamships owned by the Government. Hearst says the bill "died because the Administration which produced it destroyed all its merit and all its vitality in response to the demand of the British steamship companies."

That is entirely too absurd for serious comment. Years ago we used to be told that Democrats and others who advocated lower tariffs walked sideways because their pockets were loaded with "British gold" furnished by the Cobden Club. If the President was able to coerce Congress, as Hearst asserts, into repealing free tolls for American ships, Hearst should tell us why he was not able to coerce the same Congress into passing the bill for Government-owned ships. Surely, it is easier to coerce a legislative body the second time than the first.—The Star.

It has been well said that indifference is incompatible with love. The same may as truthfully be said with reference to all other phases of mental absorption. For instance, the so-called calmness of the debater on any subject of importance usually proves nothing more than lack of interest in the result.

Merely to breathe freely does not mean to live.—Goethe.

ABOUT "CONFISCATION."

Confiscation is an ugly word to some—especially to upholders of conditions that bestow on a few, legal power to confiscate the earnings of others. In Chicago just now, the confiscation plea is being worked in behalf of a telephone company that is now being called upon to fulfill a pledge voluntarily given in return for a valuable franchise. In Denver and Colorado Springs, the confiscation cry was raised by similar interests in opposition to very moderate proposals to reduce confiscation of individually produced labor products by the local government and confiscation of socially created values by a few favored individuals. It was raised by the same interests in California, Oregon, and Missouri in opposition to measures tending toward Single Tax. Yet in none of these places was it proposed to take anything from anyone that justly belonged to him. In every case, it was proposed to moderate to some extent the process by which some are deprived of what is rightfully theirs. Nevertheless, what was in fact restoration was denounced as confiscation, and for the time being, the process so designated has been delayed.

But in Danbury, Connecticut, there is some undeniable confiscation going on approved and applauded by the same interests that expressed such abhorrence for it in Colorado, Missouri and the Pacific Coast. Through an interpretation of the Sherman law, upheld by the Supreme Court of the United States, one hundred and fifty members of the Danbury Hatters' Union have been robbed of their life-savings aggregating \$50,000. And that is only the beginning. The savings have been taken in part payment of a judgment of \$300,000 in favor of a firm injured by a boycott. The firm was not injured to the extent of \$300,000, but the Sherman law empowers the injured one to collect triple damages and this is what the judgment represents. So even conceding that damages to the extent of injury might have been rightfully allowed, the fact still remains that \$200,000 of the judgment is ages to the extent of injury might have immoral, though legal, confiscation declared legal and proper by the highest court in the land.

The next step in this confiscation approved by the Supreme Court is to be the expropriation of the workers from their homes. Where Single Tax campaigns have been made, tears for the poor homeowners have been shed by the interests applauding this Danbury confiscation. They have pleaded with the people to continue a system which makes it impossible for the great mass of them to become homeowners, lest something might happen to existing homeowners. One might think that these interests would now be uttering horrified protests against the confiscation going on in Danbury. But they are not. On the contrary, they are rubbing their hands in great glee and declaring it a wonderful triumph of justice. It is all right, in the eyes of upholders of Privilege, for a private interest backed by the Supreme Court, to rob workers of their homes and savings, but all wrong for the people of a State or locality to deprive these interests of power to take what does not rightfully belong to them. To exempt the small homeowner

from taxation on his house, household goods and bank account is confiscation according to these interests, especially since it means taking for public use a bigger share of the socially created values these interests now appropriate. But outright confiscation of bank accounts and homes by a private interest is a "triumph of law and order."

PANAMA CANAL BUSINESS.

Panama canal earnings over expenses of administration during the fiscal year just closed will approximate \$250,000. The income for June was more than \$500,000, a sum much higher than the monthly average and hinting at what may be expected when traffic on the high seas moves as freely as it is wont with Europe at peace. Indeed, it is claimed by Major-General George W. Goethals, whose relations with the canal now are chiefly advisory and whose term as Governor closes in November, that but for the war the canal would have earned a good income on the national investment as well as paid for its administration.

The canal was built as an investment of national wealth for ends partly military, partly political, and partly commercial. The public will hardly regret any form of profitable return on the large amount of capital used in binding the oceans together. Nor would it be critical if the cash return were less than it now seems likely to be. To measure this form of profits something besides canal tolls must be counted. Tolls do not furnish the deepest satisfaction which the citizen takes in the great waterway. The conquest over natural obstacles, the just and humane administration of the great task of construction, the graftless handling of millions of dollars of wages and commissariat funds, and the sentimental as well as practical advantages of the linking of the oceans—these count for more with the average man than whether the canal is paying its way or is increasing the national commerce. And it is from this super-commercial standpoint that most citizens wish the canal administered rather than from any lower plane. Nevertheless if, under fair regulations and without discrimination in times of peace and of war, it can earn a profit, it should be made to do so.—Christian Science Monitor.

The "Figaro" (Paris) says that one of the most interesting proposals the Chamber of Deputies has soon to discuss is that of a new law for the requisition of steamships by the government. Beyond a general point of view the question has grave importance for the shipowners of France, who have already spent a great deal of time with the government trying to establish a satisfactory plan for requisitioning ships. The President of the French Commission on the Mercantile Marine, Guernier, is to work the scheme in conjunction with the Under-Secretary of State, who will publish lists of steamers liable to requisition in the "Journal Officiel." It is stipulated that the Minister of Marine shall not proceed to requisition any vessel without the advice of the Under-Secretary of State as to the choice of the steamer to be taken and the sum to be paid as indemnity to the owner.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

President Wharton of the American Federation of Labor railway department announces that the strikes on the Illinois Central, the Harriman lines and the Pere Marquette system have been declared off.

Unionists of Arizona are urging the Legislature to adopt house bill No. 14, which provides for a miners' hospital and home. A similar bill is now pending in the Senate. The latter body has passed a resolution providing for the purchase of 50,000 acres of land for the home. Several States have laws of this character.

The San Diego (Cal.) City Attorney's opinion on the right of workers to picket has checked those members of the City Council who favored passing an ordinance that would prohibit all forms of picketing. The City Attorney held that it was legal to pass laws stopping crowds from congregating, but an ordinance which attempts more is unquestionably an invasion of private rights.

Labor Commissioner Bryant and New Jersey employing potters held a conference in Trenton recently for the purpose of agreeing on sanitary conditions in pottery plants, which the laws provide for. The commissioner stated that orders from the labor department were evidently "misunderstood." The employers agreed that needed improvements would be made.

The Trades and Labor Assembly of Denver, Colo., has protested against the dismissal of Prof. Brewster from the law department of the State University, and declares that this action "is because of the subsidizing tendency of the Rockefeller influence and money, which seeks to use its influence with the board of regents to poison truth and justice at its fountain head, our institutions of learning."

A vigorous plea for the protection of children was made by Chairman McConologue of the Iowa State Board of Control at a meeting of the executives of the various State institutions. This official said: "When statesmen get to the point where they will consider the child of more importance to society's welfare than the calf, pig and the chicken, we will then have hopes that the remedial and beneficial results will come to humanity."

Beginning this week President White of the United Mine Workers of America will start a two weeks' campaign to raise the union membership to its highest point before the negotiations for a new working agreement with the mine owners are opened. The present contract expires April 1, 1916. Next September a convention representing the three anthracite districts will be held at Wilkes-Barre. At this time the miners will prepare their new contract.

Before an investigating committee, appointed by the Buffalo, N. Y., board of aldermen, it was shown that fifteen cents an hour for a ten-hour day is the prevailing wage paid common labor in that city. Several hundred of these workers are on strike for 25 cents an hour. American Federation of Labor Organizer Streifler is assisting the strikers, and in presenting their side to the committee stated that the investigation is "only the entering wedge of a campaign to be made in Buffalo for better wages and observance of the eight-hour law."

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty

1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John	Larson, E. G.
Anderson, A. B.	Louis, Jimmy
-1082	Larsen, E. G.
Andersen, Andy	Larsen, Ingolf
Baxter, Ed.	Leonard, John
Brunstad, John	Martinsohn, P. A.
Brynulfson, Halvor	Meyerdeirks, H.
Behring, Paul	Moen, Tryger
Christensen, Trygve	Mikkelsen, K. -1620
Carl, Waldemer	Mann, Emil
Carlson, J. -861	Mathisen, Nils
Caruson, Herbert	McDonald, Wm.
Carroll, A. R.	Molony, Charley
Cords, A.	Naro, H.
Edson, Frank	Nelson, Robert
Edwardsen, Anton	Nilsen, N.
Eugan, John	Norlin, Georg
Glademo, Lars	Nygaard, Olaf E.
Hansen, Theo. H.	Olsen, A.
Hansen, C.	Olsen, Harry
Hansen, W.	Olsen, Yugo
Haugland, Harold	O'Daly, John
Hansen, Morris	Olson, E. -996
Hansen, Olaf	Olsen, Harald
Harris, Alex	Olsen, Peter
Hernes, Lars	Perry, Albert
Hohn, Hans P.	Petersen, Carl M.
Ingebretsen, Olaf	Pertson, J.
Jacobson, Anders	Roos, A. E.
Jensen, Jens	Ramberg, Barney
Jensen, Hans -2014	Strand, Charley
Johnson, C. W.	Scherman, Karl
Jacobson, C. Torjils	Sweeting, Ed.
Jacobson, Johan	Sorensen, M.
Johanson, Johan S.	Sammelsen, W. L.
Johnson, Andrew	-1346
Joranson, P. -899	Simminghjelm, G.
Kelley, J. A.	Skedsmo, A.
Kruger, Johan	Straslin, A. W.
Knudson, A. J.	Tullfison, Hans
Kretschmann, Max	Thompson, W.
Larsen, Albin	Willen, Tolvo
Larsen, Ludvig A.	Willie, Max
Lillemo, J. J.	Williams, T. C.
Luberg, William	

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz I.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE — or — A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John
Allan, Frank
Anderson, W.
Bjorkholm, J. E.
Bernhardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Decas, O.
Dolany, Willie
Dully, Alex
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsch, Henry
Geiger, Joe
Gasch, Willy
Gunter, John
Holmstrom, Chas. A.
Holman, W.
Holm, Peter
Hellman, Albin
Holm, Aage
Handt, Wm.
Henriks, Waldemar
Ingebrigtsen, O.
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Kronstrand, T.
King, J. L.
Kelly, Patric
Kjer, Mangus
Knudsen, Richard E.
Keane, M.
Larson, C.
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Morgan, Tim
Muller, P.
Mathson, Nils
Metts, John
Mathiasen, Sigurd
Moller, L. D.
McConnell, David S.
Marx, Hhorwald
Meckermann, Ernst
Meyerdick, Heinrich
Meyer, Chas.
Nilsen, Harry
Neuling, Albert
Olsen, Andy
Osterberg, Henry
Oglove, Wm. A.
Olsen, Oscar
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Emil
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Schultz, John N.
Smith, John
Selin, Joe
Soderlund, Uno
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Tamford, B. A.
Tasnase, E.
Tully, A.
Tuhkanen, J. J.
Urso, Geozep
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengen, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Arnell, John
Bleasig, Wm.
Bowen, J. J.
Carlson, Sven
Davis, Frank
de Lange, Ingolf
Eriksson, -333
Evensen, Krist
Forde, S. C.
Gulliksen, C.
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Hansen, Th.
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Janson, -2203
Janschervitz, -2083
Junge, Heinrich
Kristiansen, Nils
Kustel, V. J.
Ludtke, Emil
McLen, Harry
Munsen, Fred
Nordgren, Chas.
Nilsen, -1054
Uilsen, Harry
Nordgren, Chas.
Onu, Tobias
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simonsen, Isak
Scheffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

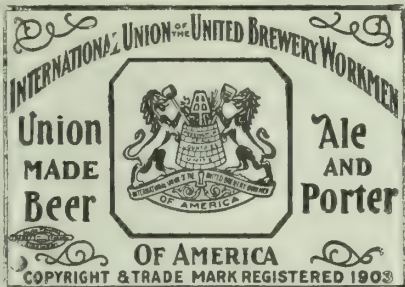
VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTYIN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

**Aberdeen, Wash.****HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Anybody knowing the where-
abouts of Arne Johnsen please
notify O. M. Johnsen, Mosby,
Christiansand S., Norway.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Home News.

J. E. Flynn, newly appointed
shipping commissioner of New Or-
leans, was formally inducted into of-
fice July 1.

Of the \$79,828,765.27 collected from
corporations and individuals under
the Income Tax laws during the
fiscal year ended June 30, New York
State paid \$27,638,766.17, which is
\$19,801,264.08 more than Pennsyl-
vania, the second largest contributor.
California and Nevada corporations
contributed \$1,149,920.74; individuals,
\$1,161,896.43.

Exports of cotton through Galves-
ton during the month of June
amounted to 119,272 bales. The bulk
of this cotton went to England,
France also taking a large share and
smaller shipments going to other
countries. The shipments to the sev-
eral countries were as follows: Eng-
land 72,180 bales, France 27,013 bales,
Spain 14,652 bales, Sweden 3,800
bales, Norway 977 bales, Mexico 650
bales.

There are few changes in the mi-
ning industry in California for the
first six months of the year, as com-
pared with the conditions in 1914.
Mr. Charles G. Yale, of the United
States Geological Survey, reports that
some gain in gold yield is apparent,
however, the United States Mint at
San Francisco, and local smelters
and refiners, having received \$598,-
822 more California gold in the first
five months of 1915, than in the cor-
responding period of 1914.

American naval officers on July 8
took charge of the powerful wireless
plant of the Atlantic Communication
Company at Sayville, Long Island,
which will be operated by the Gov-
ernment until the close of the Euro-
pean war, to insure against viola-
tions of neutrality. This is one of
the two stations in the United States
maintaining direct communication
with Germany; the other, at Tuck-
erton, N. J., has been under control of
the Navy Department since last fall.

President Wilson has denied the
application for voluntary retirement
of 20 commanders and lieutenant-
commanders of the Navy, who sought
to leave the active list under the law
which permits such retirements on
June 30, when promotions from the
grade of junior lieutenant have been
less than 40 during the preceding
year. In announcing the President's
action, Rear Admiral Benson, acting
Secretary of the Navy, said the De-
partment had recommended the
course because experienced officers
were urgently needed in active serv-
ice and promotions already were be-
ing made to ranks below captain at
the ages deemed most consistent.

According to a statement issued by
Secretary Redfield the United States
has made an unparalleled export
trade record in the last 11 months.
During this period the exports of the
country have exceeded the imports
by \$983,000,000. Thirteen of the
ports which ordinarily handle 90 per
cent. of the country's foreign com-
merce show for June an export bal-
ance of \$60,000,000. From this ex-
hibit Secretary Redfield draws the
conclusion that the export business
of the United States during the first
12 months of the European war will
easily show a favorable trade balance
of \$1,000,000,000. This will exceed
any previous trade balance record
by nearly \$400,000,000. The chief
gain has been in foodstuff shipments.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

George Alexander Sharman, a na-
tive of Brooklyn, N. Y. About 28
years of age, height 5 feet 9 inches,
supposed to have sailed on the Great
Lakes in 1907, is inquired for by
M. L. Kinvan, 1211 Mosher street,
Baltimore, Md.

7-14-15

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Domestic and Naval.

The Italian Government has made a general requisition of tarpaulins in Naples harbor, so that goods lying in lighters or on the quays are liable to be exposed to the rain.

The steel motor-ship "Csardas," built at Groningen for Norwegian account, and fitted with a Bolinder motor of 160 h.p., has run her trials, and has given full satisfaction.

The large cargo steamer with cruiser stern which the Fore River Yards are to build for the Luckenbach Steamship Company, New York, will be driven by Curtis geared turbines.

The British tank steamer "Desabla," sunk by a German submarine off the Firth of Tay, was 6,047 tons gross, built in 1913, and insured for marine risks on a value of £100,000, being owned by Messrs. A. Weir and Company, London.

The shipyard of the Samuel L. Moore & Sons' Corporation, at Elizabeth, N. J., which is being reopened and enlarged by the controlling company, the Bethlehem Steel Corporation, will specialize in destroyers and submarines and other small naval work.

The Standard Oil Company of New York have placed an additional order with the New York Shipbuilding Company for two oil tankers to carry about 12,500 d. w. each. The New York Shipbuilding Company already had two large tankers on orders for the same concern.

The International Mercantile Marine Company has been awarded the Grand Prize by the jury of awards of the Panama-Pacific Exposition at San Francisco for its exhibit of models of all the big steamers, past and present, operated by the company. In addition the company received considerable praise from the Exposition officials.

The American Shipbuilding Company has been awarded the contract to cut the steamers "Owego," "G. F. Brownell," "Binghamton" and "J. G. McCulloch," of the Erie Railroad fleet of Great Lakes boats, into two sections, for transfer to the Atlantic Coast. The boats will be delivered to the purchasers, namely, the Staten Island Shipbuilding Company, at the Buffalo terminal yards, at the completion of the trips they are now making.

There is no abatement in the demand for second-hand tonnage, notwithstanding the almost astounding prices now quoted. It is not these high prices which keep business in check; it is rather the difficulty in finding sellers, for steamers that are worth buying are also worth keeping, and it is only for special consideration that owners are tempted to part with ships. Moreover, sellers now demand 20 to 25 per cent. deposit instead of the customary 10 per cent., and sales are conditional on bottom inspection only. The buyers do not get the option of opening out the ship, but take her as she lies, subject only to her hull being watertight. Never were sellers of ships so much masters of the situation. A steel screw steamer, of 9,200 tons deadweight capacity, now building on the east coast of England, to class 100 A1 at Lloyd's, was recently offered for sale, and an offer of £90,000 was made for her, and refused. Last year a similar boat was sold for £78,000; in 1912 a boat of her size was sold for £75,000, and in 1911 a similar boat changed hands at £54,500.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men Exclusively



Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase. REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Alek
Adams, Hugo
Ahlfors, Arthur
Ahokas, Ilmari
Almayer, Henry
Andersen, Alfred
Olaf
Andersen, H. J.
-1620
Andersen, N. -1549
Andersen, S. P.
Andersen, A. -1060
Andersen, A. -1447
Andersen, Chr. -1765
Andersen, D.
Andersen, Ed

Anderson, Emanuel
Anderson, Ernst
Anderson, H.
Anderson, Henry
Anderson, H. E.
Anderson, Jon
-1246
Anderson, Walter
Andersson, A. -1782
Andreassen, Karl A.
Andresen, A. -1635
Antonson, H. -1783
Antonson, Viktor
Augustin, Hermann
Azevedo, Manuel T.

Backman, Axel
Bakker, Jaakon
Ban, Martin
Barz, Herman
Bendiksen, Nick
Benter, H.
Bergman, E. Ivar
Berklind, Gus
Bernes, Chas.
Berry, David J.
Bertelsen, Kristian
Beyerle, Rupert
Bilke, E. -2049
Bjorkstrom, Artur
Bjorseth, Knut

Blum, Ernest
Boers, M.
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Bredemeyer, Elmer
H.
Brown, Thos.
Brown, William
Bruun, Ed
Bruun, Axel
Buckley, J. J.
Bunn, E.
Busch, Peter
Byloff, Charles

Caen, P.
Calson, Fred
Campbell, George
Campbell, S.
Carlson, C. O.
Carlson, C. R.
Carlson, Julius
Carlson, Martin
Carlstrom, Chas.
Carter, J.
Carther, Sidney
Catt, Frederick
Dahlkvist, Fred
Dahlstrom, A.
Daly, John
Daniel, J. C.
Danielson, E.
Danielsen, John
De Baer, Harry

Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Ekstrand, Frank
Edmann, Oscar
Ekberg, Hugo
Ekhoft, Otto
Ekstrom, George
Eliassen, E. -396
Ellefsen, Otto

Fane, James
Ferguson, J.
Ferguson, Will
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Georg
Fjellman, Jonas
Floppert, Fritz
Follan, Thomas
Forde, S. C.

Gabrielsen, Peder
Gart, George
Gilholm, Albin
Gorden, George
Graugard, L. J.
Gregory, C. J.
Grief, E.
Guthrie, Hugh E.
Gronthal, Arthur

Hakansson, John
Halvorsen, Henry
Halvorsen, Hans
Hammergren, Oscar
Hannus, Alex
Hansen, M.
Hansen, Charles O.
Hansen, Hans O.
Hansen, H. C.
Hansen, Henry W.
Hansen, Hilmer
Hansen, Martin
Hansen, Nels S.
Hansen, Norkard M.
Hansen, Olaf
Hansen, Thomas
Hanson, Henrik
Haro, Eddie
Hauan, Karl

Ikonem, Joe
Ingebretsen, Olaf

Jackisch, Magnus
Jakovski, Feliks
Jenkins, Fred
Jensen, Charles
Jensen, H.
Jensen, Halford
Jensen, Henry
Jensen, John Frank
Jensen, Knud
Jensen, Wilhelm
Jespersen, Martin
Johanson, Arvo
Johansen, Axel H.
Johansen, Carl J.
Johansen, T. W.
Johanson, C. -2094
Johanson, Edward

Kaasik, August
Kahova, Gustaf
Kallas, Alex
Kallberg, Arvid
Karlsson, Wiktor
Karsten, Hugo
Kasans, N.
Kendahl, Chas.
Kine, Conrad
Kinoack, Wm
Klatt, Herman

Laakso, Frank
Laine, F.
Langsea, Sam
Larsen, George
Larsen, John
Larsen, Julius
Larson, Alfred
Larson, S. G.
Larsson, K. E.
Laursen, Chris.
Lawson, J. P.
Leif, Frank
Leirevaag, H. J.
Leveridge, H.
Lewald, Harry A.

Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Madsen, Ludwig
Magnusson, E. W.
-153
Maki, Ivar
Malland, O.
Marmian, J.
Manse, Peter
Markwardt, C. P.
H.
Marquels, Frank
Martens, Hans
Martensen, J. C.
2191
Martin, H.
Martin, John B.
Mathiasen, Nils
Mathiasen, Sigurd
Mathieson, Ludwig
Mathieson, N. L.
Mathsen, Olaf
Mathsen, Nils
Matta, Humberto
Mattson, Charles

Naujack, Fritz
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, C. F.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nelson, Herbert
Nerby, Kristian
Neuling, George
Nielsen, Carl
Nicklas, M.
Nielsen, Edwin N.
Nielsen, H. O. -1229
Nielsen, Waldemar

O'Brien, R. F.
Oleman, Henry
Olsson, M.
Olson, B. O. L.
Olson, Charles A.
Olson, John Arthur
Olson, John
Olson, Magnus
Olson, O.
Olson, Otto -1179
Olson, Paul
Olson, Paulus
Olson, Ragnvald

Palm, P. A.
Pala, E. H.
Paulman, Geo.
Paulsen, N.
Pedersen, C. -1300
Pedersen, Carl A.
Pedersen, Carl
Pedersen, Charley
Pedersen, H. -1560
Pedersen, Halfdan
Pedersen, Olaus
Pedersen, P. -896
Pedersen, Petter
Pedersen, W. G.
Persson, John
Peterson, A. -1675
Peterson, Anton

Raam, Henry
Randolph, J. S.
Raudhapp, John
Rank, W.
Rasmussen, J. -446
Reinson, E.
Reyberg, Sverre
Rikes, G. S.
Rimmer, C. M.
Rivera, Ben
Saderholm, Anton
Sander, R.
Saunders, James
Savage, Roland
Schachte, A. O.
Schacter, Hugo
Schager, Ernest
Schneider, H.
Schulge, M.
Schultz, Albert
Schultz, G. F. W.
Seberg, G.
Senter, W.
Siller, E.
Silver, S. A.
Simpson, L. C.
Skjellerup, Aksel
Skogman, W.
Smith, Dan
Smith, John
Smith, L. K.
Snell, Adolf
Snider, G.
Soderberg, R.

Tait, Geo.
Tamsar, P.
Tamman, K.
Tayra, August
Teichert, Karl
Tellefsen, Emil
Thoren, Gus
Thoresen, C.
Uderkuil, C.
Ulla, Ole O.
Valboe, H.
Van Frank, W. O.
Vesgaard, Jens
Wagner, Will
Wadman, Harry F.
Waischwill, Arthur
Walker, Erick
Wallin, Gustaf
Walter, John
Wanag, J.
Weatcroft, L.
Weltz, Orulf
Welure, J.
Wesgaard, J.
White, Peter
Yllinen, Sam
Zankert, Charles

PACKAGES.
Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasole, Michael
Berling, J. B.
Brevick, John
Carter, Sidney
Ceelan, John
Dehler, Alfred
Ellefsen, Otto
Finnely, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
hart
Johansen, Emil
Johansen, Emil
Jorgensen, Oluf
Klette, E. F.

Matheson, A.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Pedersen, H. -1263
Penningrud, Ludwig
Persson, Oscar
Raasch, O.
Raam, Henry
Rarly, Frans
Rathke, Reinhold
Reinertsen, A. L.
Roberts, John
Slettebark, Elmar
Sorensen, Pete
Straadlin, A. W.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL
DENTIST
No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

FRENCH AMERICAN
BANK OF SAVINGS
Savings and Commercial
108 SUTTER STREET
SAN FRANCISCO
Resources . . \$7,700,000
Member of Associated Savings Banks
of San Francisco
United States Depository for
Postal Savings Funds

DIRECTORS
G. Beleney
J. A. Bergerot
S. Bissinger
Leon Bocqueraz
O. Bozio
Charles Carpy
J. M. Dupas
John Ginty
J. S. Godeau
Arthur Legallet
Geo. W. McNear
K. De Pichon

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets	\$60,321,343.04
Deposits	57,362,899.35
Capital actually paid up in cash	1,000,000.00
Reserve & Contingent Funds	1,958,443.69
Employees' Pension Fund.....	199,164.12
Number of Depositors.....	66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law
a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl
Ekland, Will H. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Willy Blunel, a native of Germany, is inquired for by his uncle. Anyone knowing his whereabouts please notify W. Stieglitz, Central Hotel, Hoboken, N. J. 9-30-14

Wilhelm Ekland, a native of Sweden, is inquired for by his brother, Axel Ekland, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

The American steamer "Dacia's" cargo has been condemned by the Paris prize court and confiscated.

The Italian Government have taken power to commandeer Italian vessels as required. From information at present available it appears to be the intention to pay about 6s. 6d. on the deadweight.

It is stated in the Hamburg journals that the German Australian Steamship Company will declare a dividend of 5 per cent. for 1914, as compared with 15 per cent. for 1913 and the same for 1912.

A chain of American hospitals spread over China, managed by American surgeons, with a view to improving medical and hospital conditions in the republic, is the ambition of the Rockefeller Foundation. As an initial step the Union Medical College at Peking has been purchased.

The Australian Department of Defense has awarded a contract for the salving of the German cruiser "Emden," which was sunk off Cocos Island, in the Indian Ocean, by the Australian cruiser "Sydney." The contractors say the raider can be easily floated by Christmas. The "Emden" will be exhibited.

The risk of German submarines doing much damage in the Mediterranean and about the Suez Canal is said to have been much lessened by the destruction of the oil-fuel base discovered near Smyrna, which has terminated their activity outside the Dardanelles, and so long as the allies are able to prevent them from getting out of the Sea of Marmora they are not likely to do much further mischief.

Replying to a question in the House of Commons as to whether the Government would grant compensation to the "Lusitania" survivors with a view to recovery from the German government after the war, Mr. McKenna said the Government could not undertake to grant compensation from the public funds to persons who suffered loss at sea owing to the action of the King's enemies.

The German vessels interned in eastern waters are being kept in the best of condition, being painted and overhauled internally. Indeed it would appear that everything in connection with the vessels is being so well attended to that they would be able to resume running at any time. Any others than Germans who happened to be on board when they sought the shelter of neutral waters have been returned to their homes.

The mercantile tonnage under construction in the United Kingdom is large, but is making no progress. It is reported that of two steamers which were ordered in the late autumn, one for delivery in June of this year, and the other for October, the keel of the first is laid, but further work on her was stopped long ago, while the second is only in evidence on the builders' books. The owners do not even expect the first vessel to be delivered until some time next year. These are typical cases, and will serve to illustrate the state of the shipbuilding industry in Great Britain. It is true that small vessels are being turned out of yards which are not required to do naval work, but these are not numerous, and hardly affect the general situation, while the shortage of labor keeps them backward in delivery.

With the Wits.

Whistler was dining at a London house on one occasion when a titled guest leaned forward to address him.

"I saw one of your work in Paris, Mr. James McNeill Whistler," he said.

"Indeed! May I ask what drew your attention to it?"

"Your name, Mr. Whistler. It was the longest one in the list of artists."
—Cleveland Plain Dealer.

At the railway station a nice old lady left the train and got into a cab. The cabman said, "Gimme your bag, lady, I'll put it on top o' the cab."

"No, indeed!" answered the dear old lady, "that poor hoss has enough to pull. I'll just hel' it on my lap."

"I would like 25 good cigars for my husband."

"Yes, madam; how would you like them—strong or?"

"Oh, strong! Very strong! The last he had all broke in his waist-coat pocket."—St. Louis Post-Dispatch.

A Close Shot. It was during a golf-game in Scotland. The first player who drove off was very bow-legged. The second player, unmindful that his opponent was directly in front of him, struck the ball and it whizzed between his opponent's legs.

"Hoot, mon," said the bow-legged one in anger, "that's nae golf!"

"Aweel," said his opponent complacently, "ef 'tis nae golf 'tis gude croquet."—Ladies' Home Journal.

"What got you into all this trouble?" asked the self made man of his sons, whose business affairs he was trying to straighten out.

"It all came about on account of a verbal contract that the men wouldn't live up to."

"What's the use of men having an education and making such breaks? Didn't I warn you before you began business to have all of your verbal contracts in writing?"

Joint Accounts

This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

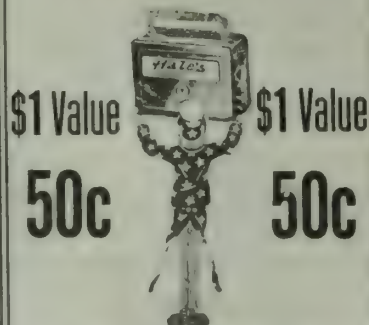
Jewelers, Watchmakers, Opticians
SOUVENIRS



James S. Sorensen
President and Co.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
Good Goods

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA

Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER"

FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 46.

SAN FRANCISCO, WEDNESDAY, JULY 28, 1915.

Whole No. 2340.

PUBLIC OPINION ON THE SEAMEN'S ACT.

A Few Selections From the Independent Press.

The Journal herewith presents a few of the best and most representative editorial expressions upon the systematic nation-wide campaign to discredit the new Seamen's law, even before it has gone into effect:

"Forcing."

(Stockton Daily Evening Record.)

Lately, in the public prints, much has been said about big ocean steamship lines surrendering their American registry and going under foreign flags, as a result of the operation of the La Follette Seamen's law.

The principal provisions of the Act are those tacitly requiring the employment of sailors of the Caucasian race and for their proper feeding and lodging and rest aboard ships. Also, the law has not yet gone into effect, so the steamship owners are basing their action on fright and not on experience.

Which brings us to the main point of inquiry, which is: How can these shipowners demand that the law be repealed, because it puts them out of business, when they have never even tried to operate under the law? How do they know that Chinese sailors, long hours of labor and insanitary lodgings are necessary for the upbuilding of the great American merchant marine? Truly, it looks as though the shipowners were discounting the intelligence of the President and Congress. The Record is inclined to agree with Harper's Weekly in its statements that:

"1—The United States means to have more shipping facilities, wherever they are needed; notably at present for the trade of South America.

"2—Private capital announces through its spokesmen in shipping circles, chambers of commerce and the press, that it can not build and run ships if the American standard of living is maintained among seamen.

"3—If private capital can not build and run ships without degrading American labor, the United States Government will do so. It will give the American people a chance to see for themselves how much such a step costs. It will not leave them to accept the mere guess of those whose money is invested in the business. It has already demonstrated certain truths in Panama, in Alaska, in western reclamation. It faced the same kind of talk when it stopped rebates, introduced commissions, limited combinations."

And "you can lay to that," as Stevenson's character is made to say in emphasizing his conclusions.

Maligning the Seamen's Bill.

(The Public, Chicago.)

There can be little doubt that the shipowning interests have entered upon a systematic cam-

ment aimed at American commerce on the ocean and on the Great Lakes, it was so vicious in effect that we can not find words to fittingly characterize it." Some are demanding that the objectionable features be eliminated before the law goes into effect in November; many demand its repeal. The American Chamber of Commerce has undertaken to poll the chambers of commerce throughout the country, ostensibly to determine whether or not the law is too drastic. A similar poll of slaveholders seventy years ago regarding the Abolition movement, or of millowners yesterday as to the employment of young children, would have produced results similar to what may be expected from this one-sided inquiry.

It is possible that changes in the new law may be found necessary after it has been put into operation; but the principle involved is sound; and there should be no modifications of the law's provisions until an honest effort has been made to give it a fair trial. It has been claimed by the shipowning interests that the provisions for lifeboats are excessive. To make such a claim in face of the constantly repeated losses at sea seems little less than pure impudence. If vessels expecting to be torpedoed, with boats swung from the davits, and every means of life-saving made in advance, can not get passengers away, what can be expected in time of sudden collision, except a repetition of the "Titanic" and "Empress of Ireland" disasters? If the bondage under which seamen serve, and which has resulted in driving the better class of men from the sea, is not abolished, how shall we lay claim to being a nation of freemen? The new law offers a practicable means of raising the standard of seaman-ship and increasing the safety of human life at sea. It is the result of a generation of earnest investigation. Is it to be abandoned before even an attempt has been made to meet its provisions?

Much has been made of the Attorney-General's opinion that certain provisions of the new law leave unrepealed parts of the old law that militate against American shipping. Should this prove to be true, the remedy lies not in repealing the new law, but in wiping out the old one. The claim that foreign ships will be exempt from provisions laid upon our own is the merest subterfuge. Foreign ships can come to American ports only in conformity with American laws. The new law makes provision even for the changing of treaties that may conflict. Foreign shipowners have no right either to reduce Amer-

"MURDER IS MURDER."

"Eastland" Tragedy is Direct Result of Policy Which Has Permitted Shipping Interests to Dictate Safety Rules and Regulations.

The capsizing of the excursion steamer "Eastland" at Chicago, with its attendant frightful loss of human lives, adds another chapter to the long list of preventable disasters which have taken place in American waters.

The Seamen's bill was especially designed to prevent a recurrence of the "Slocum" and similar disasters. But the safety features of the La Follette Seamen's bill were greatly modified at the urgent insistence of the very interests which coin dividends by overcrowding excursion steamers. Besides, the modified Seamen's bill, while finally enacted into law at the last session of Congress, has not yet gone into effect.

If the Seamen's bill had been enacted as originally presented by its supporters and if it were now in effect, the inexcusable (but still lawful) overcrowding of this excursion steamer could not have taken place.

As it is, the heartrending sights and the unspeakable realities of this preventable disaster furnish a stinging reply to the poison press which has been clamoring for the repeal of the new Seamen's law.

In the face of this awful object lesson, Big Business, with all its servile pleaders, stands convicted of criminal complicity even before a trial.

All of the Lakes shipping interests, that have for years past appeared in Washington, by proxy or otherwise, to prevent the enactment of effective safety legislation, are "accessories before the fact" to this monstrous crime.

The United States Steamboat Inspection Service, and particularly the head of that department, Mr. Geo. C. Uhler, stands again exposed of gross incompetency and inefficiency. Being created primarily for the purpose of "safe-guarding life and property," this branch of our Government has under its present head been transformed into a sort of protective society for the shipowners' mercenary interests.

In all the sickening mass of evidence presented in newspaper dispatches there is supplied but one ray of hope for the future. It is a reawakening of the old forlorn hope that, unlike previous disasters of this character, this last heavy sacrifice of innocent women and babes has not been wholly in vain.

paign to discredit the La Follette Seamen's bill. The cry is raised upon every hand that its provisions regarding the employment of expert seamen and the safety of passengers and crew will prove an insurmountable bar to the development of an American merchant marine. Charles L. Dering, President of the Chicago Association of Commerce, is quoted as saying: "As an instru-

ment aimed at American commerce on the ocean and on the Great Lakes, it was so vicious in effect that we can not find words to fittingly characterize it." Some are demanding that the objectionable features be eliminated before the law goes into effect in November; many demand its repeal. The American Chamber of Commerce has undertaken to poll the chambers of commerce throughout the country, ostensibly to determine whether or not the law is too drastic. A similar poll of slaveholders seventy years ago regarding the Abolition movement, or of millowners yesterday as to the employment of young children, would have produced results similar to what may be expected from this one-sided inquiry.

ican seamen to unendurable conditions, nor to destroy wantonly American life at sea through inadequate provision for its safety. This cry raised against the Seamen's bill is nothing new. Scarcely a law has been passed in the interests of Labor, whether increasing the age of child-workers, restricting the hours of women, or bettering the conditions of men, that has not been pronounced inimical to business interests. The opposition against this law is no different from that against all other ameliorating measures; and the earnest determination of the friends of humanity that has put through other laws looking to the betterment of society must be invoked for the support of this one. Involuntary servitude must not be reestablished in this country. S. C.

About Safety at Sea. (Omaha Daily Bee.)

Just as the railroads persistently opposed the Federal law that required that all rolling stock be equipped with safety appliances, so are the vesselowners arraying themselves against the so-called Seamen's bill passed by the last Congress. The sponsors of that measure insist it was not designed to lay any additional hardships on shipowners, but to require that ships that put out to sea under the American flag be manned by a sufficient crew of experienced seamen to make certain the safety of vessel, and company. To accomplish this, it also fixes requirements for the living conditions of sailors on board ship, and for payment of wages at stated times and not at the will of the captain.

Sad experience has shown that shipowners have not always shown that high regard for safety that might reasonably be expected when public patronage is sought. From a startling list of shipwrecks has come the story of crews of men unaccustomed to the handling of boats, and unfamiliar with the operation of the life-saving devices provided. Even in the latest instance, that of the "Lusitania," the captain testified on the stand that his crew "lacked practice" in handling the boats.

The objection urged with the strongest force is that the Seamen's law puts American vessels at such disadvantage with vessels not so hampered as to drive ours out of commission. Other nations may be slow in taking up the movement, but after November 1, next, when the law goes fully into effect, the passenger on board a ship flying the American flag will have the comfort of knowing that his personal safety is being looked after by competent officers and men to the extent that legal prerequisites can safeguard the human factor.

Repeal of the Seamen's Law. (The Garment Worker, New York.)

From the nation-wide appeals that are being made by maritime associations and by chambers of commerce for the repeal of the Seamen's law, enacted at the last session of Congress, evidence is strongly presented that it will require the united efforts of all of its supporters to be on the alert to prevent its being wiped off the Federal statute books.

The combination seeking the nullification of the law has great political and financial power, and this is being used to the limit in bringing pressure to bear on the President to call an extra session of Congress to annul the measure, which goes into operation on the 4th of November next.

One of the methods that is being used by maritime and commercial groups in different sections of the country is the passing of resolutions practically demanding a speedy repeal of the law, which is declared to be "ruinous to our commerce."

In order to have a strong influence toward the end sought, much display is made of the announcement that the Pacific Mail Steamship Company will discontinue its transpacific service, that the Dollar Line is to change from American to British registry, and the encouragement of rumors that other Pacific steamship companies are planning to haul down the American flag.

As to what there is in this law that is so ruinous to American commerce we should be pleased to be convinced. So far no arguments have been conclusive to our President and the lawmaking power that the law would be ruinous. In fact, it is the general conviction that the law will be most beneficial in increasing the efficiency of the seamen and in insuring greater safety at sea, and the result of which would offset any additional initial cost that might be incurred.

The purpose of the law is most laudable and ought to have the moral support of the nation. The Act was passed to promote the welfare of American seamen in the merchant marine of the United States, to abolish arrest and imprisonment as a penalty for desertion, and to secure the abrogation of treaty provisions in relation thereto, and to promote safety at sea.

The primary object of this law was to insure justice to the seamen, a condition that has for centuries been denied because of the weakness of the seamen in their appeal for legislative consideration. As toilers of the sea they have been without political influences. Having their homes on the deep, they have been social outcasts and the neglected of the world's toilers; they have been the victims of a remorseless and often an irresponsible tyranny, underpaid and degraded in the social scale through the denial of opportunities that come to those who shrink from the

perils and sacrifices that necessarily come to the life of the seaman.

This hue and cry about the injury of this law to American commerce we do not believe is well founded. It is inspired by men who want cheap Oriental labor at the sacrifice of our own people, and at the expense of human life.

In all of the resolutions passed by maritime and commercial bodies, we fail to find one note of consideration for the seamen, but every effort is made to magnify the financial gain to commerce and the nation by the subjugation of the seamen to conditions of labor that are barbaric and belong to the brute age in man's development. Let there be no nullification of a law that sustains rights that are humane and righteous.

THE FARMER AND LABOR.

(By Edward P. E. Troy.)

The advice which Senator W. E. Duncan, Jr., of Oroville has given the farmers and the labor people of California should be seriously considered by them. At a recent gathering of the farmers of Sutter County, to show their appreciation of the good work done by him for them, Senator Duncan, in speaking of the contest the farmers of that county had with the wealthy Armour interest and other large land speculators before the Legislature said:

"We had a hard battle as there was much opposition, and I consider that one of the main things that changed matters in favor of Sutter County was when organized labor arrayed itself on our side. You farmers and organized labor have a common enemy in 'big business,' and you should stand together and organize to fight that enemy whenever it appears against your interest. You have much in common with labor, and should work together for mutual benefit. Our fight in the Legislature was against heavy odds at first, as the other side was well organized, had plenty of money and was busy with dinners, lunch parties and various other kinds of entertainment to secure favorable attention to the bills they wanted to pass. You must pull together."

Senator Duncan did what he conceived to be his duty towards the farmers of Sutter County and organized labor in the State Senate, although the farmers of that county opposed his election when he refused to pledge himself in their interest, and the only labor town in his district—Marysville—cast a heavy vote against him.

The need of a getting together of the farmers and organized labor expressed by Senator Duncan is more than confirmed by a recent article from the pen of the General Counsel of the National Council for Defense of the National Association of Manufacturers, published in the June number of their magazine, "American Industries." He says, "Now while great combinations are constantly obtruded upon public attention, one cannot observe any increasing stringency of legislation for the labor or the agricultural combination, which is constantly increasing in size and power. The whole tendency of legislation has been to restrict the activities of the business combination, and its rights, and to enlarge the privileges of the labor and the agricultural combination."

These gentlemen forget that the farmers and the labor people must combine in order to get even a portion of a fair share of the wealth which their labor creates. The land speculators and the middle men, who try to dignify their privileges to prey upon industry by calling themselves "business men," are constantly taking from the farmers and the labor men a large part of

the products of their industry. Until the laws which give them this power have been repealed, and all privilege abolished, it will be necessary, as Senator Duncan advises, for the farmer and the labor man to join together for mutual protection against their exploiters.

THE REAL WAR-MAKERS.

There are some people who pretend to know the real cause of the war. One eminent banker declares that it was the Bagdad railway that set Europe ablaze, combined with Germany's fear for her huge investments in the Near East. The other day I happened upon a certain financial journal dated 1903. It contained an article signed by Baron James de Rothschild, and its purpose concerned British capital invested in Galicia and East Germany. Baron James pointed out that East Germany was inclined to borrow more and more millions for the creation of new industries, but that in the interests of the bondholders it would be imperative for Germany to considerably augment her fighting forces on the Russian frontiers!

There was nothing ambiguous in the Baron's statement. It merely implied that British investors required guarantees from Germany that substantial additions to her Eastern army would be made as a means of protecting British capital in Germany against a possible Russian invasion.

So, while one gang of money kings is busy creating industries, another gang is at work fostering armaments to protect their investments. Only it ought to be mentioned that the armaments are usually fostered at the public expense. "Sir," says the bondholder to the borrower, "I will advance you another 10 or 20 millions at the usual rate, but I must have guaranties that your military position is sufficiently adequate to protect the oil wells and the gas works you intend to construct. I am also very anxious to see that the canals and railways, built with my money, are not endangered by a Russian invasion!"

It is like lending a man a pound conditionally that he will give seventeen and six to a pugilist to prevent anyone robbing him of the other half-crown.

Whether there will be a lasting peace after this war, time only will show. But this writer is inclined to believe that the world will never be rid of the sword while the foreign investor controls the armies and fleets of the nations.—The Worker, Brisbane, Queensland, Australia.

Andros Island, among the Bahamas, is ninety miles in length and twenty to forty miles in breadth, and most of its extensive area has never been explored. It is an unbroken wilderness, inhabited solely by about 3500 negroes. It has great forests, seldom penetrated by white men, of mahogany, mastic, ebony, logwood, and cedar; swamps, creeks, and bayous, teeming with wild fowl, including the flamingo, which is found here in vast numbers. No real effort has been made to exploit its resources. It is said to be the only one of the Bahamas which has running streams of water, and is surrounded by a series of barrier reefs, which provide sheltered waters ideal for yachting. It is a splendid field for the sportsman.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Immigration Figures.

Immigration figures for May, issued by the United States Department of Labor, show slight but steady increases. During the month, 32,363 immigrants were admitted. In April the number was 31,765, and in March, 26,335.

In view of additional European nations becoming involved in the war, this increase would indicate that the minimum of immigration to the United States has been reached.

The following figures for three months last year are printed for comparative purposes: March, 108,923; April, 142,207; May, 126,848.

Italy, with 4,932, maintained its lead during May, 1915.

The number of laborers totaled 5,399, while 1,958 farm laborers were admitted. Among the skilled workers, clerks and accountants led with 595. Carpenters and joiners were next with 488, followed by mariners, 284; tailors, 202; miners, 185, and masons, 152.

New York received the greatest number of these 32,363 immigrants, 7,415 announcing they would stay in this industrial State. Massachusetts received 2,581; Michigan, 1,844; California, 1,684; Pennsylvania, 1,535, and Illinois, 1,389.

Non-Unionists Don't Sleep.

A writer is one of the Washington (D. C.) papers makes complaint to the Public Utilities Commission that street car men in the nation's capital do not get sufficient sleep. The complainant says the men employed by one of the companies go to work at 6 a. m. and make two or three trips known as "office" and "school" runs. They are then relieved about 10 or 11 a. m. and return about 3:30 or 4 p. m., working until 12:30 or 1 a. m., and again reporting at 6 a. m.

The commission is asked: "Do you think that a man who is required to work until 1 a. m. is properly rested to rise at 5 a. m. in order to take his car out at 6 a. m. and yet perform his duties in a careful and courteous manner?"

The two street car companies in Washington are unorganized, but extra pay is awarded these workers as a holiday present—that is, if receipts reach a certain figure. Last year each worker in one of the companies received about \$20.

Women's Wages Are Small.

After investigation by the Ohio State Industrial Commission that body declares it costs Ohio working women \$7.94 to live in decency and comfort. The investigation was limited to females over eighteen years, native Americans, and "those having the American standard of living." Only women living away from home and earning less than \$12 a week were surveyed.

To maintain the so-called "American standard," these women spend an average of \$7.94 a week, divided as follows:

Food and shelter, \$3.96; clothing, \$1.94; laundry, 12c; car fare, 20c; health, 25c; recreation and amusement, 34c; fruit, soda, and candy, 8c; education (books, papers,

music, etc.), 9c; church and charity, 11c; stamps and stationery, 5c; association dues, 2c; insurance, 10c; gifts, 31c, and incidentals, 37c.

To reach these conclusions, 26 cases were surveyed in Cincinnati, 37 in Cleveland, 12 in Columbus, and 16 in Toledo. The average income of the women investigated is: Cincinnati, \$8.34; Cleveland, \$8.23; Columbus, \$8; and Toledo, \$7.81.

Living expenses in the four cities run: Cincinnati, \$8.22; Cleveland, \$8.25; Columbus, \$7.99; Toledo, \$7.71. In Cincinnati the woman worker has a weekly surplus of 12 cents over living expenses; in Toledo 10 cents surplus; in Columbus 1 cent deficit, and in Cleveland 2 cents deficit.

Liability Act Not Narrow.

The United States Supreme Court has ruled that the Federal Compensation Act cannot be construed in a narrow sense, but must be given a liberal interpretation. This decision was made in the suit of a brakeman against the New York Central Railroad. The question involved was whether the brakeman was operating in interstate commerce at the time of his injuries. The company denied this and insisted that it was not liable.

The Supreme Court, speaking through Justice Lamar, held that the question whether the brakeman was in interstate commerce was not to be determined by his exact physical location at the time of injury. The law must be construed in a liberal way. The brakeman was on an interstate train and his general status as an employe in interstate commerce was not changed by the fact that he had left the main line of track to do a service incident to the movement of the interstate train.

Unions Don't "Move Slow."

The Free Lance of Butte, Mont., endorsed by the State Federation of Labor, asks Butte miners: "Don't you believe that a union of the miners is needed in this community?"

These workers have been divided for some time, and in referring to the different opinions advocated the Free Lance gives this wholesome advice:

"Organized and solidified, you will be able to accomplish a great deal. You undoubtedly have learned an everlasting lesson from that which has transpired in the past. You cannot travel any faster than the age we live in. Organized labor is keeping abreast of the times; it speaks the sentiment of its members; its acts are the acts of the membership as a whole. Some there are who imagine that organized labor is slow and retrogressive, and is not progressing in accordance with the progressive tendency of this present age. Some sections of the country are more progressive than others, and in those sections considerable criticism has at times been indulged in by the unthinking against those who are classed as nonprogressive. They remind you of an army wherein a company or battalion become impatient at the delay in attacking the enemy and consequently

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Amalgamated Union of Clothiers' Operatives is demanding 3s. 1½d. for making a soldier's overcoat. The union points out that the Government has fixed flat rates for contractors, and demands a flat rate for the workers. Prices for army clothing, even in the Manchester district, vary so much that some firms are paying 1s. 10d. for machining, for which other firms only pay 1s. 1d.

The tendency of courts to check the people's will prevails in Australia as well as in other parts of the world. At the recent conference of the Australian labor party, held in Adelaide, South Australia, the following resolution was discussed for two days: "An amendment to the constitution to deprive the high court of its interpretative powers in regard to the federal constitution." One delegate declared that this court stood above the constitution; that the courts had no right to nullify the laws; that it rested with the people to correct abuses in legislation, and that this was the power of democracy which Australians were denied by the high court. The motion was lost. The majority agreed with the sentiments, but insisted that the interpretative power of the court is necessary as long as the commonwealth of Australia is a federation of States.

According to a recent report of the Central Union of German labor bureaus, the demand for artisans, in consequence of the continued calling up of men to the colors, exceeded the supply, although the placing of contracts for the army had somewhat relaxed. For every 100 vacancies during the month in question there were only 89 applications, compared with 166 during the same period last year, and 82 in March. There is a scarcity of workers for gardening and agriculture; tinkers, locksmiths, machinists, and so forth are very scarce, and there is also a lack of bookbinders, barbers, bakers, and followers of many other callings. The posts left vacant by the men have partly been filled by women, and there is a great demand for women shop assistants. Servants are difficult to obtain, as good wages are earned by women employed in making articles for the army.

English farms of 400 to 600 acres, it is stated, left without any hands to work horses at such a season as this cannot be expected to raise many crops (says an English exchange). The difficulty of manning them, even with Belgian labor, if that could be obtained, becomes acute when it is remembered that in very many cases the breadwinners have joined the colors and their wives and children have been left in occupancy of the houses which go with the farms. It is impossible for the tenant to employ other married labor while this continues, and unmarried men are naturally even scarcer than the married men. The farmer is thus on the horns of a dilemma, and little wonder therefore that the education authorities have recognized the situation and agreed to relax the stringency of the compulsory clauses of the Education Act until the pressure of spring work is over. The hours of labor are to be regulated with a due regard to the capacity of boys from 12 to 14 years of age. This stage has not yet been reached in Scotland, but it may come.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice
Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14
John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Andersen, Otto	Johansen, Emil
Anderson, S.	Johanson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edvard A.
Andersen, Sven	Jonsen, Leonard
Anderson, Oscar	Johansen, Chas.
Anderson, Ernest	Kron, E.
Andersson, Enkan	Larsen, C. A.
Apelquist, Otto	Lalan, Joe
Anderson, David C.	Lill, Karl
Apostolakes, P.	Lindsberg, C.
Brogard, Niels	Lassen, J. -1542
Benowitz, Felix	Larsen, L. K.
Buanik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Mourice, F.
Dahlgren, Pete	Malm, Gustaf
Doyle, William	Moberg, Karl
Duval, William	Olsen, Ludvig
Elsner, Max	Oberg, Conrad
Engstrom, M. R.	Oterdahl, Chas.
Erlsson, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gusek, B.	Parsons, Olaf
Hull, Henry	Petterson, Oscar F.
Holmstrom, F.	Renvall, Anshelm
Hansen, M. -968	Stromberg, Ivar
Hansen, Charly	Svenson, Nick
Hansen, John	Sanders, Charly
Hansen, M.	Severson, Paul
Hansen, Sigvarth	Strahle, Chas.
Jensen, Jens	Slevens, G. P.
Jordan, Henry S.	Tamlsar, P.
Johanson, T.	Toren, Gustaf A.
Jacobs, August	Thornlund, J. N.
Johnsen, John	Uhlrig, Richard
Johansson, Geo. W.	Voss, Henry
-1219	Wilson, C. L.
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reithner, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed
Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

Pacific Coast Marine.

The Alaska Steamship Company, Seattle, in addition to the regular quarterly dividend of 1½ per cent., declares an extra special dividend, the two being payable June 30. With the quarterly dividend of 1½ per cent. paid in March this makes a total of 8 per cent. paid during the first half of 1915 on capital stock of this company, amounting to \$3,000,000.

Captain W. W. Clark, master of the schooner "Emma," which was suspected of having arms and ammunition on board when it left San Diego some time ago, clearing for San Juan del Cabo, arrived back in San Francisco from Manzanillo minus his schooner. The vessel is being held at the Mexican port by the American Consul, according to officers of the Pacific Mail steamer "San Jose."

On her first trip to San Francisco, the freighter, "George Hawley," Captain Moses, arrived during the week, bringing a cargo of 3600 tons of steel consigned to the United States Steel Products Company. Half of the cargo is destined for San Francisco and the other half for Portland. The vessel came to the West Coast Navigation Company, and was twenty-nine days on the trip from the East Coast.

The San Francisco public evening navigation school has been moved from the Ferry postoffice building to the Santa Marina building, 112 Market street, room 422, where the fall term of school opened on Monday, July 26. Those who wish to take advantage of this opportunity for securing a knowledge of navigation should present themselves on the opening night for enrollment. The tuition is free, the student being required only to furnish his own textbook.

There were sixty-five coastwise and twenty-one foreign and Atlantic arrivals at San Pedro during the month of June, according to the report of the Collector of Customs. The coastwise arrivals had an aggregate net tonnage of 132,548 and the foreign and Atlantic vessels a tonnage of 57,026. There were twelve foreign and Atlantic departures during the month and the value of shipments to the Atlantic through the Panama Canal for the month was \$264,058.

According to advices received here, four steamers have been purchased by the Marine Transport Service Company for the run from Pacific Coast ports to the Atlantic Coast through the Panama Canal. The steamers are the "Owego," "Binghamton," "George F. Brownell" and "John G. McCullough." All are Lake steamers. The Marine Transport Service Company is a recently organized concern and at present has the steamer "Tampico" loading at Wauna for New York.

The steamer "Corwin," Captain I. J. Healey, reported at Nome, Alaska, from a successful walrus hunt off the coast of Siberia, with a large quantity of skins, oil and ivory. Captain Healey reports that in the Siberian whaling grounds he met the Russian steamer "Kolyma," which was severely injured by the ice that inclosed her last winter, a seven-foot hole having been made in her side. The "Kolyma's" crew were suffering from scurvy and the first engineer and second assistant engineer had died from the disease.

It is said that if experiments with the masthead whistle of the Pacific Coast Steamship Company's liner "Congress" continue to be successful, the corporation will follow the same plan with all the other vessels of its fleet. So far the "Congress" masthead whistle has shown marked superiority over the whistle attached to the smokestack. The series of experiments being made by Captain N. E. Cousins, master of the vessel, indicate that the masthead device has a greater carrying capacity and that its blasts can be heard more clearly.

The lumber vessel ordered by the McCormick Lumber Company, San Francisco, to be built by the St. Helens Shipbuilding Company, St. Helens, Ore., will be propelled by two 320 horsepower semi-Diesel sets, manufactured by the Bolinder Company, in Sweden, which are intended to give a speed of 7 knots. The bunker capacity will be 800 barrels of oil. The propelling machinery will be used as auxiliary to the sail equipment. The dimensions will be about 266 feet in length, by 46 feet beam and 19 feet depth, with a carrying capacity of 1,500,000 feet of lumber under hatches, or 2,000,000 feet in all. The hull will be built entirely of wood.

Prof. Henry B. Ward of the University of Illinois has been engaged by the Bureau of Fisheries of the Government at Washington to work out plans for modifying the spawning habits of the salmon on the Skagit River in the State of Washington. The salmon are now threatened by the construction of a huge dam which will obstruct the spawning grounds. Professor Ward's endeavor will be to work out the problem of how to modify the habits of the salmon so that they will spawn in some other place or to invent some way in which they may get above the dam. His study will extend from salt water to the spawning grounds in the glacier waters of Mt. Baker, some 5000 feet above sea level.

Wayne Shoupe, barber of the Pacific Mail liner "Manchuria" and for many years in the Palace Hotel, San Francisco, was convicted of attempting to smuggle opium while the liner was in Manila and was sentenced to two years in Bilibid Prison and a fine of \$150. Judge Richard Campbell, who pronounced sentence, crossed on the "Manchuria" on the previous trip and was shaved many times by Shoupe. Shoupe was searched as he was leaving the vessel at the dock in Manila, and concealed in a sausage skin around his waist were found twelve pounds of opium. A search of his room later revealed forty-eight pounds more. The drastic opium law in Manila provides a minimum sentence of two years and a fine of 300 pesos, which was the amount given him.

It is reported that lost gold, to the value of approximately \$100,000, which lay in the wreck of the steamship "Islander" in the depths of the inside passage, southeastern Alaska, for fifteen years, has been recovered by a Los Angeles expedition. The "Islander," a passenger and freight steamship, foundered five miles south of Juneau in August, 1900, after striking a submerged iceberg. The loss of life was heavy. The lure of her lost treasure has haunted the thoughts of coast shipping circles ever since her tragic destruction. Attempts to reach the wreck several years ago ended in failure. The last expedition, consisting of five men, left San Francisco May 8 in the schooner "Wiona." It is said that recovery of the treasure was made possible by the inventive genius of C. W. Dunbar, of Los Angeles, who evolved a diving bell in which he was able to reach the wreck. The "Islander" went down in 288 feet of water. Dunbar reports, however, that the wreck now lies at 300 feet.

Damages of \$12,805.26 have been awarded Knorr & Burchard, owners of the German bark "Thielbek," as libellants against the Norwegian steamer "Thode Fagelund," her owner, Wilhelm Wilhelmsen, and the port of Portland, in an opinion handed down by Federal Judge Bean. The court orders that if Wilhelm Wilhelmsen pays the sum of the damages, with interest from October 20, 1913, or any part thereof to the libellant he "shall recover over from the port of Portland the amount so paid by him to the libellant." The port of Portland is thus made responsible for the entire damages. The case is the result of a collision at Astoria between the "Thielbek," in tow of the port of Portland steamer "Oklahoma," and the "Thode Fagelund," in charge of a port of Portland pilot. Four different libels were filed, the owners of the "Thielbek" libeling the "Thode Fagelund" and vice versa, and W. R. Grace & Co., and the Du Pont Powder Co., owners of cargoes, also taking a hand in the proceedings. Three of the cases are yet to be decided. The port of Portland is a party to all the cases.

The work of dredging out the hole for the navy drydock at Pearl Harbor is about completed. The contractors are now constructing the floating dock upon which the sections of the drydock are to be built. According to the new plans for the construction of the Pearl Harbor dock, it is to be built in concrete sections upon a floating dock, from which the sections will be sunk into the water. After they are completed they will be joined together by concrete and the water pumped out of the dock. The work of cementing the sections will be done under water. In September the contract for a new marine railway at Pearl Harbor will be let. The cradle will be 312 feet in length, with a capacity of handling a ship of 2,000 tons. Even after the drydock is completed smaller gunboats, destroyers and naval tugs will be handled on the marine railway. About the same time contracts will be let for reinforced concrete berths for destroyers, and a \$1,000 sea wall at Pearl Harbor. Specifications are being prepared at the Bureau of Yards and Docks for the Marine Corps Barracks at Norfolk and at Mare Island, which were authorized by the last session of Congress. The limit of cost on both projects is \$400,000.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION
THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1265, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 28, 1915.

IN MEMORIAM.

The JOURNAL, in behalf of the organized seafarers of America, extends deep and heartfelt sympathy to those who have been bereaved of their loved ones in the "Eastland" disaster.

The hundreds of innocent babies and children who followed their trusting mothers into that maw of hell were condemned to an untimely death by a spineless Government inspection service. They were sacrificed to the merciless and calculating greed of the business interests who coin dividends out of child labor, overcrowded tenements and overloaded excursion boats.

In the dark ages it was the custom to offer human lives as a sacrifice to the gods.

In the twentieth century, enlightened America no longer sheds blood to appease the wrath of stone gods. We have become civilized and now sacrifice the lives of our children at the shrine of greed.

There are times and occasions when words utterly fail to convey the innermost thoughts of man. And we feel this is one of those occasions.

Our prayer is offered for those sweet little faces who dressed for a picnic, and found instead a watery grave.

Our sympathy returns to the fathers and mothers who lost their most priceless treasures in cruel death.

How long, oh! how long shall we continue in this vein? How many more "Slocums" and "Eastlands" must burn and capsize before business is made a secondary issue to humanity?

Nothing in the future is more nearly certain than that those who can not govern their own affairs as workers will never be able to govern the affairs of the country as patriots.

AN UNSCIENTIFIC ARGUMENT.

The "Scientific American" has joined the pack of wolves on the trail of the new Seamen's Act.

In its defense of the shipowners' attitude the "Scientific American" gives a labored editorial review of the well-known stereotyped but shallow and untenable arguments usually presented by apologists for the shipping interests.

In a particularly weak defense of Mr. Schwerin's contention upon the language test our scientific (?) contemporary makes a most absurd and easily disproved assertion.

We quote:

The petty officers among the crews (on the Pacific Mail Steamship Company's trans-Pacific fleet) understand English and are able, without any difficulty, to communicate the orders given by the American officers.

Can it be possible that our learned contemporary has never heard of the wreck of the "City of Chester"? Some years ago that vessel had a collision and the records tell us that one of the two colliding vessels was manned by white men while the other had a Chinese crew. And the white men of the sinking ship actually had to board the other and launch the boats because the Chinese could not or would not do so. Communication of translated orders did not seem to work at all in that case.

Then we have the more recent wreck of the "City of Rio de Janeiro." Again the records show that the translation and transmission of orders failed utterly at the crucial moment. In the twenty minutes available between the striking and sinking of that vessel several of the white officers attempted in vain to get the Chinamen to lower their boats over the side. The record tells us that none of these unfortunates lived to tell the tale.

The "Rio de Janeiro's" Chinese crew, interpreters and all, failed in the hour of peril, and the only members of the crew who did what might be expected of sane and resourceful seamen under such circumstances were a few white men. They came together hurriedly and with their own hands successfully launched one boat. For them there was no time wasted in interpreting, no bungling of the unfamiliar ropes and swamping of boats in the smooth sea. The few white men actually accomplished something and their boat was the only one that took a passenger from the ship's side.

Has the "Scientific American" never heard of these and other similar wrecks that taught such invaluable lessons?

Or is this merely an instance where truth and science must part company in order to enable the latter to serve as a cloak for base and unworthy motives?

ROOSEVELT—THE JINGO!

"Theodore the Terrible," late President of the U. S. of A., seems to be in his real glory. His present pastime is to roam about the country, lambasting, scratching and biting everybody who believes this country should stay out of the world war. Incidentally he finds time to write blood-curdling articles for a popular magazine. When we read his bitter attacks upon President Wilson and ex-Secretary of State Bryan, and then pause to think of his own performances as chief executive, all those bombastic utterances seem like the braying

of a frequently but unjustly maligned four-footed animal.

Some Californians still recall those days when the Japanese situation had become acute during the Roosevelt administration. And many will doubtless recollect how our extinguished President sang "so-different" a song when it was up to him to defend the inalienable rights of Americans. Instead of flourishing his big stick against the foreign nation which aimed to intimidate the legally constituted local authorities, Theodore turned against his own countrymen and formally declared his intention to "deal summarily" with those of his fellow citizens whose sole object was to preserve California as a heritage to the white race.

At that time this irrepressible man insisted that California should govern its affairs in accordance with the wishes of a foreign nation, and declared that, instead of defending California against foreign aggression, he would use the military forces of the Federal Government to compel this sovereign State to submit to the Japanese demands. And to-day this same gentleman has the magnificent nerve to criticize the present National Administration in its eminently sensible attitude to keep this country out of the bloody world-wide carnage.

Really, this is almost too much for human consumption. Let us be thankful that "bluster and brag" is not written on the escutcheon of Woodrow Wilson.

THE I. S. U. OF A. CONVENTION.

The nineteenth annual convention of the International Seamen's Union of America will meet in the Maritime Hall Building at 59 Clay street, San Francisco, on Monday next.

This year's convention will be a memorable gathering from more than one angle. First of all, it will take due notice of the legislative victory achieved after so many years of patient and earnest effort by the organized seamen of America. Then, the convention will doubtless give proper attention to the newspaper attacks upon the new law and take such steps as may be necessary to expose the hidden forces behind that movement.

Organizing of all seamen still outside the fold will, of course, receive more than the usual attention. Organization rather than legislation has been the keystone of success for the seamen. Without the former it would have been impossible to secure any worth while benefits from the latter.

The International Seamen's Union of America is at the threshold of a future with unlimited possibilities. May the deliberations of the delegates be guided by the spirit which has developed self-reliance and brought emancipation from ancient slave laws.

The first day's meeting will be open to all seamen in port. The public and the press are also cordially invited.

Remember the date and the place: Monday, August 2, 10 a. m., in the Union's own building, 59 Clay street, San Francisco.

The prostituted press which has demanded the repeal of the Seamen's Act will have a hard nut to crack in "placing" the blame for the "Eastland" disaster without incriminating their masters. Of course, there is always a last resort. Simply call it "an act of God." That will cover a multitude of sins and hide the most patent case of criminal negligence.

LET US HAVE THE FACTS.

The United States Commission on Industrial Relations is nearing the end of its career without power to perpetuate in usable form the exceptionally valuable mass of knowledge it has gathered. This fact is more vital than the evidence that is being produced, because if this great fund of information is lost to the general public, nothing more than a temporary object will have been achieved in gathering it.

The situation is, that no funds have been provided for the publication of the testimony gathered in the hearings that have been held. These hearings have been held in the chief industrial and financial centers of the nation. The testimony covers the whole range of the struggle between the "upper" and the "lower" classes. Facts, theories, prophecies and interpretations have gone into the records. These are to be found in no other records. That they may not be placed in such form as to be available to the general public everywhere for all time to come is unthinkable.

To-day the nation is in the throes of a wave of militarism, though this quiet city doesn't indicate it to any marked degree—for the good and sufficient reason that this city isn't where the total decisions for the nation are made. They are made in the Capitol and in Wall Street, New York City. And don't let that escape you. But the point is that as between money for militarism and money for education, education is going to get a quiet life in some rural retreat if the working people do not wake up and regain their balance before they are toppled over completely.

The report of the commission will be published, of course. But the report will not contain the testimony. The report will consist of conclusions and recommendations drawn from the testimony. This issue ought to be taken up at once by the entire independent press of the nation. We must have general access to all of this testimony now and in the future. Here is material that students and professors and editors and school teachers, and last, but not least, agitators and organizers, can use for the next decade. It is gathered. It must be systematically classified, indexed and published. The common good demands that this be done and the agitation for this purpose cannot begin too soon.

Congress may be inclined to look with much disfavor on a mass of material that contains so much of unvarnished truth. It may not like so much material that strips the "system" bare. As a contemporary puts it, "the very bones of the beast are stripped naked in this material." Congress will have to be coaxed (?) more than ordinarily in order to secure publication of these records in permanent form. And Labor will have to do its full share.

Never in all history was there a greater exhibition of contempt for democratic government than is now being made by the sewer press in their desperate attempts to stay the hand of progress by malicious lying and deliberate misrepresentation upon the main features of the new Seamen's Act.

"Patronize Home Industry" is primarily an appeal in the interest of the employer. "Patronize Union Industry" appeals always in the name of the employee.

LAWSON'S MEMORABLE WORDS.

John R. Lawson, Executive Board member of the United Mine Workers of America, has been denied a new trial and has been re-sentenced to life imprisonment by the corporation judge who tried him.

In answer to the court's query why sentence should not be passed, Lawson made the following statement:

About to be condemned by you to prison for life, I will make answer to your question in the following way:

First of all, in the name of the courts of my country which I respect, I protest against your right or power to pass any judgment against me. It is undeniable in this case that you were appointed to the bench this spring for the trial of myself and my associates fresh from the employment of the very coal operators of Colorado and the country, including the Rockefellers, who have pressed and engineered these prosecutions. Yourself, a coal company attorney engaged to assist as a practicing lawyer in the trial of cases arising like mine out of the industrial disturbances of 1913 and 1914, you had no right, when challenged, to sit as trial judge in the case of any striking miner. You were so deeply prejudiced against me that my case was a travesty on justice from the start. Notwithstanding the affidavits of reliable citizens who have sworn to your prejudice, you have persisted on the bench. To-day the Supreme Court of Colorado in Denver is reviewing your conduct, and yet you refuse to wait another twenty-four hours for the guidance of that court's decision. Such unseemly haste in the exercise of such a jurisdiction to thrust me into prison should not be passed without a protest.

Second only to the resolution with which you hold your seat upon the bench was the method adopted by you for selecting a jury to try me. You refused to permit the jury to be drawn from the regular jury box provided by law and you ordered an open venire. This method was exactly adapted to procure what none were surprised to discover: a hand-picked jury of coal-company partisans. After you had removed the coroner as a summoning officer, over my protest, you selected your own instruments to pick this jury. And the jury so chosen was naturally subject to the self-same coal company influences which with hue and cry now seek to drive me to the penitentiary. It matters not that I was utterly guiltless of the charge against me. It matters not that the prosecution was forced to abandon its claim that on October 25, 1913, I fired a shot or did other than seek to avoid the violence which menaced the cause dearest to my heart. It matters not that it became necessary for the prosecution to invoke legal doctrines of conspiracy, which, if applied impartially, would convict the leading coal operators of Colorado and the country for the deaths of men, women and children at Ludlow on April 20, 1914. Perhaps this seemed immaterial, because none of them have been informed against, much less tried, none of them fear courts or prosecuting officials. It matters not that the only evidence, on which the prosecution was forced to rest, was testimony of two disreputable Baldwin-Felts detectives, employees of the Coal Operators' Association, with which you yourself were formerly professionally associated. Nothing was to be permitted to stand in the way, and it is significant that even a jury so selected refused to convict me until a bailiff selected by you, according to affidavits on file in this court, tortured a jurymen with manufactured reports of the dangerous illness of the juror's wife, and as a final stroke warned the jury that under your orders the jury would have nothing further to eat until they rendered their verdict. In the face of this sworn charge, which courts everywhere have held sufficient to undermine the whole structure of jury trials and to destroy the integrity of such a verdict, your bailiff has remained silent and this court impassive. May I ask whether judicial travesty is not the right description of such proceedings?

Such practices, however astonishing to our people in general, do not surprise one who has observed our industrial history. From long experience I recognize the power of wealth, the magnitude of our industrial problems and their effect on our existing social system. I can understand, for I have seen how men who seek a living realization for the workers of the world of the old ideals of justice and equality; who endeavor to open the eyes of their fellows to the true economic conditions that surround them as they seek their daily bread, are persecuted, defamed and even in exceptional instances hounded to the gallows by those who control the wealth and privileges of our generous country. I have seen some masters of finance within and without this State using the full powers of government to divide the workers, to crush the hopes and aspirations in their breasts and to extinguish the kindling light of intelligence in their souls, in full realization of the fact that understanding brings the fixed details for the higher and nobler things of life, including a dream of equality of opportunity some day for the children of rich and poor alike. And it is

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 26, 1915.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping still dull. Encouraging reports from the Atlantic Coast were read. Shipwreck Benefit was awarded to one member of the crew of the steam-schooner "Hardy." Leave of absence for two weeks was granted to D. W. Paul, Second Patrolman; A. M. Bjorklund was elected to fill the vacancy.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., July 19, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 19, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 19, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 19, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 19, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 19, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 19, 1915.

Shipping medium; prospects uncertain.

HARRY OHLESEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 12, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 22, 1915.
No meeting. No quorum. Shipping fair; few men ashore.

EUGENE STEIDLE, Secretary.

42 Market. Phone Kearny 5955.

Seattle Agency, July 15, 1915.

No meeting. No quorum. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. Phone Main 2233. P. O. Box No. 214.

San Pedro Agency, July 14, 1915.

No meeting. Shipping fair; slow for Cooks; Waiters in great demand on all classes of vessels; not many members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, July 19, 1915.

No meeting. Shipping poor.

THOMAS BAKER, Agent.

No. 89 Second St. N. Phone Broadway 2306.

DIED.

Harry Heisterman, No. 1149, a native of California, age 36, died at San Pedro, Cal., July 7, 1915.

Edward Martin Baardsen, No. 1297, a native of Norway, age 49, died at San Francisco, Cal., July 15, 1915.

Samuel Hewitt, No. 1311, a native of England, age 35, died at Seattle, Wash., July 8, 1915.

Particular attention is directed to the article by Captain E. K. Roden, appearing in this issue under the caption "The 'Lusitania' and Safety." Captain Roden's previous contributions to the JOURNAL received much favorable publicity, and we commend his current article to the earnest and thoughtful consideration of our readers.

THE "LUSITANIA" AND SAFETY.

(By E. K. Roden.)

Now that the excitement created by the sinking of the "Lusitania" has subsided and all the circumstances of the terrible loss of life have been sifted and analyzed, it is worth while giving some serious thought to what really caused the big toll of human life. It is true the direct cause of the sinking of the "Lusitania" was the explosion of a torpedo; but an internal explosion such as the blowing up of a boiler, or a number of boilers, have the same effect in so damaging the hull as to cause a great ship to go down as quickly as did the "Lusitania." The question which naturally arises is this: was the "Lusitania" adequately equipped with mechanical life-saving appliances and with a trained crew to meet such an emergency as she did at noon on May 7th? It is evident in view of what happened that this momentous question must be answered in the negative. She was not prepared to meet the blow that was struck, nor are her sister ships of the same line any better prepared should they become the target of an attack similar to that on the "Lusitania."

Due to the peculiar circumstances surrounding the sinking of the "Lusitania" little or no attention has been paid to the almost unbelievable lack of preparedness shown by the officers and crew of the ship. As it was, the far-reaching effect of the torpedo, or torpedoes, on the relations between this country and Germany, has overshadowed all other phases of the tragedy and has forced to the background conditions that perhaps more than anything else contributed to make this a disaster second only to that of the "Titanic." To the unprejudiced observer, however, viewing it from the point of good seamanship, the case of the "Lusitania" presents extraordinary features setting forth lack of foresight and caution.

The one astonishing fact which stands out most clearly is that within the 25 minutes she remained afloat only a few of the "Lusitania's" life-boats were launched and that the majority of these were overturned from clogged falls and poor handling before they were clear of the ship's side. The "Lusitania," it is safe to state, carried a complement of life-boats and rafts of sufficient capacity to accommodate her passengers and crew. These boats, if the crew had been adequately drilled, could readily have been swung out and lowered within 15 minutes without undue haste or confusion of any kind, yet according to reliable reports only five boats on her starboard side were launched. The collapsible boats, of which the "Lusitania" carried a large number, again proved their unseaworthiness by filling and upsetting time after time, spilling their occupants and causing many of them to be drowned. One of the passengers saved, a Mr. Geo. A. Kessler, of New York, testified that the collapsible boat in which he was picked up capsized eight times. Each time it was righted and bailed out only to fill and capsize again. When finally rescued by a trawler five of its eight occupants were dead from exhaustion caused by the labor of keeping the collapsible boat afloat. And such life-boats are furnished by the Cunard Company and endorsed by the British Board of Trade in

spite of the protest against the use of collapsible canvas boat made by several delegates to the last International Conference for Safety at Sea in London. Is it any wonder then that the death list of the "Lusitania" ran so high? Not only were but a few of her regular life-boats on the starboard side launched, but none of the boats on the port side were used. This was because after being struck by the torpedo she listed to starboard and the boats on the high side could not as a consequence of this list be gotten over the side, due to the old-fashioned round bar davits with which the "Lusitania" was equipped. Time and again such davits have proved their utter uselessness for the launching of life-boats when the ship is listing to one side or the other. A list of from 15 to 20 degrees will completely prevent the launching of boats with such davits on the high side of the ship. In other words, with the use of round bar davits and a list to either side the life-boat capacity of a ship is reduced to one-half. Every practical seaman knows this. Yet a ship like the "Lusitania," furnished with every conceivable appointment of luxury for the convenience and comfort of her passengers, is equipped with launching devices that are entirely out of date and which with a slight list are useless for the purpose they are intended. It cannot be too strongly emphasized that by the use of such davits the Cunard Company sadly neglected their first line of dependence in an emergency—the life-boats. No matter what elaborate system is used in the construction of watertight compartments and in the closing of bulkheads, experience has proved that there is no such thing as an unsinkable ship, and that for this very reason stanch life-boats in combination with efficient launching appliances and a trained crew constitute a ship's chief factor of safety. Neglect either of these three cardinal factors in the equipment of a ship and the safety of passengers and crew is seriously imperiled.

That the discipline and general efficiency of the officers and crew of the "Lusitania" was much below the required standard cannot be denied. Uncontrovertible testimony of surviving passengers all points to that end. Conflicting orders were given by the officers in regard to launching of life-boats, and instead of concerted action and strict disciplinary methods, consistent with good seamanship, desultory and half-hearted efforts only were made in the attempt to launch life-boats. No doubt that the belief that the "Lusitania" would not sink so quickly had something to do with this tardiness. Yet, on every well governed ship the crew is supposed to be at their station within five minutes after the alarm is sounded. If this rule had been strictly adhered to the life-boats that went down with the "Lusitania" lashed to their cradles and davits would have been the means of saving many lives. Even though passengers may have declined at first to embark in the boats owing to their belief that the "Lusitania" would remain afloat, these boats if dropped over the side without delay would surely have succored many struggling passengers grasping for something to hold on to until help arrived. As it was, eighty per cent. of the "Lusitania's" life-boats were dragged down when the great ship took its final plunge.

Approaching, as the "Lusitania" did, a

region of the sea known to be infested by hostile submarines, it would seem as a matter of prudence that ample preparation should have been made to get the life-saving equipment of the ship in readiness for instant use. Life-boats swung out, hanging in their davits clear of the side and ready for passengers to step in would surely have proved a matter of good and wise precaution, under the circumstances. Yet, no such steps were taken. Again, from all reliable reports no life-preservers were available on the upper decks. Passengers that could not reach their rooms to get life-belts had to go without them. Mr. Alfred G. Vanderbilt is reported as having stripped himself of the life-belt he wore and most gallantly handed it to a lady. That this act cost him his life plainly indicates that he could find no other life-belt about the deck. Mr. Elbert Hubbard, when last seen, was searching for life-belts for himself and wife. A few hundred life-belts brought up and distributed along the decks before the "Lusitania" entered the so-called war zone would have been a simple matter.

In the peculiar conditions under which the "Lusitania" was running there can be no question but that the passengers should have been assigned to life-boats and made to take part in the boat-drills. But no such precaution was taken to protect the lives of passengers. The following quotation from the New York Times of May 10 is ample verification of this neglect on the part of the "Lusitania's" officers:

"Some of the most prominent passengers went to Captain Turner three days before the 'Lusitania' was sunk and asked if it was not advisable to have a boat-drill so the passengers would know how to escape if the ship was torpedoed. The captain coolly replied that he was not worried and would get the 'Lusitania' into port safely. He said, however, that he would speak to the first officer about the proposed drill. But whether he did or not, no such drill was held."

It is evident that if this idea had been carried out, coming as it did from the passengers themselves, much delay and confusion would have been avoided at the time of disaster, and the saving of a great many lives might have rewarded such an effort of forethought and precaution.

While to the average layman it may seem an easy matter to criticize and find fault with the management of a ship after a disaster has occurred, yet it must be borne in mind that conditions surrounding the last trip of the "Lusitania" were such as to call for extraordinary precautions being taken to safeguard her passengers. It cannot be emphasized too strongly that under any and all circumstances the price of safety at sea is preparedness and a never-failing vigilance. In the case of the "Lusitania" it was doubly so. Warnings had been given that may have reasonably led the steamship officials to believe an attempt was made to "get" the "Lusitania." Still even the most ordinary steps of precaution to prepare for an emergency seem to have been ignored by the officers of the ship. On the contrary, the utmost confidence, even to the point of boastfulness, was assumed by the ship's officers on the entire run about the unlikelihood of the ship being torpedoed. This overconfidence in the immunity of the "Lusitania" was doubtless

inspired by the thought she would not sink even though struck by torpedoes. But was not the lesson of the "Titanic" sufficient to remove so absurd a thought? How many such disasters will it require, and how many more lives are to be sacrificed, before that dream of an unsinkable ship is dispelled?

THE CHILDREN'S FREE PICNIC.

The following letter and answer thereto are self-explanatory:

Chicago, June 1, 1915.

Mr. Chas. F. Hunt, City.

My Dear Friend:—Children's Day, which means an annual free picnic for all the needy children of Chicago, has become an important part in the life of these little street urchins.

The twenty-five years' experience we have had in this kind of work in Chicago has convinced us, beyond all doubt, as to the far reaching and beneficial effects of this event. We will furnish all the willing workers needed, but must depend on our friends to supply the finances.

Hoping you will come to our assistance in this worthy effort, I am

Sincerely yours,

(Signed) E. FIELDING, Major-General.

Chicago, June 2, 1915.

Major-General E. Fielding,
The Volunteers of America.

Dear Sir:—Your annual appeal for the picnic for "needy children" grows each year more farcical. These children are every day in a condition of slavery; one day of feed and frolic must make the rest more dreary to them. They enjoy fewer picnics and feel more hunger than did the negro slaves.

You would probably have been an abolitionist seventy years ago. Why not now? The slave law was then the apparent cause; now the cause is not so plain, but it is known, although we had an expensive commission recently going over the country seeking the cause of poverty and misery.

Agos ago the fighting men found robbing the producers irksome, so they claimed the source of products, THE LAND, and let it out to producers at rents that left a bare living. The economic power of the feudal system still controls; we depend upon land now as did the first forms of animal life, or the savages that knew nothing of land laws; but we allow a few to hold the land, and exploit the rest. Henry George told us how to release their hold by increasing the present land tax. For thirty-five years this plan has stood every test of logic and justice, but you seem never to have heard of it. One feed in a year for children is too trifling for your army. You advocate religion; does your religion oppose equal right to the land which is claimed, but was not created, by landholders?

C. F. HUNT.

Mr. Hunt's reply is to the point. It is clear enough that the organization which gives the free picnic, knows about prevailing poverty and distress. If it is doing nothing to remove the cause of this state of affairs, it should not call on men who are to divert their efforts into another channel. It may properly call on those who are upholding existing conditions, for these are responsible for all the trouble and misery resulting therefrom. Their contributions to charity are in the nature of a small measure of compensation for injury done the victims of conditions that they uphold. Mr. Hunt's letter shows the proper way to work to abolish the need of charity.

Notice has been issued by the Canadian government that masters of vessels navigating Canadian waters are warned as to the necessity of keeping a sharp lookout and reporting any suspicious craft they may sight. Small fishing and coasting vessels are particularly urged to at once report any such craft to the nearest customs officers for transmission, by telegraph, on the east coast to the captain in charge, Halifax Dockyard, and on the west coast to the superintendent, Esquimalt Dockyard. It is not desired that any hearsay evidence should be forwarded, but only definite facts.

Demand the union label upon all purchases!

NEW HALIBUT BANKS.

Recent official reports are to the effect that the newly discovered halibut banks off the coast of Oregon and Washington are of much economic importance. Figures showing the catch for the first fifteen days of June indicate really remarkable results, according to officials of the Bureau of Fisheries, and promise that these new banks, which have been named the Newport, Columbia River, Willapa and Grays Harbor banks, will to a very considerable degree offset the loss of fishing trade to Prince Rupert, British Columbia. This new Canadian town, it is recalled, is near the halibut banks of the north Pacific, and the fishing boats which go there no longer return with their cargoes to Seattle, as formerly.

From these new banks, according to official figures, there were taken during the first half of June a total of 985,000 pounds of fish by boats arriving at Seattle, which was more than one-half the halibut arriving at that port in the time referred to.

These results are highly satisfactory to the Bureau of Fisheries, which believes that the take of fish will be considerably increased as soon as the full area of the new banks can be developed by further surveys, which are to be made this summer.

At a recent conference of the Australian Natives' Association (a national association in the Commonwealth), a motion was carried urging the Victorian government to develop the local coal resources. The motion had particular reference to brown coal, of which there are large deposits in the Morwell district, and it was pointed out that local brown coal was much superior to the German product, and that it yielded valuable by-products of great use as manure and in the manufacture of aniline dyes. It could also be used in generating power for use in working electric railways.

The government-operated coal mines of New Zealand produced 189,495 tons of coal during 1914 out of a total production of nearly 2,000,000 tons. This coal is placed on the market in competition with the privately mined and imported coals, and is of a fair quality. The coal production of New Zealand has increased from 719,546 tons in 1894 to 1,888,005 tons for 1913.

A Russian newspaper under the name of "Skandinavskij Listok" is now being regularly published in Stockholm. It is estimated that there are 15,000 Russian subjects residing in that city, and it is the intention of this paper to meet the needs of these people. One reason for establishing the paper is the difficulty of receiving Russian papers regularly in Stockholm, owing to the uncertainty of mail deliveries. It is also the intention of this paper to devote a large part of its space to commercial interests and attempt to join Scandinavia and Russia more closely in this respect. It will be nonpolitical as far as possible.

The Prince line, Newcastle-on-Tyne, owning something approaching fifty steamers, have, in addition to increases previously made during the war, decided upon a further increase in pay of twenty per cent. in the case of the whole of the officers of their fleet for the duration of the war.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

they attack (on their own hook) a superior force. As a result they are annihilated. Thus it is with a few isolated instances of aggressive unionism."

Unions Waive Rights.

The new munitions bill recently introduced in the British Parliament is another reminder that war destroys individual liberty and makes the citizen but a cog in the State's machine. The bill is the result of a conference between Lloyd-George and trade-union officials, and is intended to secure a greater output of war material.

The leading provisions of the bill are:

Strikes and lockouts are illegal.

Local district committees will have power to fine any workman who commits a breach of discipline or is found guilty of "slacking."

Any trade-union rule the munitions courts declare interferes with industry shall be abandoned.

Factories that manufacture munitions shall be controlled by the State.

The State will regulate the number of men employed in these factories. Employers are not permitted to engage or retain workers contrary to orders of the committee.

Trade-unions are to recruit a volunteer army of workmen who will sign an agreement pledging themselves to work in any State-controlled factory. Traveling allowance and extra subsistence allowance will be made for families.

These volunteers are to be enrolled for six months and may sign a new agreement at their option. They are under orders to go anywhere assigned.

Wage rates are to be paid according to decisions of the munitions committee or arbitration boards.

Munitions committees have unlimited power. Membership on these committees consists of an equal number of employers and employes. Minister of Munitions Lloyd-George will name the presiding officers. Individual workmen may be fined up to \$15 for each offense. A refusal to pay may be followed by expulsion from the union with loss of all benefits.

Compulsory Voting Tried.

At the recent Queensland election where the labor party secured control of the government compulsory voting was tried for the first time in Australia. Opponents of the laborites passed the law, believing that it would aid them. The result proved their mistake.

Commenting on this new voting idea, the Adelaide Daily Herald predicts an extension of the compulsory voting plan, as the labor party controls Australia. The paper says:

"It is to be feared that many persons, who should be whole-heartedly for labor, treat their political obligations all too lightly. In time of national stress they will vote, but when all is going well, many do not. The compulsory voting provision acts as a spur to them. It may be taken for granted that the principle will be adopted in the commonwealth arena at an early date."

The Daily Herald says that the Queensland election and the triumph of the labor

party shows that the voters in that State did not forget the clumsy attempts of the government three years ago to break a strike of street-car workers. Armed bodies of men were brought from the country districts, and the affair was treated as a civil war. Since then "there has been ample time to expose the lies that served so well years ago," and even non-labor voters resented the deception that had been practiced on them.

Garment Employers Abandon "War Talk."

There will be no general strike in the garment industry of New York. The manufacturers plead for arbitration.

These manufacturers have changed their minds since May 20 last, when they notified the International Ladies' Garment Workers' Union that the Cloak, Suit and Skirt Manufacturers' Association had abrogated the protocol between the two parties. The manufacturers followed this announcement by preparations for war and statements that they would no longer deal with the union.

Curiously enough several of the union's officials were arrested at the same time.

These moves had an effect on the workers contrary to that intended. At one of the largest trade-union meetings ever held in New York City, President Gompers and other speakers urged the garment workers to steady their lines and prepare to resist the general attack on their organization.

Now the manufacturers want to arbitrate. They announce that:

"We are willing to go before a council of arbitration, to be made up of disinterested and neutral parties, and to lay our case before them, with the understanding that arbitrable questions may be left to a board of arbitration to be subsequently formed, if necessary."

Garment workers' unions are celebrating the "about face" of the manufacturers and continued peace in this industry is predicted.

ISOLATED ISLANDS.

Though scientific progress has made it possible to do a double journey between England and America in a fortnight, there remain many islands with which it takes years to communicate. Off the Scottish coast are the groups of islands known as the Hebrides, Orkneys, and Shetlands. Of these the most isolated island is St. Kilda, some three miles long and two miles broad. The inhabitants lead lives of great loneliness, for it takes a month to get to the next island, and the sea often makes any communication with St. Kilda impossible for months. The group of eight Phoenix islands in the Pacific has a total population of only 158, while another little bit of the British Empire is Fanning Island. This is a landing place for the Pacific submarine cable, and usually there are about 1,000 people in the place. The loneliest of all parts of British territory is the Island of Tristan da Cunha, in the South Atlantic, which is also the smallest inhabited island in the empire. It is 1,800 miles from land, has a population of 74 Scottish Americans, and the inhabitants get news of the outer world usually once every two years.

Demand the union label upon all purchases!

THE "TALL" LIARS.

A recent press telegram from Venice reported the arrest of a German who attempted to pass the Austro-Italian frontier with 500,000 francs (about £20,000) in gold. London "Justice" points out that the weight would be a little matter of 315 lbs. avoirdupois!

That was pretty tall, but the following item beats it:

"German methods of fighting broke down in Poland. . . . In a large saw-mill 1,200 bodies were laid in layers upon timber soaked in paraffin. The pyre was built up until it was the height of a six-story house and covered an acre of ground. It burnt for three days."

Sydney Bulletin is constrained to make this comment accordingly:

"An acre is an area of 43,560 square feet. Giving each corpse 6 ft. by 3 ft., this space should take 2,420 bodies without overlapping. Why, then, with only 1200 bodies to dispose of, pile them as high as a six-story house? The timber-and-corpse stack as lofty as the Eiffel tower must have had a fine overhead crane system too. Or were the dead and the firewood loaded into Zeppelins and aeroplanes, and discharged at the upper level? As a matter of fact, the whole story is a fake. What really happened was that 1,200 Germans were soaked in beer and laid out in a six-story brewery."

Glasgow Forward prints this with regard to the "atrocities" industry: "This atrocities business is growing to unheard-of lengths in mendacity. Now and again it is true a lie gets captured and annihilated, as the Rev. Arthur J. Gossip annihilated the lie about the two Belgian children with their lopped off hands (which turned out to be one Belgian child with two fingers missing, 'the result of a pure accident'), or the mutilated soldier in Stobill (the story has been variously placed at Aberdeen and Ayr), who is as yet unknown to the doctors."

EXPENSIVE CHARTERING.

Particulars are given in English papers of the chartering of the "Aquitania," 45,647 tons gross, from the Cunard Steamship Co. It is reported that all the expensive fittings of this vessel were "hacked" out and replaced with other fittings to suit her for the requirements of the British Admiralty, and that she was only in the Government service at sea for ten days when she collided with a Leyland liner, which necessitated her return to the Mersey, where she has since been in the hands of the ship repairers to be placed in a condition to resume her sailings in the Atlantic trade. It is reported that the British Government are paying about £72,000 per month for the hire of this vessel, to commence from the time she was placed at their disposal until she is returned to the company in a position to resume her ordinary sailings. It is believed that the cost of altering the vessel, repairing the damage and reinstating her, plus the hire money, will exceed \$5,000,000, which must be considered a record payment for ten days' service.

To freemen, threats are impotent.—Cicero.

LAWSON'S MEMORABLE WORDS.

(Continued from Page 7.)

no overstatement to say that I am here to-day because, with others, I have patiently, without bitterness, yet persistently for years sought these things—a wider chance in life for those who toil, a higher type of democratic citizenship and a social system of industry which gives promise to mankind and denies autocratic power over the lives and liberties of the great mass of workers to the masters of millions who have usurped governmental authority itself. Such usurpation has reached its most finished expression in Las Animas and Huerfano counties, in this State, and those who, like myself, have continued none the less to worship at the ancient altars of human liberty and justice in this country, have been marked for annihilation. But let no one think we have not seen through years this very possibility.

In receiving sentence of life imprisonment at hard labor from this court, I can do so with the knowledge that I have broken no law and committed no crime, unless it be that I am a coal miner, honored by my fellow workers, with their years of confident faith that my devotion will stand even this acid test for the maintenance of their principles.

In a word, the reason this court should not pass judgment as I see it, is that by so doing it will openly violate every principle of justice for the promotion of which our courts exist. Solemnly facing iron bars and prison walls, I assert my love for justice and my faith in its ultimate triumph—not a justice of theory but of reality extending to men, women and children whose proper equality of opportunity it embraces; and with utmost earnestness I want it understood that my one satisfaction in my lot—separated though I may be from those who are dearer to me than life—lies in the belief that this, my undeserved experience, may help awaken others to the living wrongs in our world, calling to-day as definitely as in the past for remedy. It is a privilege and a duty even by sacrifice to advance our priceless cause. I am therefore ready to receive the sentence this court should declare itself without either authority, right or justification to impose.

DECOY SHIPS.

The following communication was printed in Shipping Illustrated: "There is very good reason to believe that in more than one case the German submarines, instead of sinking a merchant vessel after turning her crew adrift, have put some of their own people on board to manœuvre her as a decoy ship. Signals of distress have been reported as shown by steamers which bore no visible evidence of disablement. In one case the S. O. S. was sent out, calling help to a particular spot. The list of tricks employed by German submarines includes the Morsing of passing ships, rocket firing, etc. It behooves shipmasters to act cautiously when signaled for assistance in the waters of the so-called 'war zone.' It is noteworthy that submarines never discharge a torpedo when they can effect their purpose by other means, whether by gunfire or by boarding a victim and placing bombs in a vulnerable spot. The German navy must by now be quite short of torpedoes. During the early days of the war they employed these in a very prodigal manner against patrol warships of the Allies. Apparently the German Admiralty has come to the conclusion that the game is not worth the candle."

Much interest is expressed in the re-discovery of certain enormous islands near the center of Hudson Bay by Mr. Robert J. Flaherty, the leader of the Sir William Mackenzie Expeditions to Hudson Bay. These islands are said to have been originally discovered by Hendrik Hudson, and then apparently became lost to geographers for more than two centuries. Mr. Flaherty describes the islands as having a total area of more than 4,000 square miles, with a complete length north and south of nearly 400 miles.

ECONOMIC DETERMINISM.

(By W. A. Jacobs.)

Each age has had its own peculiar development, its own peculiar needs, its own peculiar achievements and therefore its own peculiar expression. Although history apparently repeats itself, no two ages have been entirely alike, and that which was considered necessary and therefore permanent, has been pushed aside and declared no longer fit to serve the people.

Normal men and women have a desire to live. They have a desire to live better, and their means of living is determined by the means at hand and their knowledge of how to use them.

The people could not have steam engines until they had learned how to control steam. They could not have electrical machines until they had learned something about electricity. They could not race across the country at the rate of sixty miles an hour until they had learned to build roadways and engines. These things are all considered necessary in the effort of making life worth while, and out of the way the people secure a living develops their ideas of social relations and grows their forms of government. These facts furnish a basis for Socialist reasoning and they are grouped under the term, Economic Determinism.

Those who understand the meaning of economic determinism, understand human actions and are usually able to explain them. When one understands that the material well being of individuals is improved by economic advancement, one can understand why the great majority of clergymen can hear the faintest whisper of the Lord when he calls them to a place paying an increased salary, but cannot hear the loudest trumpet blast when He calls them to a place paying a decreased salary. Even men of the cloth want better cloth and those furnishing spiritual food to others will travel thousands of miles in order to secure material food for themselves. And they will travel thousands of miles further in order to secure more food, and why not? If groups of people feel a need for their services why should they not go to that group which is willing to pay the most for it. We are not condemning them for trying to improve their economic conditions. "We are not complaining, we are only explaining." It matters not how spiritual we are, we still have need for the material things if we keep alive.

Tell me what you do for a living, and I will tell you what you are thinking about.

CITY WITH NINE LIVES.

When the war is over we may be sure that most of the towns and cities destroyed by the Germans will, like the Phoenix, rise from their ashes. The teaching of history is that a city is hard to kill. For instance, London has been decimated five times by plagues, in addition to visitations of typhus, cholera and other epidemics. She has been burned more or less severely several times. Paris has gone through eight sieges, ten famines, two plagues and one fire which devastated it. Rome has been swept by pestilence no fewer than ten times. She has been twice burned and six times driven to submission by starvation. Constantinople has been burned out nine times and has suffered from four plagues and five sieges.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
 PORTLAND, Ore., 242 Flander St.
 SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
 PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
 SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
 ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
 any of the above-mentioned places;
 also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

President Wilson has approved an order, prepared by Secretary Lane, putting in effect at once a system of compensation for employees who may be injured or incapacitated in the Alaskan railway construction.

The newly organized Structural Iron Workers' Union of Savannah, Ga., has won its strike for higher wages, time and one-half for overtime and double time for Sunday work. The strike lasted less than three days.

The Lexington (Ky.) Street Car Men's Union and the Kentucky Traction and Terminal Company have signed an agreement, effective until June 30, 1918. The wage scale is made on the basis of service, and runs from 17 to 21 cents per hour for motormen and conductors on city cars and 20 and 21 cents on interurbans. The company refused to concede the union shop, but it is agreed the unionists have a right to wear their union button at all times.

Conferences between employers and structural iron workers of Chicago has resulted in an agreement and the strike started May 1 last is at an end. About 1,000 men are affected by the settlement. The iron workers gain a substantial wage increase for the last two years of a three-year agreement. For the first year they will receive the old scale of pay, 65 cents an hour. For the second year the scale will be 69 cents, and for the third 70 cents an hour. Arbitration provisions are agreed to.

All danger of a strike of New York, New Haven & Hartford railway clerks was removed with the settlement of the most important question, involving the right of clerks to appeal from decisions. The new rule provides that all grievances, except those involving competency, may be taken to the general superintendent, who shall appoint a committee, of which he may be a member, to hold a hearing and make final disposition of the matter. The rule is similar to the one now in force between the company and its engineers and firemen.

Striking amalgamated lace operatives employed at the Marshall Field lace factory, Zion City, have been enjoined by the Lake County Circuit Court. The workers are ordered not to call upon lace factory employees "for the purpose of inducing them to leave their employment." The State Federation of Labor urged the recent legislature to check these injunction judges by passing a law similar to the Clayton Act. The Lake County writ sustains their position that injunctions of this kind are only issued against striking workingmen and women, and is a denial of fundamental rights every citizen should enjoy.

The American Federation of Labor will do all it can do to free John R. Lawson, the mine leader under sentence to life imprisonment in Colorado. Secretary Frank Morrison declared during the week. Mass meetings are already being held throughout the country, editorials are being published by newspapers whose sympathy the Federation commands, and contributions are being received to carry on the fight. The Federation launched its campaign with a circular sent out June 30, in response to an appeal from the Colorado miners, in which all justice-loving people were asked to protest against Lawson's punishment.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire BuildingSecond Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John
Anderson, A. E.
-1802
Bering, Paul
Berglund, Iver
Bramley, E.
Brogan, J. P.
By, S.
Bæk, James
Brunstad, John
Brynulfen, Halvor
Carl, W.
Carroll, A. R.
Christensen, Trygve
Edverdsen, Anton
Eugent, John
Edson, Frank
Glademo, Lars
Hampel, Will
Hellsen, Halvord
Hansen, Nils S.
Hansen, Theo. H.
Hansen, C.
Haugland, Harold
Ingebreetsen, Olaf
Jacobsen, Tengils
Jakobsson, Johan
Johanson, Wm.
Johanson, Johan S.
Jacobson, Anders
Jensen, Jens
Jensen, Hans -2014
Knudson, A. J.
Kretschmann, Max
Larsen, John
Larsen, K. -1560
Larsen, Ingolf
Lindeman, C. H. O.
Larsen, Albin
Lillorn, O. J.
Luberg, William
Larson, E. J.
Louis, Jimmy

Mann, Emil
Moyer, Wm.
Martinsohn, P. A.
Meyerdierks, H.
Moen, Tryger
Mikkelsen, K. -1620
Nelson, Robert
Nelson, Henning
Nelsen, N.
Norlin, Geo.
Nielson, Alfons
Naro, H.
Olsen, Yuqo
O'Daly, John
Olson, E. -966
Olson, Harald
Olson, Peter
Petterson, Harry
Perry, Albert
Petersen, Carl M.
Pertson, J.
Quigley, Tom
Ramsisl, Arthur
Rodin, Knut
Ramberg, Barney
Simms, Gunner
Simmonds, Roy
Skedmo, A.
Sorensen, Morris
Strauss, Walter
Strasdin, A. W.
Strand, Charley
Scherman, Karl
Samuelsen, W. L.
Telchert, Karl
Thostrup, Ludvig
Thomsen, Einar
Tullifsen, Hans
Thompson, W.
Veekenstedt, W.
Will, Max
Williams, T. C.
Willen, Toivo

Tacoma Letter List.

Carson, James
Durholt, H. T.
Haug, Anton
Johannsen, Christian
Linea, W.
Line, Wictor
Murphy, Daniel

Olsen, Martin E.
Paterson, John
Person, Fritz L.
Thomas, Paul
Ullman, Emil
Wene, K. J.

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At
WESTERMAN & SCHERMERTwo Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERSPrivate Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuunu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL— Try —
EUREKA CHOP HOUSECor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio
Eriksen, Anton
Lomas, Richard

Lawrence, Harry
Nilsen, Nils
Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Stewart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039

UNION SHOP

Big Bargains In Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN

J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL

RESTAURANT

Best Meals on the East Side

\$5.50 Meal Ticket for \$5.00

Phone East 406

371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Anderson, John	Mathson, Nils
Allan, Frank	Metts, John
Anderson, W.	Mathiassen, Sigurd
Bjorkholm, J. E.	Moller, L. D.
Bernhardsen, Chas.	McConnell, David S.
Bugge, Mr.	Marx, Hhorwald
Carlsen, Herald	Meckermann, Ernst
Decas, O.	Meyerdierck, Heinrich
Dolany, Willie	Meyer, Chas.
Dully, Alex	Nilsen, Harry
Erman, A.	Neuling, Albert
Egenas, Nils	Olsen, Andy
Edstrom, John	Osterberg, Henry
Elisen, Sam	Oglive, Wm. A.
Felsh, Henry	Olsen, Oscar
Geiger, Joe	Peterson, M.
Gasch, Willy	Peterson, P. G.
Gunther, John	Perssons, Oscar
Holmstrom, Chas. A.	Pensgaard, Emil
Holman, W.	Rinkel, H.
Holm, Peter	Rimmer, Chas.
Hellman, Albin	Rasmussen, Thor
Holm, Aage	Schultz, John N.
Handt, Wm.	Smith, John
Henriks, Waldemar	Selin, Joe
Ingelbrigtsen, O.	Soderlund, Uno
Johansen, Christ	Salmelin, H.
Johanson, Nils	Scott, James
Johansen, Anton	Saarinan, W.
Jensen, V.	Solberg, P.
Jahnke, Otto	Stuardahl, J.
Kronstrand, T.	Snyder, Jack
King, J. L.	Tamford, B. A.
Kelly, Patric	Tasnase, E.
Kjer, Mangus	Tully, A.
Knudsen, Richard E.	Tuhkanen, J. J.
Keane, M.	Urso, Geozep
Larson, C.	Wege, Wm.
Lindberg, A. C.	Walter, John
Luckman, E.	Wickman, Ernest
Lorins, Jack	White, Harry
La Boyle, M.	Westengren, C. W.
Lyle, Alex.	Welsen, John
Morgan, Tim	Wilson, R.
Muller, P.	Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew	Nilsen, Harry
Arnell, John	Nordgren, Chas.
Burmester, T.	Paaso, Andrew
Byman, Alf.	Petterson, Karl
Bjorklund, G.	Petersen, J.
Bowen, J. J.	Peterson, Nels
Davis, Frank	Risenius, Sven
Eriksson, -333	Rundblad, Oscar
Evensen, Krist	Schmidt, Heinrich
Gronnos, Oswald	Simensen, Isak
Gueno, Pierre	Scheftner, Bernhard
Hansen, Halfdan	Toves, H. C.
Holmroos, W.	Thorne, John
Hansen, Ove Max	Thompson, S. K.
Hylander, Gustaf	Udby, Harold
Jacobson, J.	Wiksten, Arvid
Kristiansen, Nils	Wilson, John
Kustel, V. J.	Walder, Olsen N.
Larsen, -1804	Packages.
Ludtke, Emil	Glazer, Y.
Malmberg, Ellis	Gorgensen, Olaf
Maonado, Henry	Hansen, John
Munsen, Fred	MacGuire, O. F.
Nilsen, -1054	Stanners, W. S.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

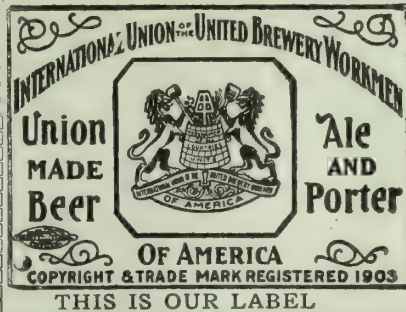
DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made



Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts, Oil Clothing, Eureka Boots, Hats, Shoes, Underwear, Beddings, Tobacco, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.

Near Sailors' Union Hall

Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiansand S., Norway.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.

5-13-14

Home News.

Attorney General Gregory announces that as a result of his investigation of the Atlanta federal prison, he hopes to find a way in which these prisoners may be put at work that will allow the Government to give a small part of what they earn to their families. The official states that labor of this sort would be only for the Government and along such lines as would not bring the prison-made goods into the open market.

Immigration to Boston fell off 73.6 per cent. in the fiscal year ending June 30 and the total passenger movement from foreign countries dropped 66.2 per cent. The total number of passengers arriving at Boston was 32,581, of whom 4,532 were saloon, 10,633 second cabin, 16,218 steerage, 28 stowaways, and 1,107 horsemen. In the previous fiscal year the total was 96,334, including 5,575 saloon, 22,704 second cabin, 67,912 steerage, 65 stowaways and 78 cattlemen.

In a pamphlet on "What Tuberculosis Costs in Wages," the National Association for the Study and Prevention of Tuberculosis says that an investigation of 500 cases in Boston shows that these men lost over \$425,000 in wages as a result of this disease. To emphasize the need for action on this question, the pamphlet makes this point: "Workingmen are always aroused when an employer or a group of employers suggest a reduction in wages. How many of the men who read this article ever stop to think of the enormous sums of money they are losing in wages every year due to one preventable disease, tuberculosis."

Postmaster General Burleson will renew his recommendation of last year to the incoming Congress that the Government should control the telephone and telegraph service. "It is an interesting fact that whereas policies of government have been advocated and some adopted, the constitutionality of which have been seriously questioned, the principle of government ownership and control of the telegraph and telephone finds its greatest strength in the Constitution," he says. "This opinion has been shared by practically all postmasters general of the United States, who have held that the welfare and the happiness of the nation depend upon the fullest utilization of these agencies by the people, which can only be accomplished through Government ownership."

A small army of clerks and stenographers employed by the Du Pont Powder Company and with similar concerns are on the verge of realizing undreamed-of riches due to the fact that Du Pont common stock has jumped from its par value of \$100 a share to \$700, with possibilities and expectations of its going to \$1,000 before many weeks. War orders being filled by the big powder company are responsible for this condition. Some of the stock held by the employees was given them in connection with its profit-sharing system, others have been investing their savings in the stock for several years, and, with the stock rising by leaps and bounds, these employees are dazzled by prospects of riches which a year ago they never dreamed of. Of course, this wealth is on paper, for little stock is being disposed of because of the expectation that it will go to the \$1,000 mark.

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on

Water Street, Port Townsend

Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell.

4-3-15

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md.

7-14-15

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Domestic and Naval.

The United States ship "Conyng-ham," one of the six 29½-knot destroyers authorized last year, was launched by Cramp's, Philadelphia, July 8. The displacement will be 1,090 tons and the length 310 feet, draft 9.2 feet.

The auxiliary steam five-masted barque "Neath" which stranded at Beachies Head, Alexandra Bay, New-foundland, was formerly known as the "R. C. Rickmers," and is one of the German vessels detained at Cardiff at the outbreak of hostilities. She was built in 1906, of 5,548 tons register.

The Japanese steamer "Chicago Maru," owned by the Osaka Shosen line, which struck on Amherst Rocks, near Shanghai, but has since reached Shimonoseki and proceeded to Kobe for repairs, is a steamer of 6,182 tons gross, built in 1910, and insured on a value of £84,000. At the time of the casualty she was bound from Hongkong to Victoria, B. C.

A profit of \$1,159,000 has been made by the United States Bureau of War Risk Insurance to June 26, according to figures announced by the Treasury Department. The total amount of insurance written since September 2, when the operations of the bureau were begun, is \$77,250,000. On this the premiums have been \$1,879,000, while the losses paid have been \$720,000.

The steamer "Santa Clara," which stranded at Almanadas, near Caibarien, on the north coast of Cuba, with 5,000 bags of sugar on board, is valued at £20,000, being 2,584 tons gross, built in 1896. She is registered at New York under the ownership of the American and Cuban Steamship Company, Limited, but is insured in England with the fleet of Mr. T. B. Royden, as prior to her transfer.

The first submarines of the United States Navy to be equipped with guns will be those of the "M" and "N" classes. The gun is of a new three-inch pattern, designed by the Bureau of Ordnance. It is mounted on a disappearing carriage very similar to the carriages used for the large disappearing guns. It has a high angle of fire, but is different from the guns mounted on board German submarines, which "fold up."

The former Italian bark "Rosalia d'Ali," which was purchased by the George R. Dilks & Co. from the Boston Iron and Metal Company, of Baltimore, is to be converted into a barge. The bark was sunk by collision over two years ago in Hampton Roads and was bought by the Baltimore concern. Bids were asked by Dilks & Company to repair and change the vessel into a barge, to be used in the coasting trade, and the Empire Repair and Welding Company of New York was the lowest bidder.

The condition of the United States submarine flotilla is so bad that the summer maneuvers of the Atlantic fleet will be carried out without the participation of the submarines and it has been decided to have the submarines exercise by themselves. No reason is given, but it is obvious that if the submarine flotilla were in good condition it would be unquestionably ordered to maneuver with the battleships. It is believed that the chief of operations came to the conclusion that much more good could be accomplished by getting the submarines in condition than by attempting to use them with the fleet.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco
JOE WEISS
Telephone Kearny 3771
Union Made Shoes for Men
Exclusively



Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.
REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abmeyer, Henry
Adams, Hugo
Ahlens, Walter
Ahlors, Arthur
Ahokas, Ilmar
Andersen, Alfred
Olaf
Andersen, H. J.
-1620
Andersen, N. -1549
Andersen, S. P.
Andersen, A. -1447
Andersen, Chr. -1765
Andersen, D.
Andersen, Ed
Andersen, Ernst
Andersen, H.
Backman, Axel
Bakker, Haakon
Ban, Martin
Barz, Herman
Bazne, B.
Bendiksen, Nick
Benter, H.
Bergman, E. Ivar
Berklind, Gus
Berry, David J.
Bertelsen, Kristian
Besseson, Olaf
Bilke, E. -2049
Bjorseth, Knut
Blarich, Mike
Caen, P.
Calson, Fred
Campbell, George
Campbell, S.
Carey, Arthur L.
Carlson, C. O.
Carlson, C. R.
Carlson, Joe
Carlson, Julius
Carlson, Martin
Carlstrom, Claes
Carter, J.
Carther, Sidney
Catt, Frederick
Dahlkvist, Fred
Dahlstrom, A.
Daly, John
Daniel, J. C.
Danielson, E.
Davey, C.
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckstrand, Frank
Edmann, Oscar
Egelhoff, Fred
Ekhoft, Otto
Ekstrom, George
Ellassen, Sigurd
Fane, James
Ferguson, J.
Ferguson, Will
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Georg
Fjellman, Jonas
Flebbe, Fritz
Fleppert, Fritz
Follan, Thomas
Forde, S. C.
Gabrielsen, Peder
Gart, George
Germer, Hans
Gilholm, Albin
Gjasdal, Eiling
Gorden, George
Graugard, L. J.
Gregory, C. J.
Griffith, Hugh E.
Hakansson, John
Hall, H.
Halvorsen, Henry
Halvorsen, Hans
Hammergren, Oscar
Hannus, Alex
Hansen, Charlie
Hansen, Hans O.
Hansen, H. C.
Hansen, Henry W.
Hansen, Hilmer
Hansen, Martin
Hansen, Nils S.
Hansen, Norkard M.
Hansen, Olaf
Hansen, Thomas
Hanson, Chas. G.
Hanson, Henrik
Haro, Eddie
Hauan, Karl

Anderson, H. E.
Anderson, John
Anderson, Jon
Anderson, Joseph
Anderson, J. R.
-1246
Anderson, R.
Anderson, Walter
Andersson, A. -1782
Andersson, O. L.
-1363
Andreassen, Karl A.
Andresen, A. -1635
Antonsen, H. -1783
Antonson, Viktor
Augustin, Hermann
Azevedo, Manuel T.
Blum, Ernest
Boers, M.
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Brandt, Birger
Bredemeyer, Elmer
H.
Brown, Thos.
Brown, William
Brunvald, Ed
Bruun, Axel
Buckly, J. J.
Busch, Peter
Byloff, Charles
Cellan, John
Christensen, Hans
Christensen, Otto
Christiansen, Hans
Christiansen, L. P.
Christiansen, Louis
Claus, John R. C.
Collins, H. S.
Collins, B. H.
Cordia, P.
Constantinos, Lay
Counted, Ernest
Crosiglia, G.
De Baer, Harry
De Hayes, F.
Dennis, I.
Dewetrak, C.
Dolan, Charlie
Dracar, Ed.
Ellefsen, Otto
Ellingsen, Fred
Endresen, Marius
Erekson, Sigurd
Erickson, E. R.
Erikson, George
Erikson, E.
Esterberg, Gust
Forshu, Alex.
Foss, John
Fost, Heintz
Frazier, James
Fredholm, C. J.
Fredholm, Folke
Fredrickson, F.
Fredricksen, Frank
M.
Friche, Wm.
Funk, Burno
Gronthal, Arthur
Gulbrandsen, Jens
Gulbrandsen, Bjorn
Gulliken, Amandus
Gumas, Nicholas
Gundersen, Kristian
Gustavsen, Olaf
Guthre, R.
Gutman, C.
Guzeck, Bernhard
Haugen, H. C.
Hellen, John
Hellen, Gustaf
Helberger, M.
Hermansen, C. P.
-1622
Hermanson, Fritz
Hewitt, Peter
Higgins, F.
Hilderbrand, A.
Hilke, Carl
Hogan, A.
Holst, R.
Hoose, Frank
Hord, Charlie
Hustad, Christian
Hoverson, Carl
Hubner, Carl
Huse, Ed.

Ikonom, Joe
Ingebretsen, Olaf
Jarosinski, Feliks
Jenkins, Fred
Jensen, Charles
Jensen, George
Jensen, H.
Jensen, Halford
Jensen, Henry
Jensen, John Frank
Jensen, Knud
Jersch, Wilhelm
Jespersen, Martin
Johansen, Axel H.
Johansen, Carl J.
Johansen, T. W.
Johanson, Edward
Johanson, J. -1561
Kaktin, Ed.
Kaleva, Gustaf
Kallas, Alex
Kallberg, Arvid
Karsen, Jakob
Karlsen, Wiktor
Karsten, Hugo
Kendahl, Chas.
Kine, Conrad
Kinlock, Wm.
Kirkowsky, Adam
Laakso, Frank
Laine, F.
Lake, Andy
Langsa, Sam
Larsen, George
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, Kerman
Larsen, Alfred
Larsen, S. G.
Larsson, K. E.
Laursen, Chris.
Lawson, J. P.
Lelf, Frank
Lelrevaag, H. J.
Leveridge, H.
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Madsen, Ludwig
Magnusson, E. W.
-153
Maki, Ivar
Malland, O.
Manse, Peter
Markwardt, C. P.
H.
Mariner, R. W.
Markmann, Bern-
hard
Markmann, Heine
Marquels, Frank
Martens, Hans
Martensen, J. C.
2191
Martin, H.
Martin, J.
Martin, John B.
Mathlassen, Nils
Mathlassen, Sigurd
Mathiesen, Ludwig
Mathiesen, N. L.
Mathsen, Olaf
Naujack, Fritz
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nerby, Kristian
Neuling, George
Nicolaisen, Carl
Nicklas, M.
Nielsen, Edwin N.
Nielsen, H. O. -1229
Nielsen, Waldemar
Nielsen, John -1151
Nielsen, E. S. -1116
O'Brien, R. F.
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, Albert
Olson, B. O. L.
Olson, Charles A.
Olson, John Arthur
Olson, John
Olson, Marnus
Olson, O.
Olson, Paul
Olson, Paulus
Paln, P. A.
Para, E. H.
Paulman, Geo.
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, Halfdan
Pedersen, Olaus
Pedersen, P. -896
Pedersen, Petter
Pedersen, W. G.
Pederson, John
Persson, Oscar
Peters, Charles

Insunso, Francisco
Isberg, Wiktor
Johansson, Bernard
Johansson, C. -2407
Johansen, Walter
Johnson, Arvid
Johnson, E. A.
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, Louis
Johnson, Peter
Johnson, R.
Johnson, Robert
Johnson, R. W.
Jones, Berthron
Jungberg, L.

Klatt, Herman
Klebingat, F.
Knappe, Adolph
Knudsen, Daniel
Kohlmeister, Otto
Kolk, M.
Konstalin, Anist
Korsberg, V.
Kristensen, K. D.
Kristiansen, Jakob
Krohn, J. A.
Lewald, Harry A.
Lewis, Robt. W.
Ligowski, Joe
Linde, Nils W.
Lindgren, Oscar
Lindner, J. -1750
Lindroth, Erik
Lohne, Edward
Lorin, Christian
Luberg, W.
Lundberg, Charles
Lundberg, Harry
Lundberg, Torstein
Lundgren, Colmar
Lund, J. William
Lunsman, Henry
Lynch, James
Mattta, Humberto
Mattson, Charles
Mattson, Harry
Mattson, J.
McCallum, Charles
McKeating, R.
McLaughlin, M.
McLean, H.
McLellan, John
McMahon, Jack
McPherson, D.
Meland, G. L.
Melder, Albert
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Midling, M.
Millard, W. G.
Miller, Billy
Milos, P.
Moller, Louis
Moore, Albert
Mortensen, Georg
Muller, Henry
Muller, John
Muller, Thom
Murphy, J.
Nielsen, N. C. -1224
Nielsen, Nils
Nielsen, Oscar
Nielsen, Anders
Nielsen, John
Nielsen, Chas. -663
Nielsen, Harry
Nielsen, Hjalmar
Nitschke, Karl
Nordstrom, B.
Nordstrom, Viktor
Norling, Sven
Norman, Olaf
Norton, Edgar
Nunner, Albert A.
Nym, John -1151
Nyman, Oskar

Olson, Ragnvald
Olson, Morten
Olson, E. W.
Olson, O. J. -542
Olson, P.
Olsson, Adrian
Olsson, Eric
Olsson, J. H.
Olsson, Carl
Olsson, James
Olund, Ture
Orling, Gust
Owen, Fred
Petersen, A. -1675
Petersen, Anton
Petersen, J. A. -515
Petersen, Nils
Petersen, Otto
Petersen, C. V.
Petersen, L. -1389
Petersen, Mauritz
Petersen, M.
Petersen, O. E.
-1553
Petersen, Oscar
Petersen, Tom
Petersen, Carl
Pinkert, C. B.

Plom, Charles
Plotner, A.
Poknandt, H.
Pommer, Jon
Quarnstrom, M.
Quigley, Robert E.
Quinn, William
Quistgaard, Carl
Raauum, Henry
Randolph, J. S.
Randrapp, John
Rank, W.
Rasmussen, J. -446
Reinson, E.
Riekes, G. S.
Rimmer, C. M.
Sanders, S.
Sandberg, John
Saunders, James
Savage, Roland
Schager, Ernest
Schneider, H.
Scott, E. G.
Seberg, G.
Senter, W.
Shinomija, N.
Sieviers, G. P.
Sleversen, Charlie
Siller, E.
Skoglund, Harry
Skogman, W.
Smith, Dan
Smith, John
Smith, L. K.
Smith, Max
Snider, G.
Soderberg, R.
Solberg, Bernt
Tamlar, P.
Tamman, K.
Tanum, Helge
Tayra, August
Telshert, Karl
Tell, Olaf
Tellefsen, Emil
Thompson, Ben
Thoren, Gus
Ulman, John
Valboe, H.
Van Frank, W. O.
Wacner, Wil
Wadman, Harry F.
Waldman, Edward
Walker, Erick
Walker, John
Wanag, J.
Weateroft, L.
Wee, William
Welsen, F.
Weltz, Ornluf
Welure, J.
Wesgaard, J.
White, Peter
Ylisen, Sam
Zankert, Charles
Zweyberg, John

Preusse, Fred
Publicatus, Aug.
Punkandt, Antoni
Rivera, Ben
Roberts, Frederick
Roberts, John
Roggis, A.
Rohle, Fritz
Roland, Lars O.
Rosenfeldt, A.
Rotter, R.
Rowley, W. J.
Rudt, Walter
Rundquist, O.
Ryan, Patrick
Sonnenberg, J. C.
Sorensen, Anton
Sorensen, Jens
Sorensen, L. A.
Sorensen, Vigo
Spanas, Nick
Spanon, James
Sponer, Emil
Stahlbaum, E.
Stenberg, Gus
Steinfart, J. H. F.
Stintman, J.
Stolzman, E.
Strand, Charley
Strand, Louis
Straus, Walter
Svedstrup, E.
Svensen, Albert
Svensen, C. J.
Swanson, Martin
Swanson, O.
Szallies, Gustav
Thoresen, C.
Thorsen, Rolf
Thorsen, Theodore
Thorney, Pat
Thomson, G. E.
Topel, Fred
Travnor, John
Trenkhahn, Martin
Trepte, A.
Ulrichs, Chr.
Vogel, Gus
Voss, H.
Whiteside, Fred
Wick, John
Whitot, J.
Wilhelm, E.
William, Frank
Wilson, J. W.
Winkel, August
Winton, J. A.
Wittenberg, Albert
Wold, Olaf -1285
Wold, Statius
Wremmer, George

Zunk, Bruno

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A. Olsen, Arne
Anderson, Andrew Olsen, Carl -1101
Athanasole, Michal Pedersen, Ellif
Berling, J. B. Pedersen, H. -1263
Brevick, John Penningrud, Ludwik
Carter, Sidney Persson, Oscar
Cealan, John Raasch, O.
Dehler, Alfred Raam, Henry
Ellefsen, Otto Rarly, Frans
Finnelly, Wm. Rathke, Reinhold
Furth, Richard Relusen, A. L.
Hansen, Karl Roberts, John
Hansen, Marius Siettemark, Einar
Hansen, O. Sorensen, Peto
Hendricksen, Hag- Strandin, A. W.
bart Thoren, H.
Jacobson, Emil Wakely, R. E.
Johansen, Emil Walters, Albert B.
Jorgensen, Oluf Wurthman, W. L.
Klette, E. F.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market

Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources . . \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Belaney J. M. Dupas
J. A. Bergerot John Ginty
S. Bissinger J. S. Godeau
Leon Bocqueraz Arthur Legallet
O. Bozio Geo. W. McNear
Charles Carpy X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets \$60,321,343.04
Deposits 57,362,899.35
Capital actually paid up in cash 1,000,000.00
Reserve & Contingent Funds 1,958,443.69
Employees' Pension Fund..... 199,164.12
Number of Depositors..... 66,965

H. W. HUTTON ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room

1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about \$2,000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

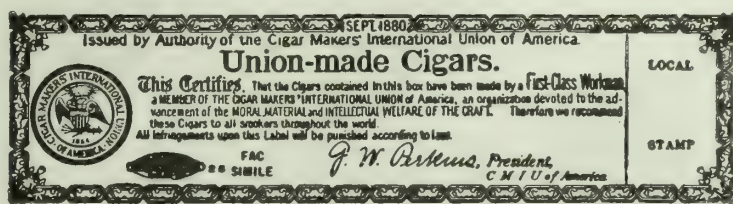
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN. San Francisco.

Blom, J. Petterson, Carl
Ekeland, Will H. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

The Dutch ocean-tug companies are at present overcrowded with work, France especially drawing much material from Holland at good prices. Most of the European sea-going tugs have been laid up, so that this work is now exclusively in Dutch hands.

It is reported that Italy's claim to Dalmatian territory had aroused the greatest indignation among the inhabitants of the district. Croats and Serbs had become united at one stroke, and the paper was assured that all Southern Slavs would defend the Italian provinces of the monarchy from Italy.

A Stockholm dispatch says that the German Government has expressed deep regret for the attack off Christiania Sound June 15 on the Swedish steamship "Verdandi." The "Verdandi" was first attacked by a submarine and then shelled by a cruiser. Germany says that the attack was a mistake and offers to pay an indemnity.

A bill has been placed before the French Chamber providing a credit of 300,000,000 francs for the repairing of property belonging to private citizens which has been destroyed by the enemy. The government in this matter is taking the same course as that followed by the convention of 1792 and the national assembly of 1871 in recognizing that citizens have the right to expect compensation from the government for damage caused by war. A commission has been appointed to report on the bill.

John Joy, vice-president of the Canadian Trades and Labor Congress, declares that the Nova Scotia compensation act, passed last month, is the best legislation of its kind in the Dominion. He says: "The act provides for the injured workman during his disability, even if it lasts his lifetime. Under this law, litigation is pushed to one side and the question as to the right of compensation and the amount payable are determined by a board of three members. Compensation is payable in periodical sums, thus providing for continual maintenance of the injured workman or his dependents."

According to a Japanese news agency, Japan has sent a protest to China, concerning the anti-Japanese movement in the republic. The discontent of China with the course pursued by Japan during the negotiations which culminated with China's acceptance of Japan's ultimatum last month, has been manifested principally by boycotts of things Japanese. A recent dispatch said British and Russian volunteers had dispersed an anti-Japanese riot at Hankow for their own protection. Anti-Japanese agitation has been reported spreading through South China.

According to the Berliner Tageblatt, there are in Berlin at the present time no less than 170 "war kitchens" in all parts of the city, which are supervised by twenty-eight charitable organizations. No comprehensive statistics are so far available, but it is estimated that the number of dinners served out daily amounts to about 50,000. The most largely frequented kitchen appears to be that in the Alt-Moabit, where on an average 5839 guests are provided with dinner each week. There are other kitchens with an average midday attendance of 5314, 4484 and so forth, while supper is also served at all these institutions.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

BANK OF ITALY

San Francisco
San Jose

Los Angeles
San Mateo

The Story of Our Growth

As Shown by a Comparative
Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20
NUMBER OF DEPOSITORS, 53,946	

With the Wits.

"I wish I knew how to get rid of trouble."

"I'll help you out. I know a fellow who's always looking for it!"

Young Lady—Doctor, I'm going on a trip. Can you tell me how to avoid seasickness?

Wise Doc—Take a train.—Chicago News.

"Been hunting?"

"Yes."

"Kill anything?"

"No. But nearly every member of our party had some narrow escapes."—Washington Star.

One night, when her grandmother was putting her to bed, three-year-old Olive said, "Grandma, every night when I go to bed I ask God to make brother Fred a good boy."

"That is right," said her grandmother.

"But he ain't done it yet," replied Olive, soberly.—Harper's Magazine.

The climate of heaven has been determined by two youthful philosophers. Said a little boy to his sister:

"It don't ever rain in heaven, does it, May?"

"In course it does, ye little chump!" the girl replied. "That's where it's all a-comin' from, ain't it?"

"I don't suppose you know that your daughter will soon be twenty years old," remarked Mrs. Gabb. "The dear child grows more and more like me every day."

"Yes," growled Mr. Gabb. "She is a regular phonograph of her mother."—Cincinnati Enquirer.

First Yegg—Handsome Hal has broken away from many a copper, but they've landed him at last.

Second Yegg—Overpowered him, eh?

First Yegg—Not exactly. The department sent a handsome policewoman after him, and he couldn't resist her.—Judge.

Secure and Profitable

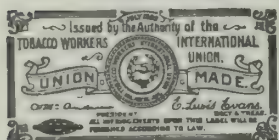
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.
THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation. The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James J. Sorensen,
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags, Boots, Shoes, Rubber Boots and Oil Clothing of All Kinds, Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 47.

SAN FRANCISCO, WEDNESDAY, AUGUST 4, 1915.

Whole No. 2341.

LESSONS OF THE "EASTLAND" TRAGEDY.

Andrew Furuseth's Comment Upon the Chicago Disaster.

In order to have reasonable safety at sea the first requisite is a vessel well built and properly equipped with the necessary life-saving appliances (life-boats); the second, a sufficient number of skilled men to take care of the vessel while she is afloat and also to handle the life-boats after the vessel must be abandoned.

There are two ways in which this may be obtained. One is to enlist in the cause of safety a complete self-interest from a financial point of view of the owner of the vessel. If the loss of the vessel means great financial loss to him, the tendency to earn safety will be automatic. If he be made responsible to the passenger or his heir for loss of limb, injury to health, or loss of life, the loss of a large number of passengers may to him mean bankruptcy.

Lurking Peril of Overinsurance.

Coupled with that the shipowner should be made to assume personally a large part of the risk that naturally arises from the dangers of the sea, by depriving him of any opportunity either to overinsure or completely insure his vessel. This was the policy of nearly every civilized government up to about 1850. Our law limiting, or rather abolishing, the liability of the shipowner to the passenger was enacted in 1851, and extended and made more complete, through later amendments or laws, in 1886, as I now remember it, and in 1893.

Our present system of insurance is a gradual development from the partial insurance of ships and cargo to a simple gambling proposition, in which one may take out an insurance policy on a vessel in which one has no insurable interest, and the amount of which we may insure has no limitations in law.

Standardizing Boats and Men.

The only means of assuring reasonable safety after the assistance of self-interest has been lost is to establish specific standards in the construction of vessels, the equipment of vessels, and in their management, giving standards of construction, and stability, and buoyance not only of vessels but of lifeboats, and standards of skill and number in the men employed, especially in the deck department, upon whom depends the handling and safety of the vessel and the handling and safety of the lifeboats.

The inspection service established by Congress, presumably for such a purpose, is charged with the investigation of all accidents and disasters. In other words, it is given power, first, to make rules, then to see that the rules are carried out, and, finally to investigate any disaster that may take place. That is, they are given the power to investigate the results of their own acts, or the acts of others, or disasters for which no one can properly be blamed.

Inspectors Made Scapegoats.

Beginning with the conception that the vessel is safe when it leaves the harbor, the presumption of the investigators naturally is that someone has blundered after the vessel left, or after the vessel was inspected. As a result, licensed

officers are put on trial, and they usually are made the scapegoats whether they be guilty or not.

Take the case of the "Eastland." The captain knew the vessel lacked stability. He knew that it was what the seamen call "tender." There is no doubt but that he knew that 2,500 passengers was entirely too big a load for it, safety considered. If he had ordered people ashore and refused to take his vessel out, he would have been tried and his license would have been suspended or revoked because of such action. Nothing short of the capsizing of the vessel would have been sufficiently convincing evidence to prove its instability and the fact that it was overloaded. If he had gone to the owner and told him that he would not take the vessel to sea or out on the Lakes, with 2,500 passengers on board, the owner would simply have obtained another master of the vessel, and in either case the captain's mean of livelihood would have passed away.

Owners Influence Appointments.

Inspectors from the supervising inspector down to the local inspector are appointed either by the President (by and with the advice and consent of the Senate) or by the Secretary of Commerce. In either instance, the original recommendation and indorsement would come from owners of vessels. The influence that this necessarily has upon the supervising inspector in the making of rules and upon the local and supervising inspector in the carrying out of the rules, needs no comment. Add to this the tradition of the service, that any inspector who is too active or who develops too lively a conscience in some way or other gets out of the service, and it needs no further explanation that the rules are inefficient.

The same vessel may be passed for a certain specific number of passengers in one port and for an increased number of passengers in another port and for still further increased number in a third port.

Shipowner's Change of Attitude.

It is true that the statute provides that the supervising inspector shall instruct the local inspectors in their duties and see that the rules are uniformly enforced, and yet all the rules are an annoyance to the shipowner in their general operation, and therefore are protested against, while after a disaster the rules constitute his defense. The first thing he will say when a disaster has taken place is: "The vessel was properly inspected, she came up to every requirement of the inspection service, and if there was anything wrong with her I am not responsible."

The origin of this disaster seems simplicity itself, and may be expressed in one single word, "overloaded." Aside from this, she did not have the proper kind of ballast.

Our whole inspection system needs first a thorough investigation and then a general reconstruction. Inspectors should be given definite and clear rules for their guidance. To endow them with powers of discretion is to put them in a most unfortunate position. Every immedi-

ate pressure and interest is sunk in the wrong direction and made to work toward and beyond the danger line.

Should Set Specific Standards.

Therefore, Congress should set specific standards. It should be the inspectors' duty to see that these standards are obeyed and the ordinary citizen should be given power to set the law in motion by a complaint to the courts either against the inspectors or against the owners.

The foregoing comment upon a preventable disaster should be considered in connection with the following facts brought to light since the "Eastland" capsized in Chicago River:

The last U. S. inspection report was made by the two inspectors on May 24, 25, 26, and part of May 30, at Benton Harbor, Mich. The investigation was begun at 3 p. m. on May 24, and most of it, except boiler tests, was finished by 5:30 p. m. on May 26.

On June 12 a certificate was issued authorizing the steamer to carry 2,183 passengers and a crew of seventy, a total of 2,253 persons. This certificate was amended on July 2, it is alleged, "after the installation of additional life rafts," to permit the vessel to carry 2,500 passengers and a crew of seventy.

No Test As to Stability.

Six inspections have been made by the inspectors since June 8, 1914, when the "Eastland" first began the run from St. Joseph to Chicago. Two of these were annual inspections and included boiler tests, and following these a certificate was issued declaring the "condition of the steamer and its equipment good."

Both inspectors declared they had done all that the rules and regulations of the Bureau of Navigation required, and were not aware that the "Eastland" was unstable or unfit for excursion purposes. They admitted that no test was made to determine the stability of the vessel, but said none was required.

The test for the ballast tanks, which are supposed to trim the ship, was discovered to be a minor one and not included in the blank form provided for the inspectors' reports.

Certificate to the Vessel.

Part of the original certificate issued to the vessel follows:

"From May 15 to October 15, including both dates, this steamer is allowed to carry 2,253 persons, including passengers and crew, also is required to carry its full complement of officers and crew, consisting of one licensed master and pilot, two licensed pilots, two quartermasters, eight deck hands, one licensed chief engineer, two licensed assistant engineers, two oilers, eight firemen, six coal passers, eight watchmen, and thirty others when needed in the steward's and other departments not connected with the navigation of the vessel.

"Said vessel is permitted to navigate for one year in the waters of the northwestern lakes, bays, and rivers, touching at intermediate ports.

"We further certify that the said vessel at the date thereof is in all things in conformity with the laws governing the steamboat inspection

service and rules and regulations of the board of supervising engineers.

Capacity of Boat Increased.

The certificate was sworn to before a notary. When inspected on June 8, 1914, a year previous, the steamer was authorized to carry only 2,120 persons. It was reinspected en route from St. Joseph to Chicago on June 26 of the same year; on August 7, en route from Chicago to St. Joseph, and again on August 25, while on the same trip. On August 7 the notation was made in his report by Inspector Reid: "Condition of steamer and equipment good."

When the steamer was inspected the first time this year eleven lifeboats were reported on board, one working boat, and thirty-three lifeboats. After the installation of four more lifeboats the steamer was reinspected at St. Joseph on Sunday, July 11, during two hours, and the steamer and equipment reported in good condition. All that was ordered after the first inspection this year to complete the "good condition" of the vessel was a deep sea sounding apparatus, oil tanks, and repairs to a boiler.

Investigators have "observed" that three other vessels have gone down since the present inspectors have been in charge of the district along the east shore of Lake Michigan. These were the Ann Arbor car ferry, which turned turtle at Manistique in 1909; the "Matthew Wilson," a lumber boat, which turned turtle at Muskegon a year later, and the Pere Marquette car ferry "No. 18," which sank in mid-lake because of someone's carelessness in manipulating valves.

CHANGE IN VALUES OF VESSELS.

There are few more interesting studies for those interested in shipping than following the fortunes through a series of years of a particular vessel, and the effect upon its value by the changing conditions in ocean traffic. An interesting chart illustrative of the romance of shipping in its statistical aspect, and suggestive of the speculative difficulties the shipowner has to encounter was recently issued by one of the leading shipping journals. The chart shows the fluctuation in ship values from the year 1898 to 1914—16 years. A 7,500-ton steamer is taken as an example, but the percentage of variation applies to practically all classes of vessels in the same ratio. The highest price for this particular kind of vessel was in November, 1900, when it was transferred on a value of \$303,150. The lowest price paid for the vessel was in the severe freight depression which existed in 1908, when in June of that year \$180,000 was accepted—a drop of \$120,000 on the price paid eight years previously.

During the depression in the shipping business in 1908-9, there was a large number of good vessels idly swinging at anchor in the Vancouver Harbor, and the value of ships reached the lowest figure recorded in more than a quarter of a century. In the latter part of 1912, prices reached the highest mark, at which time the vessel above referred to was valued at \$500,000, and it is estimated that the present rate demanded for carrying heavy cargo and the lack of capacity for handling the business will raise the price of ships to a still higher figure.

The U. S. State Department has made public a summary of a note in caveat delivered to the British Foreign Office, giving notice that the United States will not recognize the validity of prize court proceedings based on British municipal law, which this Government regards as in derogation of the rights of American citizens under the accepted principles of international law. This notice is in effect merely a reservation of rights and was sent only because the State Department has been advised that the British prize courts are now considering cases in which Americans are interested parties.

THE SHIPOWNERS' CONSPIRACY.

(By Senator Robert M. La Follette.)

This country is being made the victim of a vicious and menacing conspiracy. The Shipping Interest is putting forth every resource known to unscrupulous business to discredit the Seamen's Law. Through obliging commercial organizations, commercialized city dailies, subservient magazines, interested news agencies and other instrumentalities that show a startling willingness to serve special interest at the expense of the public interest, the shipowners of the United States and those of other countries are seeking to prevent the enforcement of this great humane act passed by the last Congress.

According to the terms of the Seamen's law it will become operative November 4 next, as far as it affects American vessels. The part of it dealing with life-saving appliances on foreign vessels will be put in effect March 4, 1916. The section of the law dealing with the freedom of the seamen, their right to quit foreign vessels, and with the standard of skill imposed by the act on all seamen is to become effective June 4, 1916.

Nothing in this measure will work any hardship upon an American vessel as compared with foreign vessels. The purpose of Congress in passing this law was to equalize the cost of operation by setting free the law of supply and demand in order to compel foreign shipowners to come up to the American standard. And Congress gave the shipowners eight whole months in which to prepare for the law.

How are these shipowners employing this time?

Take for illustration the Pacific Mail Steamship Company—most often quoted in the inspired news dispatches and business men's resolutions. The Pacific Mail, according to the claim of Mr. Schwerin, its general manager, is "going out of business." The propaganda put forth by the shipping interest asserts that it is ceasing business because of the handicaps imposed by the Seamen's law. This is wholly and maliciously false.

The controlling interest in the Pacific Mail is owned by the Southern Pacific Railway. Two years ago Congress passed a law forbidding railroad-owned ships to pass through the Panama Canal. To continue in its highly prosperous business, the Pacific Mail was forced by that law to reorganize in order to run its ships through the Canal. And it was back in February 1, 1913, at a hearing before a congressional committee that was considering the Panama Canal Act that Mr. Schwerin predicted the action that his company has now taken.

What has really happened is this: the Pacific Mail is separating itself from the Southern Pacific in order to comply with the terms of the Panama Canal Act. It has obtained estimates and specifications from the Union Iron Works of San Francisco to change its vessels from coal burners to oil burners. It has further engaged some Chinese scholars to teach part of the crews of the vessels American sea phrases. By changing from coal to oil burners the company will reduce the cost of operation of its boats. Not only, according to Andrew Furuseth, in giving to the Pacific Mail cheaper fuel, but instead of carrying 115 Chinese firemen in the hold they can

with the new apparatus operate the board with 18 white men in the hold. They pay these Chinese nine dollars a month in gold. The white men will receive fifty-five dollars. In other words, to take a typical vessel, while it now costs \$1,035 in wages for Chinese labor, under the new arrangement the company would operate the boat for \$990 in wages per month. And there would be a further saving in operation to the extent of the difference between the food consumed by the eighteen white men and that now consumed by the one hundred and fifteen Chinamen. Furthermore, it is now a very costly operation to take on and store the coal and the coal costs more per heat unit than does the oil.

Think this over. The company is converting its ships into oil burners. It is changing their route to go into the coastwise trade through the Panama Canal. It is putting instructors upon its boats to teach those Chinese that can be profitably used an understanding of English orders in compliance with the Seamen's law.

Robert Dollar, president of the Robert Dollar Steamship Company, who recently announced that he would place his vessels under some foreign flag, had all except two of them under the British flag prior to the beginning of the war in Europe. He took advantage of the new bill to put them under the American flag for protection, stating, however, that as soon as the war was over he would go back under a foreign flag again. But there is no flag he can go under now and be exempt from the operation of the Seamen's Act if the vessels come to American ports.

Let the reading public beware! This despicable attempt to embarrass the President of the United States in carrying out the terms of the Seamen's Law should not be permitted to succeed. It is prompted by cupidity and carried out by falsehood. Public opinion should demand that the terms of the Seamen's law be carried out to the last letter. This great special interest should not be permitted even with the willing aid of great newspapers (and it has been shown that more than two millions of money is yearly distributed to American papers for shipping advertisements!) to deceive the American public concerning this measure of emancipation—emancipation from legalized slavery for the seamen and emancipation from dangers at sea for the traveling public.—La Follette's Magazine.

It is only about two months since Archangel was once more open to navigation. Since that time the little port has developed its activities to an incredible extent. On the quays of the River Dwina and even in the streets of the town bales of goods from America, Spain, and England all marked "via Archangel," await inland transportation. Sheds 200 yards in length have been erected since the spring, in which are stored thousands of tons of wheat brought to the port for exportation by the Ienissei Society. The Dwina is the river by which most of the merchandise sent to Archangel is forwarded into Russia, and rafts of a length of from 150 to 200 meters have been constructed for river transport purposes. A railway line runs from Archangel to the center of Russia. It was constructed by a merchant of Moscow, Sayva Mamoutoff, who was also the builder of the Donetz line.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Who Wrecked the Merchant Marine?

Vessel-owners are themselves responsible for the absence of an American merchant marine, declares President Furuseth of the International Seamen's Union of America.

The shipping interests are blaming the Seamen's law for their troubles, and are answered as follows by the Seamen's executive:

"Starting with the beginning of this Government, for 102 years Congress never passed any measure dealing with the merchant marine except upon the request of the American shipowners. For 102 years, up to 1894, shipowners never requested anything that was not given to them, except, perhaps, a sufficiently large ship subsidy. During that time Congress never passed any law against which the shipowners entered protest. The shipowners' advice left this country without any American ships in the foreign trade and without any native or citizen seamen in any trade. Congress began a couple of years ago to use its own judgment and something like 200 vessels have come under the flag. If Congress continues using its own judgment we will have both ships and seamen."

Unions Protect Wages During Depressions.

The Industrial Banner makes this case in favor of the bona fide trade-union movement:

"Never in any other period of business depression has the American labor movement made such a favorable showing as during the last two years, when unemployment has been so much in evidence.

"In past depressions, as a rule, the American Federation of Labor always suffered a serious decline in membership, and as a rule reductions in wages were of frequent occurrence.

"During the last business stringency, however, the A. F. of L. boldly pronounced that it would strenuously resist every attempt in this direction on the part of employers who might manifest a disposition to take advantage of existing adverse circumstances.

"The result was that the wage rates of the different big international organizations were hardly interfered with at all, and during the present strenuous times a still more remarkable showing has been made.

"Not only have the international unions protected their wage scales, working hours and conditions, but a majority of them have increased in membership, have even secured higher wages, shorter hours and improved working conditions, not in a few isolated instances, but in hundreds of cases scattered over both the United States and Canada.

"These organizations have even grown during this last season of depression, have increased the amount of their surplus funds as well as augmenting their membership.

"This all goes to show that the trades-unions that are built on a solid foundation to encounter stormy as well as fair weather have, during the past few years, fully demonstrated their ability to protect their membership.

"The trades-union movement is above all an evolutionary movement, one that learns by experience and has gained strength and stability through the mistakes of the past that

have pointed out the rocks and shoals to be avoided.

"With the return of prosperity the international movement will be in a position to take advantage of its larger opportunity, and there is no doubt whatever but that their future growth will altogether surpass all previous records."

Value of Unionism Shown.

The Marine Cooks and Stewards of Wellington (New Zealand, Australia) asked the State Arbitration Court to order that their wages be increased, claiming that the ship companies had practically maintained the same rates for forty years.

The union's representative made this plea to the board:

"These workers at all times relied upon the Arbitration Court to right their grievances, and had not, like other sections of seamen, relied upon other methods in the past. Yet the other sections had obtained recognition of the principles and conditions of labor which the shipowners had disputed with them. The demands of the firemen and sailors for regulation of hands and preference were granted immediately they followed the strike method, and the engineers in the same way received an eight-hour day; but the stewards and cooks were refused a ten-hour day. Many of their claims were identical with those gained under the strike method."

The above indictment of adjusting wages by law and creating in the minds of workers the impression that public officials will assist them, has not passed unnoticed by unionists in this city, and one correspondent to the Maoriland Worker writes:

"There is a whole volume of education in that statement. It demonstrates that after all the Arbitration Court is of most service to those unions whose organization is so well advanced that they would be able to secure all the advantages the court gives them, and probably much greater advantages, if there were no court at all. The lesson that all this teaches is that according to our economic strength shall we win industrial concessions."

A. F. of L. Aids Unskilled.

A. F. of L. Organizer Tafelski was arrested by Glassport (Pa.) authorities charged with distributing printed matter advertising a mass meeting of strikers employed by the American Axe and Tool Company. The superintendent appeared to prosecute the unionist, who insisted that he be released as the arrest was made without a warrant. This was agreed to.

Low wages and poor sanitary conditions forced these workers to strike. In the department where axes are ground on emery wheels, the piece work plan makes it impossible to earn more than \$1 a day. The same is true in other departments. The absence of sanitary arrangements in the grinding shops make tuberculosis prevalent because of constant breathing of the emery dust. In order to induce new men to work under these conditions, they are paid a premium of 50 cents per day for the first week,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Last year there were 89,369 employees on the Government railways of Australia, being an increase of 48,348 in the decade.

The Melbourne (Victoria) Trades Hall Council has carried a resolution declaring itself against the nationality of unionists being made the basis of discrimination in respect of employment.

The working women of Melbourne (Victoria) at a recent meeting in the Trades Hall, decided to have an "Unemployed Relief" collection in the streets of the city. Victoria is the only State in Australia that now tolerates a Liberal government.

"Your king and country need you" slogan does not appeal to some landlords in regard to a soldier's family, according to London Voice. The contracts for greatcoats are also quoted as follows: Material, 3s. 3d.; wages, 2s. 3½d. The greatcoat is then sold to the War Office for 28s. Women get 3d. for making a pair of trousers. Capitalism knows no country.

Lloyd George, in addressing a private meeting at Manchester of 1000 makers of war munitions, said it depended upon the masters and the men running the workshops whether Britain would emerge from the struggle beaten and humiliated, or whether she would emerge triumphantly, free, and more powerful than ever for good. Both employer and worker, Mr. Lloyd George said, must be subject to complete State control, but this control must be for the benefit of the State, and not for increasing the profits of any industrial private enterprise. This looks like "expropriating the expropriators."

The Hospital and Asylum Employees' Union of Victoria has circularized the management of the various institutions in that State to the following effect: "We quite recognize that the existing unsatisfactory conditions of hospital attendants is due to the financial difficulties associated with the management of hospitals generally throughout the State. At the same time we feel that the humane task of healing and nursing the sick should not be based on unjust conditions of employment, such as now obtain. For many years the wages paid attendants are far below the average paid to workers with less responsibility in other walks of life." Same state of affairs exist in Queensland so far as hospital attendants are concerned.

The current issue of the Canadian Labor Gazette reports but few changes in wages or hours during June. There was little in the way of actual cutting of wage rates, but reduced time continued in many establishments, except in cases where activity was marked owing to war orders. In a few cases increases went into effect. Workers at the Granby smelter, Grand Forks (B. C.), received a voluntary increase of 25 cents per day owing to the increased price of copper, which brought the minimum being received by any class of labor up to \$3.25 per day. Increases also went into effect at some of the Rossland mines of 25 cents a day above the regular scale. At Vancouver some 2000 laborers employed by the city had the standard rate of \$3 per day of eight hours reduced to \$2.25 per day. Reductions were also made in the salaries of policemen and other civic officials.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

M. BROWN

The San Francisco Clothing Store
and Outfitter

Exclusive Agent for

Douglas Shoes

427 FRONT STREET, SAN PEDRO

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT

of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Andersen, Otto	Johansen, Emil
Anderson, S.	Johanson, Geo.
Anderson, G. -1876	Johnson, Ole
Anderson, Sven H.	Johnson, Edvard A.
Anderson, Oscar	Jonsen, Leonard
Anderson, Ernest	Johansen, Chas.
Anderson, Enkan	Kron, E.
Apelquist, Otto	Larsen, C. A.
Anderson, David C.	Lalan, Joe
Apostolakes, P.	Lindsberg, C.
Brogard, Niels	Lassen, J. -1542
Benrowitz, Felix	Larsen, L. K.
Buanik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Monterro, John
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mansen, C.
Chilton, Harry	Mourice, F.
Dahlgren, Pete	Malm, Gustaf
Doyle, William	Moberg, Karl
Duval, William	Olsen, Ludvig
Elsner, Max	Oberg, Conrad
Engstrom, M. R.	Oterdahl, Chas.
Ericsson, Otto	Olsen, Olaf
Fasholz, Dan	Owen, Fred
Gallenberg, Martin	Olsen, Harald
Gusek, B.	Parsons, Olaf
Hull, Henry	Petterson, Oscar F.
Holmstrom, F.	Rennvall, Anshelm
Hansen, M. -968	Stromsberg, Ivar
Hansen, Charly	Svenson, Nick
Hansen, John	Sanders, Charly
Hansen, M.	Serverson, Paul
Hansen, Sigvarth	Strahle, Chas.
Jensen, Jens	Slevens, G. P.
Jordan, Henry S.	Tamlsar, F.
Johanson, T.	Toren, Gustaf A.
Jacobs, August	Thornlund, J. N.
Johnsen, John	Uhlir, Richard
Johansson, Geo. W.	Voss, Henry
-1219	Wilson, C. L.
Jensen, Edvard	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, E. F.
Ivertsen, Sigvald B.	Strand, Conrad
Langwenus, W. L.	Thompson, Emil N.
Moller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complexioned and stout build, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway. 8-7-1914

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Pacific Coast Marine.

The steamer Aztec has been chartered by W. R. Grace & Co., to load in Portland or Seattle. Her intended destination is not given.

The United States submarine tender "Bushnell" was given a trial voyage and speed tests on Puget Sound during the past week. She maintained 15.2 knots, well above contract speed.

The German bark "Dalbek," which has been on the Columbia River since the beginning of the war, is reported to have been chartered for fall grain loading for the United Kingdom, conditional upon the war being ended meanwhile.

Kerr, Gifford & Co., are reported to have chartered the British steamer "Rosalie" at 95 shillings to load grain at Portland for the United Kingdom. She will be in San Francisco in September. The vessel will come from Leith, for which port she cleared from Rio Janeiro June 20.

The Canadian Marine Department steamer "Falcon," registered at Victoria, has been re-named "Berquist." This vessel was recently sold at auction and has been put back in the fishery service by Thomas Crosby. She was built at Port Moody in 1902 and was formerly known as the "Ruth."

Captain I. N. Hibberd of San Francisco is in Seattle in connection with discharging of the American steamer "Isabela," which is on her way from Baltimore for Seattle, with a cargo of coal for the Cumberland Coal Company. The "Isabela" last reported sailing from Balboa July 11 and is expected at San Francisco July 28. Captain Hibberd says the "Isabela" will load flour and lumber at Tacoma and Portland for the west coast of South America.

The Blue Funnel liner "Jason," which has just arrived on the Sound from Europe through the Panama Canal, has been requisitioned by the British Admiralty. Instead of reloading for the voyage back to Europe, the "Jason," it is said, will load a cargo of lumber at British Columbia ports for the British army in France. The "Jason" was to have taken 50,000 cases of salmon and 2,000,000 feet of lumber from Puget Sound and British Columbia ports.

Eleven days from Unalaska, the coast guard cutter "Unalga," Captain Hamlet, arrived at San Francisco during the week and proceeded at once to anchorage at Sausalito. The "Unalga" has been on patrol duty in Bering Sea since the opening of navigation. The cutter is to be in San Francisco for several weeks, pending the return of the McCulloch, regular station ship, which is now on the coast cruise to Alaska. Within a few days the "Unalga" will anchor with the war ships off the Exposition.

After many months of inactivity, due to being held in the harbor of Ensenada by Governor Cantu, the Mexican steamer Mazatlan, formerly owned by Captain Fred Jebsen, is to be turned over by the Mexican authorities. According to advices received at San Francisco from San Diego, the tug "Bahada" has left to tow the "Mazatlan" to that port. It is understood that the vessel is to be turned over by Jebsen's agents to the executive company, of which Joseph Bien of San Francisco is president.

What to do with a large consignment of Radam's Microbe Killer, shipped to Portland from San Francisco and promptly confiscated by the Federal authorities, is a problem that is up to United States Marshal John Montag. The cases were shipped to Portland by the San Francisco office of the manufacturer and were seized by the Federal authorities on the ground that the claims made for the microbicide were too all-embracing. The labels, it is said, guaranteed to cure all ills that the human flesh is heir to, from a broken leg to a headache.

In order that the company may repair its own boats in its own yard, the Crowley Launch and Towboat Company of San Francisco, is constructing a yard at East Oakland at the foot of Fourteenth street. In it there will be three ways, one for craft 400 feet long, one for those 250 feet long and the other for smaller craft, seventy-five feet in length. The fleet of the company now numbers twenty-seven launches, two steam tugs, forty-two barges and the schooner "Oregon." With this number of craft the company believes it will be much cheaper to do its own overhauling than have it done.

In order that the proper kind of lumber for the construction of piers and docks may be available at Port Nelson, where the Canadian Government is building a railroad and steamship terminal on the shores of Hudson's Bay, it has been found necessary to send a steamer around the greater part of North America. The steamer "Dorley Chine," which left Vancouver June 30, will cover approximately 10,000 miles to land her cargo of Douglas fir at Port Nelson, which is only about 1200 miles distant from Vancouver in an air line. The steamer goes through the Panama canal, up the Atlantic coast to Newfoundland and thence into Hudson Bay.

The big floating drydock at Prince Rupert, B. C., together with its plant, foundry and machine shops, is expected to be ready for operation by the early part of August. Prince Rupert will then have on its harbor front the finest drydock plant on the Pacific Coast. The cost of

the undertaking is said to be approximately \$1,500,000. The dock consists of three units, with a total capacity of 20,000 tons. There will be two end sections of 5,000 tons each, and a middle section capable of holding a vessel of 10,000 tons. All the units are interchangeable, and each dock is complete in itself, with pumps and air compressors. If necessary all three sections, or units, could be joined to hold a vessel 600 feet long and weighing 20,000 tons.

Waterhouse & Co. announce that the British steamship "Merionethshire" will sail from Yokohama July 30 for Seattle direct with a cargo of Oriental freight, gunnysacks, hemp and rattan furniture, and after discharging at San Francisco will load general freight for China and Japan.

Carrying out the plans devised by Colonel T. H. Rees, United States engineer in charge of the Humboldt bar jetty work, and under the supervision of George F. Whittemore, engineer in charge, the huge landing apron formerly used at the south jetty has been safely transferred across the entrance to the north spit, where it will be set up for use in the building of the north jetty. The huge structure, built mostly of steel, was converted into a barge by the use of lattice work covered with water-proof canvas to form a hull, placed between two tugs, and, despite a heavy sea, transferred without mishap.

According to the "Asahi" (Osaka), negotiations have been in progress between three Japanese steamship companies (presumably the Nippon Yusen Kaisha, Osaka Shosen Kaisha, and the Toyo Kisen Kaisha) on the one side and the Japan Cotton Trade Guild on the other with reference to the proposed increase of freight on American cotton by 10 cents per bale. The guild has suggested that the contemplated increase should come into effect from November 1 and that the hold space to be guaranteed should be increased; to this conditional agreement the answers of the steamship companies are now awaited. The Toyo Kisen Kaisha is apparently reluctant to guarantee the provision of extra hold space, and it is believed to be the awaiting of a reply from the Toyo Kisen Kaisha's San Francisco office on the subject that is delaying the decision. It is anticipated that some time will elapse before the freight question is settled.

In the early part of this year the Canadian North Pacific Fisheries, Limited, of Victoria, closed its doors, and shortly thereafter the Victoria Whaling Company, headed by C. Rogers Brown, was organized to purchase the assets of the defunct concern. On June 25 these assets were disposed of to the Victoria Whaling Company, and the new company intends to start operations at once. Considerable activity already prevails on the whaling company's premises in Victoria, where its fleet is being gotten ready for service. The whalers "Black" and "Green" have been overhauled by the Victoria Machinery Depot, and the "Blue" and "William Grant" are receiving the same attention, and will be dispatched a few days later. The "Brown" and "White" will follow. Should the reports of these six vessels be favorable, the remaining whalers in Victoria will be fitted out and dispatched as soon as possible. At present only the stations at Kyuquot and Naden Harbor will be operated, but it is expected that the stations at Sechart and Rose Harbor will be operating before the close of the season. Large numbers of whales have been reported off the coast, and the season, although a short one, should prove profitable.

According to information received by the Department of Commerce from Honolulu, a Chinese steamship line across the Pacific is a possibility of the near future. The report says: "At least five modern steamers, equipped for passenger and cargo traffic, constructed along lines similar to the vessels now operated in trans-Pacific service by the Nippon Yusen Kaisha, designed to follow the semi-tropical route and make regular calls at Honolulu, both outward and homeward, are assured, and will go into commission within a year, says Fung Sui, the representative of a company of Chinese capitalists, who is on his way to the United States to close negotiations and place contracts for material leading to the early completion of the fleet of steamers." It is added that the Chinese Republic has guaranteed a generous subsidy to the company. Much of the capital was subscribed in South and Central China. The vessels will make Shanghai a terminal port. The route may be extended to include Hongkong and possibly Manila. The vessels are expected to fly the Chinese flag and will, with but few exceptions, carry an entire complement of Chinese as officers and crew. Two steamers are expected to enter the trade within a short time. It is possible that they may be purchased on the east coast.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

THOS. A. HANSON, Secretary
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 253 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1265, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 4, 1915.

SEAMEN—ATTENTION.

Owing to an important conference under the auspices of his Department, Secretary of Labor William B. Wilson was unavoidably absent from the opening session of the I. S. U. of A. convention, to which he had been invited.

Mr. Wilson has, however, agreed to address a meeting to be held under the auspices of the I. S. U. of A. on this day (Wednesday), August 4, at 8 p. m.

All seamen in port are cordially invited to attend. Don't miss this splendid opportunity to hear the able and eloquent Secretary of the United States Department of Labor.

Remember the place and the time: Maritime Hall Building, 59 Clay street, San Francisco, Wednesday, August 4, 8 p. m.

I. S. U. OF A. IN SESSION.

The Nineteenth Annual Convention of the International Seamen's Union of America was called to order with appropriate ceremonies in the prettily decorated Assembly Hall of the Union's own building at San Francisco, on Monday, August 2, at 10 a. m.

A cordial welcome was extended the delegates by officers of the local Labor Council and the Waterfront Workers' Federation. Representatives of the State Branch of the American Federation of Labor and of the State Building Trades Council also extended greetings.

James H. Barry, Naval Officer of San Francisco, and Walter Macarthur, United States Shipping Commissioner at the same place, followed with eloquent and inspiring addresses.

President Furuseth, in responding, expressed the thought that during all the years of struggle in the legislative field some great unknown power seemed to be fighting on the side of the seamen.

To illustrate: When the shipping interests had almost convinced the people that the modern ocean steamer was unsinkable, and that the Seamen's contention about sufficient lifeboats and a competent crew

was all nonsense, why, along came the "Titanic" disaster.

That settled the tale of the unsinkable ship!

Next, the traveling public had been led to believe that with modern appliances the danger from fire at sea had been practically eliminated. Then came the burning of the "Vulturo."

That disposed of another fine-spun theory!

The Lakes' shipping interests had all along maintained that shipping on the Great Lakes should not be dealt with in the pending Seamen's bill. You see, things were "entirely different" on those waters; in fact, there was no need for bothersome regulation and safety laws on the inland water. Well, just then came the great storm of November 1913, when some 30 ships were wrecked and nearly 300 lives sacrificed.

That settled the "Lakes' exemption" talk—at least for a while!

The next wail came from the coastwise passenger-carrying trade. These interests contended that everything was in perfect order as far as safety was concerned. They needed no real seamen under any circumstances, etc., etc. Again came an awful object lesson in the "Monroe-Nantucket" collision.

And all their long-winded arguments were swept aside over night.

By this time some of the big interests had recovered their wind from the "Titanic" affair. They insisted that boats and such things were of no earthly use to a ship navigating near shore. They said the life-preserver is "the" thing for saving of life. Along came the "Empress of Ireland" collision with its heavy sacrifice and with many, many passengers drowned or dead from exposure with life-preservers around their tortured bodies.

After that there was less talk of the value of life-preservers.

Finally, and lastly let us hope, some sacrifice seemed to be necessary to silence the imbecile vaporings of the poison press about the unnecessary safety provisions in the La Follette Seamen's Act and the Mammon-inspired shrieks for the repeal of that legislation.

Well, the "Eastland" tragedy furnished the answer. Approximately a thousand men, women and children were drowned alongside the wharf on an excursion steamship which, under the old law still in effect, was certified to be perfectly safe for just such traffic.

The thought expressed by Andrew Furuseth will doubtless bring forth more charges of "trading upon calamity." However that may be, it should be borne in mind that the term "an act of God" has been used for ages to cover the shipowner's avarice when it resulted in disasters on the waters. Besides, the facts are as stated and challenge contradiction. In each of the above named disasters human lives were sacrificed to greed. And the only visible result of this wholesale human sacrifice has been a constantly growing tendency to discount all claims as to safety made by shipowning interests.

Fortunately for his efficiency, the "labor leader" is under no obligation to take to heart the slurs of his enemies inside and outside the ranks of labor.

ABOUT A "GLORIOUS VICTORY."

Leslie's Weekly and other champions of mortals so situated that they need neither toil nor spin display considerable enthusiasm over the recent legal victory of the United States Steel Corporation. It is held that prosperity is bound to return as soon as "business is given a rest" by courts and politicians. And judging by several recent decisions of Federal courts, business need not worry over developments along these lines. Nevertheless, a very considerable portion of the people of this Republic would feel a great deal more enthusiasm over the steel trust's victory if that concern were just a little more liberal in the matter of dividing profits with its workers. What we need most is a little all-around prosperity. But, somehow, our vaunted streaks of prosperity never reach the men at the bottom. The United States Department of Labor has been inquiring into wages and hours of labor in the steel mills, and it finds, among other things, that:

The average rate per hour of laborers in 1913 in the nine departments covered by this report was \$0.183, while the average full time hours per week ranged from 61.1 to 76.2, and the average full time weekly wages from \$11.51 to \$14.38.

Normal conditions prevailed in 1913, yet the average employee of the steel trust was required to toil more than ten hours per day for a wage averaging less than \$2.00 per day.

If the decision of the Federal court in New Jersey could be made to operate so that a man, perhaps with wife and family dependent on him, should not be obliged to work in a steel mill 61.1 hours for \$11.51, or 76.2 hours for \$14.38, it is not impossible to believe that the average American citizen might be disposed to take off his hat and cheer for the steel trust and the reactionary court decisions so highly approved by apologists for the interests.

The JOURNAL has for years contended that the U. S. Steamboat Inspection Service could not be depended upon to give a square deal to the public. To repeat that accusation at this time would seem a waste of effort. Numerous investigations upon the latest slaughter of the innocents are now proceeding. Let us hope that the present investigation will prove different from similar affairs in the past. Let us also hope that Secretary Redfield of the Department of Commerce will begin looking about for competent and qualified successors to at least two of his unfaithful, time-serving bureau chiefs. Public interest has long demanded such a change. Unfortunately, the public has been aroused to its own interest only because of the notorious, self-evident inefficiency of our Inspection Service as witnessed in the "Eastland" tragedy. But the public should be made to understand that, to bring about this desirable change, a great deal more is required than a mere fleeting protest or a gasp of indignation. This is not intended as a reflection upon the Secretary of Commerce, but rather upon the system which has made possible a retention of such men for so many, many years.

Nero fiddled while Rome was burning. But, in the language of Walter Macarthur, Nero had nothing on those American (?) newspaper editors "who wrote editorials against the La Follette Seamen's Act while the screams of drowning women and children were ringing in their ears."

THE NERVE OF MR. HUMPHREY.

Tacoma, Wash., July 26.—Congressman William E. Humphrey of Seattle is on record here to-day as saying Congress will surely take up the problem of building up a great citizen soldiery at the coming session.

"While I am not in favor of trying to build up in the United States a great standing army, I am going to work for such measures as will insure peace or an able defense," said the Congressman. "A force of 20,000,000 trained men would be large enough to keep hostile forces on the other side of the water, and that is just what we want to do. I believe in national insurance."

"Congress will surely take up the problem of building up a great citizen soldiery at the coming session. Probably a system built up on the Switzerland plan will be worked out. That would give the United States about 20,000,000 men, who must be drilled and equipped for possible service."

It is all very well and quite patriotic for Mr. Humphrey to promote a scheme for a great citizen soldiery.

But where is his consistency?

If it is desirable from a national viewpoint to establish a citizen soldiery ashore, is it not equally desirable to create a citizen naval reserve afloat?

Mr. Humphrey evidently does not think so. At any rate his entire career in Congress has been marked by persistent and unreasonable opposition toward every proposition aiming to create a citizen naval reserve.

British seamen gave England her present supremacy on the water. And the people of the British Isles have begun to realize more than ever, during these momentous days, that they owe a debt of gratitude to the men of the sea—both in the navy and the merchant marine.

American seamen have been largely driven from the sea because men of the Humphrey type have for a quarter of a century fostered and encouraged the employment of the cheap-est Asiatic labor on American ships.

As a result we have neither a sufficiently manned navy nor a naval reserve worth while mentioning. All of which is not surprising when we consider the policy which has, until very recently, dominated this Republic in the treatment of her seamen.

Too many American (?) Humphreys represent a greater national menace than all our alleged enemies abroad.

THE CHRONICLE'S CARTOON.

The "Eastland" disaster took place on July 24. On July 27 the San Francisco Chronicle published a cartoon in which a submarine, named "Freak Legislation," fires a torpedo labeled "La Follette Seamen's bill" and succeeds in sinking an apparently very dilapidated and coolie-manned craft bearing the name "American Merchant Marine."

If it were not such a well-known fact that the San Francisco Chronicle, under the ownership of Michael Henry de Young, is a purchasable newspaper—i. e., that its attitude on most issues is dominated by the almighty dollar and that its influence is nil—the JOURNAL would have employed an artist to improve upon the cartoon in one or two material points and thereby bring it right up to date.

All that would be necessary is a change of names.

The submarine would have to be christened "The Poison Press."

The torpedo would be labeled "Lies which delayed passage of the Seamen's Act."

And finally, the torpedoed vessel should be named the "Eastland."

ADVANCE INFORMATION.

When Mr. A. L. Thurman, Solicitor of the Department of Commerce, arrived at Chicago during the week he bitterly resented certain interviews given out by Secretary Victor A. Olander, of the Lake Seamen's Union. Mr. Thurman insinuated that Secretary Olander "traded on calamity."

Can it be possible that the Hon. A. L. Thurman has forgotten certain official correspondence of the past year dealing wholly with the very subject now so much in the public eye?

Perhaps it will be well to refresh Mr. Thurman's memory.

A couple of years ago, the Chicago Federation of Labor, in the interest of public safety, undertook an investigation of the passenger steamers sailing out of Chicago.

During this investigation certain important discoveries were made and facts and data relating thereto promptly submitted to the proper authorities.

How this information was received and sidetracked by U. S. Government officials is very clearly set forth in the following correspondence:

CHICAGO FEDERATION OF LABOR.

Chicago, Ill., May 19, 1914.

Hon. E. F. Sweet,

Assistant Secretary of Commerce,
Washington, D. C.

Dear Sir:

Upon my return to the city I find your letter of May 8th in which you state that the instances mentioned in the memorandum I left at your office on May 5th do not furnish proof that inspectors of the Steamboat-Inspection Service have taken orders from the shipowners. Had I been successful in obtaining an interview with you while I was in Washington I am sure that I could have made the full significance of the situation clear to you.

Our Committee formed its judgment after a careful and extended investigation, by reasoning from effect to cause, and the instances referred to show an effect that can have only one cause.

There is no essential difference between inspectors who make a practice of doing what shipowners want them to do, and inspectors who accept literal orders from such shipowners. Kindly permit me to refer to the memorandum again and more fully, as follows:

1. In the case of the steamer "Christopher Columbus" the U. S. Inspectors designate as the deck crew, exclusive of the captain and two licensed mates, the following: two quartermasters, five deck hands. The space before the word "seamen" on the inspection certificate is left blank. The steamer runs between Chicago and Milwaukee, her gross tonnage is 1511, and the maximum number of persons she is allowed to carry is 3800.

2. On the same route is the steamer "Racine"; 1089 gross tons; maximum persons allowed 940. The crew designated by the inspectors, that is, the deck crew to which I refer herein, exclusive of licensed officers, is two quartermasters and fourteen deckhands. No "seamen."

3. Another steamer on the same route is the "Iowa"; 1157 gross tons; allowed to carry 1054 people. Two quartermasters, five deck hands; no "seamen."

The difference between the "Columbus" and the "Iowa" in the character and construction of the vessels, number and character of decks, number of passengers, and even in the amount of freight, is very great. Yet the same number of deck crew is designated by the inspectors for both vessels.

On the other hand, the difference between the "Racine" and the "Iowa," in the character of the vessels, decks, number of passengers, and amount of cargo, is comparatively small. But the difference in the number of deck crew is substantial.

4. The steamer "Alabama"; 2626 gross tons; allowed to carry 1340 persons. Usual route, Chicago, Grand Haven and Muskegon, Mich. Two quartermasters, seven deck hands, no "seamen."

5. Steamer "City of Grand Rapids"; 3061 gross tons; allowed to carry 1255 persons. Usual route, Chicago and Holland, Mich. Two quartermasters, eighteen deck hands, no "seamen."

The "Alabama" and the "City of Grand Rapids" are substantially the same type of vessel and very little different in size. The "Alabama" is on the longest route with the larger number of passengers and has the smaller crew. The "City of Grand Rapids" on the shorter route with the smaller number of passengers has the larger crew.

6. Steamer "Carolina"; 1304 gross tons; allowed to carry 1085 persons. Two quartermasters.

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 2, 1915.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Twenty-five dollars was donated to defray the expense incurred in the defense of the crew of the Norwegian ships "Hero" and "Carmo." The meeting was addressed by several delegates attending the International Seamen's Union convention.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., July 26, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 26, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 26, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 26, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 26, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 26, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 26, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 19, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 29, 1915.
No meeting. Shipping fair; men are getting scarcer.

EUGENE STEIDLE, Secretary.

42 Market. Phone Kearny 5955.

Seattle Agency, July 22, 1915.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203. Phone Main 2233. P. O. Box No. 214.

San Pedro Agency, July 21, 1915.

No meeting. Shipping good; few men ashore; great demand for waiters.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, July 26, 1915.

No meeting. Shipping slow; prospects poor.

THOMAS BAKER, Agent.

No. 89 Second St. N. Phone Broadway 2306.

The maritime laws of the United States of America were not made solely for the purpose of "expediting commerce." Unfortunately, U. S. officialdom has so interpreted the will of Congress. Hence, where safety laws interfere with commerce, the safety laws are invariably interpreted to have sufficient "reasonable elasticity" to meet the requirements of commerce. As a result we have had the "Eastland" and other disasters. To be brutally frank, it has all along been a case of "Safety First"—not safety of life, but safety of dividends.

"Union Industry," stands always for happier hopes; "Home Industry" stands too frequently for dirtier sweatshops.

THE GREATEST WASTE OF WAR.

A constant theme in the discussion of the war is its dreadful pre-eminence in sanguinary horror. The mind is appalled by the hellish power of the engines of destruction. It is a favorite device of imaginative description to picture the struggle as between monstrous, inhuman, soulless machines.

The human element appears only in the harrowing scenes of suffering and death: the men seem but dumb victims of mechanical devastation. In modern war, we are told, there is no romance, no inspiring glamour of heroism; all is somber and sodden and revolting—a mere question of which side can sacrifice the greatest weight in flesh and blood.

All this is depressingly true, yet it is only half the truth. The more we study the grimly reticent reports from the battlefields the more we are persuaded that the most striking products of the war are not the ingenuities of destructive weapons, but the demonstrations of that physical, mental and spiritual quality which we call courage.

The marvel is not that man has so multiplied and enlarged the instrument of death, but that his dauntless spirit still defies the calculated terrors of scientific slaughter.

In a vague way, most of us had come to regard physical courage, particularly of the type required in war, as an attribute which modern peoples had failed to inherit from their valorous ancestors. Our softer civilization, it was held, could not breed heroes like those of other times, who went into battle with shouts of exultation and braved death with unflinching hardihood.

The very highest conception we have of fortitude takes its name from the ancient Spartans. When we think of intrepidity in war, we picture the 300 spearmen in the pass of Thermopylae; the Grecian infantry, with its bristling ranks massed for indomitable defense; the soldiers of the Caesars crushing barbarian hosts by their iron onslaught; mail-clad Crusaders slashing a path through the Saracen hosts to the gates of Jerusalem; the furious combats of Moor and Spaniard, Turk and Christian; the dashing troops of Louis the Magnificent, of Frederick and Gustavus Adolphus, of Napoleon and Wellington, of Grant and Lee.

Courage Survives.

Modern life seemed too luxurious and prosaic to give play to warlike vigor of body and mind. Poets who would celebrate battle deeds turned to "days of old when knights were bold." The popular author who sought to thrill us with scenes of daring rewrote Scott or Dumas—pictured champions in shining armor or plumed bravos with flashing rapiers. Our types of resolute gallantry have been the Ivanhoes and D'Artagnans of historic romance.

No doubt it was the hot fury of personal combat that fired the imagination. The primal instincts of the human mind respond eagerly to the thought of the Greek phalanx, against which wave after wave of Persian horsemen surged and broke; the Roman legions, with their 24-foot spears and hurling javelins and deadly two-edged swords; the English bowmen at Agincourt, whose flickering arrows and

humming bolts broke the ranks of the enemy and opened the way for the thundering charge of the chivalry.

Surely, those robust warriors of old were men of valor. How could a degenerate age hope to produce their equals? Yet we know now that the perils they faced and the pains they endured were not to be compared with those of later battlefields. When someone—whether Roger Bacon or a Chinese philosopher does not matter—mixed some evil chemicals and made gunpowder he foreshadowed warfare in which human courage should have to rise in a swiftly ascending scale in order to sustain the accumulated horrors.

The first cannon—rude contrivances which flung rounded stones in languid curves—were hardly more deadly than the monster catapults of Assyria and Rome; but they presaged the siege guns that crumble fortresses at seven miles. The first musket was a weirdly inconsequential instrument, but it drove the knight from the field and doomed feudalism itself: for it made the foot soldier the master of the mounted aristocrat.

For six centuries the genius of man has been bent upon refining and making more powerful these devices, until the carnage of a modern battle equals that of whole wars which are famous in history.

The primitive fighter needed little more than a strong frame and a hardy spirit. Given these, the turbulent hand-to-hand conflict provided such excitement that there was no time for fear. Men flung themselves into battle with impetuous ardor and wielded spear or sword or ax with savage exultation. The first onslaught needed grim courage; but after that it was a matter of instinct and endurance.

Moreover, there was no danger except when in actual contact with the enemy; the soldier fought for a few hours, then was reasonably sure of a rest. To-day men live under fire day and night for weeks on end.

The apex of war's horror, as most of us conceived it, was represented in the Napoleonic battles or in the sanguinary conflicts of the Civil War. Yet these were not to be compared with the operations in France and Flanders and Poland, where men are facing with deliberation assaults so incessant and so inhuman that they might well crush out every emotion save terror.

The meager pictures that reach us from the modern battlefields suggest what supreme courage this requires. Here is no scene of inspiring color and movement, but a hideous emptiness and clamor, in which men strive and die in unseen trenches or fall before hidden death loosed upon them miles away. If they crawl from their shelters to fight, they do not meet ranks of other men, but blasts of steel from invisible engines. If they capture new ground, they do not know when mined craters will open beneath them and fling them out in tortured heaps.

A Test of Fortitude.

There is no safety, no rest, anywhere within the battle's zone. Masked behind distant hills, unseen guns shower death upon trenches miles away. The open spaces are swept by shells and the deadly hail of machine guns. Bombs and steel bolts rain unheralded from the sky.

In many places those who fall wounded

were better dead, for where they fall they must lie until death releases them from their torment—and after. A correspondent has touched upon this feature with grow-some suggestiveness. Next to food and ammunition, he says, the greatest need of the men in the trenches is tobacco—not alone for its soothing effect, but because it helps to stifle the charnel odors that are borne on every wind.

But it is not these grisly things alone that test the fortitude of the present-day soldier. There are the interminable days and nights in cramped, reeking trenches, often waist deep in water; the exposure to pitiless rains and icy winds; the indescribable, animal-like existence; the fever and pain and weariness of it; the intolerable suspense; the repeated shock of seeing living men torn into fragments; the deadly reiteration of blinding explosions. It is no wonder that outraged nature often succumbs and that men without a mark upon them are lifted from the rifle pits dazed, speechless and all but mad.

For the figure of heroism at sea romance points to the warrior of the ancient galley, driving his prow against the ship of his enemy, then leaping to her deck and hacking his way to victory; or salutes the seaman of 100 years ago, working his wall-sided frigate to windward of his foe and firing his smoothbores in a gallant broadside.

But what of the courage needed to patrol a fog-bound sea in a modern warship, when the waters are sown thick with mines that can rip open the plates of a dreadnaught, or driven death may lurk beneath any hideous death?

Hit, and hard hit! The blow went home,
The muffled, knocking stroke—
The stream that overruns the foam—
The foam that thins to smoke—
The smoke that cloaks the deep aboil—
The deep that chokes her throes,
Till, streaked with ash and sleeked with oil,
The lukewarm whirlpools close!

Or what shall we say of youths who will lock themselves in a submarine and search a half thousand miles of sea for a chance to strike at an enemy—the chance, too, that their frail craft will be pierced and they will die horribly in their steel prison?

The knight charging into the fray with leveled lance was a brave figure, upon whom poets and painters have lavished much art. But will his valor compare with the daring of the air scout in battle, dicing with death in the clouds, hunted by bursting shells, trusting his life to the faith of a motor and a few strands of wire, knowing that a chance shot may hurl him to a hideous death?

A Phase of Idealism.

Finally, it is to be considered that the fighter of old was often a dull rogue, to whom war was a mere trade and whose careless life had made no ties. These soldiers who are dying in Europe are men who fight for principle and who must bear into battle the anguish of knowing that if they fall there will be sheltered homes left desolate, gentle women bereaved, children made fatherless.

The highest type of marital heroism is not the dashing adventurer of romance, but the mud-stained man in the trenches over yonder—the French peasant, the Belgian artisan, the German farmer or university student, the British clerk or peer or workman: men like ourselves, used to peace and order and decency, who are en-

during unimaginable horrors for the sake of their ideals.

Their courage proves again that the human spirit still rises superior to any test that fate can devise. Man's genius for destruction has made great flights from the flint war club to the machine gun, from the tube of Greek fire to the submarine torpedo; but not yet has it distanced his courage or produced perils that his spiritual convictions will not lead him to brave for the truth as he sees it.—Philadelphia North-American.

TRANSFERRING LAKE VESSELS.

Ocean freight rates, especially outgoing, between the United States and oversea countries are very high. Shipowners are practically in a position to dictate terms. Save in rare instances, as in the case of the Philippines, for example, return cargoes are comparatively light. Speaking broadly, vessels in the European trade, because of the present one-sided character of shipping, must, in order to earn profits, charge cost of carriage both ways against a single trip. In the case of the Philippines and of some southern countries, cargoes may be had coming as well as going. But much shipping that under ordinary circumstances would follow other lanes is now, because of the high rates within reach, doing a transatlantic business. The withdrawal of something like 1,500 British vessels, a large number of French vessels and practically the entire German commercial fleet, has opened up an opportunity for the employment of hundreds of vessels, steam and sailing, that in recent years have been either in the coastwise service or moored in harbors.

The United States has a merchant marine of great proportions that is very seldom represented on the oceans. This is engaged in traffic on the Great Lakes. In a single year between 70,000,000 and 80,000,000 short tons of foodstuffs, ores, lumber and general merchandise are moved through the American and Canadian Sault Ste. Marie canals. These figures give a fair impression of the volume of through shipments on the Lakes. Passages through the Detroit River average about 30,000 annually, or about 65,000,000 tons. The value of the freight carried through that river has increased from \$440,000,000 in 1902 to more than \$900,000,000 in 1915. Of the vessels carrying this business in a single recent year, 1,250 in all, 910 were steamers, 272 were sailing vessels and sixty-eight were gasoline yachts. Another evidence of the magnitude of Lake commerce may be found in a statement of the business of the Chicago port district in one year. This district includes Chicago, Michigan City, Waukegan, Gary and Indiana Harbor, all within the Chicago industrial radius. The total arrivals were 6,240 and the total tonnage was nearly 8,500,000.

Vessels in the past have negotiated successfully the tedious passage between the Great Lakes and the Gulf of St. Lawrence. It is possible now for vessels of considerable tonnage to pass through the Welland Canal and the canalized portions of the St. Lawrence. Lately there has been some interesting conjecture as to whether or not the high freight rates on the Atlantic would finally tempt vessels on the Great Lakes to seek their fortunes on the ocean. The Lake craft are of lighter build, generally,

than those in the Atlantic trade. It is claimed that they have as a rule greater cargo space, and that they can be navigated more economically. They are forced occasionally to meet winds and waves as high as any to be encountered on the ocean, and it is held in some quarters that if the type should once be put to a fair test on the high seas it would be widely adopted. A fleet of Canadian Lake freighters has already been transferred to the Atlantic.

One thing seems certain, at all events: If there were an adequate waterway now from the Great Lakes to the Gulf of Mexico or to the Gulf of St. Lawrence, the United States would not have to wait long for at least a temporary ocean-going merchant marine of capacity sufficient to meet all its needs.

BURIAL AT SEA.

The rights of relatives of persons who die on shipboard to recover damages from a steamship company in case of burial at sea when the ship is only a few hours from port, formed the subject of a suit brought in the Supreme Court by H. Blair Finley, of Memphis, Tenn., against the Atlantic Transport Line to recover \$3,000 damages because the body of his father, Clement B. Finley, who died on the steamship "Minneapolis" while on his way from London to New York, was cast into the sea four days later near Nantucket Shoals.

The complaint alleged that the decedent had property worth \$750, which was sufficient to pay the cost of notifying the plaintiff of his father's death and to have the body brought to port. Counsel for the steamship company demurred to the complaint on the ground that it stated no cause of action, and that the body of Mr. Finley received "a proper burial at sea in accordance with the usual custom in such matters." Overruling this contention, Justice Shearn said that counsel for the defendant missed the "only sound theory" upon which a cause of action exists. Justice Shearn said that the court "can not take judicial notice that when the body was cast overboard the vessel was on the high seas simply because Nantucket Shoals is in the high seas," and also said that it does not appear that there was "a proper burial at sea in accordance with the usual custom in such matters." The court permits the defendant to withdraw its demurrer and answer the complaint.

The "Eastland" disaster will probably put a quietus on the agitation for a repeal of the Seamen's Act for a time at least. If this law, which is not yet in force, had been applied in the Chicago district, the horror might have been prevented. Some of the clear provisions of the Seamen's Act are in the direction of safeguarding life. The main opposition to it is on this score—because it compels the employment of competent, well-paid seamen who shall not be over-worked and who shall speak the language of the commanding officers on board in order that they may intelligently execute his orders in time of peril. But the ship-owning interests, who find great comfort in the financial centers, maintain that they ought to be allowed to employ the cheapest labor they can find, so they may compete with foreign bottoms.—Vallejo Evening Tribune.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
Conneaut, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

40 cents the second week, 30 cents the third week and 20 cents the fourth week. The premium is then removed and the piece work system prevails. About 100 young women are employed in the packing plant. They receive from 50 cents to 90 cents per day of ten hours. Many of the workers who have families are earning about \$5 per week, while there are individual instances of men having earned but 40 and 50 cents a day. Intense poverty among these workers is the rule. A. F. of L. Organizer John L. Lewis states that after inquiry with employes of the company no general increase of wages has been granted in a period covering forty years.

The trades-union representatives are doing everything possible to assist these workers in securing a living wage.

Lawson Verdict Opposed.

This is what the Chicago Tribune thinks of the Lawson verdict:

"Labor war is so conducted in Colorado that the opinion must prevail elsewhere that the struggle for better working conditions is determined by lawless power exercised in the name of the State. We admit that popular opinion frequently jumps from false premises to unjust conclusions, but there has been no defense made of the capitalistic methods employed in Colorado which could make any impression upon opinion.

"The conviction of John Lawson for murder and the sentence of life imprisonment imposed upon him will impress the public as a miscarriage of justice and will cause wonder that power can twist so lawlessly the instruments of law to its purpose. . . It is obnoxious to us to think that the courts can be deflected from their true purpose, and it is abhorrent to think that it can be done without effective protest from the people of any American State.

"There is a disinclination to allow such an opinion of an American State or of its courts to take form, but when it gets confirmation from the very defense made by Rockefeller employes and by young Rockefeller himself, being examined by the Federal Industrial Commission, it is bound to be potent.

"Colorado must be acutely terrorized by fear of radicalism to submit to a distortion of its orderly processes by men who confess that they hold to theories which even if wisely and benevolently applied would drive the men subjected to them to rebellion."

Compensation Legislation Sustained.

The Michigan State Supreme Court has upheld the workmen's compensation law, passed by the Legislature in 1912. While the Court has interpreted several rulings of the Industrial Accident Board, charged with the enforcement of the act, this is the first time the general purposes of the law have been supported by the State's highest tribunal.

Justice Steere's opinion, signed by every member of the Court, is, in part:

"It is to be recognized at the outset that workmen's compensation legislation of this class, based on the economic principle of trade risk in that personal injury losses incident to industrial disputes are like wages

and breakage of machinery, a part of the cost of production, works fundamental changes in the familiar principles underlying and governing the doctrine of liability for negligence as heretofore applied to the relation of master and servant.

"But it by no means follows that this comparatively recent and radical legislation upon the subject, enacted to meet changed industrial conditions and afford relief from evils and defects which had developed under the old rules of law in negligence cases for personal injury of employes, violates the spirit or letter of our Constitution.

"The policy, importance and propriety of this legislation, in its general plan and purpose, are not open to question and we do not find it subject to the constitutional objections urged in this record."

The Court of Appeals has placed New York among those States that declare workmen's compensation laws are both constitutional and necessary.

The Southern Pacific Company attacked the law, using the time-worn defense that it offended the Federal Constitution. A longshoreman employed by the company in New York City was killed and a lower court awarded damages. The company insisted that the Federal Constitution was outraged, as that historic document declares that property cannot be seized without due process of law. The company included other reasons why the longshoreman's widow and children should not receive damages. Among them was tax on interstate commerce and violation of the Federal Compensation Act, which applies to employes engaged in interstate commerce.

Judge Miller swept these defenses aside and held for the woman and children in a decision that was concurred in by his associates.

The Court said:

"Any plan devised by the wit of man may, in exceptional cases, work unjustly, but the act is to be judged by its general plan and scope and the general good to be promoted by it.

"No one has a vested right under the Constitution to the maintenance of the common law doctrine that the master is responsible for the acts of his servants, which doctrine may undoubtedly be extended or curtailed by the Legislature.

"No one doubts that the doctrine of assumption of risk and the fellow servant doctrine also developed by the courts under different conditions than those now prevailing, may be limited or entirely abrogated by the Legislature. It would not be a great extension of that doctrine for the Legislature to provide that the employe should assume the risk of all accidental injuries, and if that can be done, it is certainly competent for the Legislature to provide for the creation of an insurance fund for a limited compensation to the employe for all accidental injuries, regardless of whether there was a cause of action for them at common law.

"This subject should be viewed in the light of modern conditions, not those under which the common law doctrines were developed. With the change in industrial conditions, an opinion has gradually developed which almost universally favors a more just and economical system of

providing compensation for accidental injuries to employes as a substitute for wasteful and protracted damage suits, usually unjust in their results either to the employer or the employe and sometimes to both."

Two other cases, involving the same points, were included in Judge Miller's decision.

A MANLY EDITORIAL.

(The New York Globe.)

The Philadelphia Saturday Evening Post, speaking of the La Follette Seamen's Act, says that it increases the handicap under which American ships suffer in their competition with foreign ships, and will further contribute to keep the American flag from the ocean.

The Globe can well understand why the Post makes this statement, for the Globe some time ago said something much like it and thought it was telling the truth. It trusted to the accuracy of statements widely circulated. But since, a careful reading of the act has compelled a revision of belief.

Instead of the Seamen's Act increasing the disabilities under which American shipping labors, it appears that for the first time in our national history our shipowners will be practically on equal terms with respect to operating costs. The act, establishing standards, applies them not only to vessels under our registry, but to all vessels leaving our ports. Clearance papers are to be denied unless there is compliance with the law. Sea conditions are leveled up to our standards. No longer will the foreign seller of freight space be able to underbid American sellers because of his lower operating costs. By most ingenious provisions it seems made practically certain that the foreign shipowner, if he sends a ship out of an American port, must pay wages that are paid by the American shipowner and employ the same number of able seamen.

It does not contribute to popular education to publish things that are not so. Before the statement is again made that the La Follette Seamen's Act makes it more difficult for the American shipowner to compete, whereas the text of the act suggests the contrary, the basis for the statement should be set out in some detail.

The Swedish Shipping Gazette recently announced that the timber export trade in the Bay of Bothnia had resumed its activities after a period of idleness caused by the mine danger in the early part of the year. The freights had risen enormously, however, owing to the increasing risks. The freight per standard of timber from ports in the north of Sweden to British ports was now generally quoted at 80s. to 85s. and even at this price it was very difficult to obtain the necessary tonnage.

The Chicago Journal says that the Lawson case "is an offense against every principle of American jurisprudence," and that the Nation should not rest until "it has overturned the indefensible conviction."

It is only of the loftiest trees that it occurs to us to remark that they do not touch the sky.—Higginson.

ADVANCE INFORMATION.

(Continued from Page 7.)

ters, two "seamen" and three deck hands. Usually trades between Chicago and Mackinaw.

The "Carolina" is the same type as the "Racine" and the "Iowa," and not much different in size. The number of deck crew designated is the same as for the "Iowa," much less than for the "Racine," though the "Carolina" is on a much longer route than either of the others.

These facts are such, I believe, as to fully warrant the conclusion that neither the route, character of the vessel, number of passengers, or even the amount of freight, is considered by the inspectors when designating the number of crew. What then, do they consider, except the desires of the shipowners? There is nothing else left to consider.

All of these steamers employ a greater number of men in the deck crew than that designated by the inspectors. This being so, is it not clear proof that the inspectors deliberately designate a smaller number than is actually needed? The effect, of course, is to relieve the shipowners from responsibility under Sec. 4463 of the Revised Statutes, and to safeguard them against the danger of being fined for sending their vessels out shorthanded.

In the memorandum I mentioned the sinking of the steamer "Pere Marquette No. 18," on Lake Michigan, September 9, 1910, with a loss of 27 lives. Up to within four or five days before she sank this steamer had been carrying large excursions out of Chicago daily. Fortunately when she sank there were only 61 people on board, practically all members of the crew; but 27 were drowned. The vessel was equipped with wireless and had sent out distress signals, but went to the bottom just as help was nearing her. Suppose that accident had happened a few days before it did, with a couple of thousand men, women and children on board? The loss would have been frightful. The U. S. Inspectors who investigated the case state in their report that they were unable to determine what caused the sinking. It is under such conditions that the excursion business of the Lakes is carried on, liable to sink from unknown causes, inefficiently manned, insufficiently equipped, and crowded with passengers of whom very often a majority are women and children. Disaster is inevitable. It is only a question of time.

It was the case of the "Pere Marquette" that inspired the investigation made by this organization. The sudden sinking of the steamer "Iowa" last summer again warned of the danger. Fortunately the "Iowa" had landed her passengers and the collision occurred at the mouth of the harbor where plenty of assistance was almost instantly available. What if it had occurred a few miles outside of the harbor with the full passenger list on board?

Thousands of people, mostly working people, crowd these steamers daily during the excursion season, believing that the Government has seen to it that the vessels are safe. The Government ought to see to it.

I am glad to learn, through your letter, that the Department is investigating the matter of inspection on the Great Lakes. It certainly needs investigating, and I trust that remedial measures essential to safety will result.

Respectfully,
E. N. NOCKELS,
Secretary Chicago Federation of Labor.

CHICAGO FEDERATION OF LABOR.
Chicago, Ill., June 22, 1914.

Mr. Edwin F. Sweet, Asst. Secretary,
Department of Commerce,
Washington, D. C.

Dear Sir:—

Probably you recall some time ago we wrote you citing instances of violation of law permitted on steamboats by the U. S. Inspection Service and replying thereto you stated the matter would be investigated. You also requested information in reference to statement in our first communication where U. S. Inspectors were taking orders from the shipowners, to all of which reply was made. But we have received no answer to our last communication and inasmuch as the steamboat excursion season is now in full blast, our Committee are anxious to report to our organization what the situation is pertaining to excursion boats out of this city.

We believe the condition of the excursion passenger steamers are altogether too unsafe to be permitted to continue without a most vigorous protest from this Federation as a matter of record in the event of any accident in the future, that we, at least, had registered a protest. For instance, we claim it is a crime to permit the "Christopher Columbus" 3800 passengers with the excuse that she runs but five miles from shore. That crowded condition regardless of sufficient life-boats or able seamen in the event of an accident, thousands of peoples' lives will have been sacrificed, even if tied to the docks.

This applies to the rest of the boats which are permitted to go out of here overcrowded. There is absolutely no comfort and about one-half the number of passengers allotted to each boat would mean safety, and nothing else but the cutting down of the passenger list will lessen the danger.

We notice in press dispatches that former president Mr. Mellen of the New Haven Rail-

road, referred to the coast steamers as "tinder boxes." The same applies here because as our Committee has said, it seems that the U. S. Inspectors are more concerned of the vessel-owners' interest and support than the protest of the public.

Thanking you in advance for the information if possible to do so and awaiting reply at your earliest convenience, we remain,

Most respectfully,

CHICAGO FEDERATION OF LABOR,
E. N. Nockels, Secretary.

DEPARTMENT OF COMMERCE.

Office of the Secretary,
Washington.

June 27, 1914.

Dear Sir:—

The Department is in receipt of your letter of June 22, 1914, in further reference to the conditions alleged to exist on the Great Lakes so far as the inspection and certification of passenger steamers by the Steamboat-Inspection Service, this Department, is concerned, and in reply you are informed that it is true that no reply was made to the last communication received from you, which was dated May 19, 1914, because in that communication you simply reiterated the statements which you had made in your memorandum under date of May 5, 1914, and as you were informed in reply to your memorandum of May 5, 1914, that the instances which you gave did not prove the statement that the Inspectors of the Steamboat-Inspection Service have taken their orders from shipowners, it was not considered necessary to reply further to you in the premises.

In this connection it may be stated that the matter of the inspection and certification of passenger steamers on the Great Lakes has had and is still having the attention of this Department, and as heretofore stated, if it be found that Inspectors have erred the necessary action will be taken to correct such errors. It may also be stated that Section 4463 R. S. gives Local Inspectors the authority to specify the number and class of officers and crew necessary for the safe navigation of the ship, which action of the Local Inspectors is subject to appeal, first to the Supervising Inspector of the District, and then to the Supervising Inspector-General. Section 4464 R. S. imposes upon Local Inspectors the authority and responsibility of specifying the number of passengers that a ship may safely carry, which responsibility cannot be avoided, and the Department is of opinion that this responsibility must remain with the Local Inspectors. If the Local Inspectors err in their judgment as to the officers and crew that shall be carried, or the number of passengers that a ship may safely carry, this condition can only be corrected by amending the law taking the discretionary power from the Local Inspectors, and fixing the legal complement of officers and crew and passengers for each vessel.

Respectfully,

A. L. THURMAN, Acting Secretary.

Mr. E. N. Nockels, Secretary,
American Federation of Labor,
Chicago, Illinois.

The Admiralty Division, London, has given judgment in the action brought by the owners, master and crew of the Shaw, Savill and Albion liner "Mamari" to recover salvage remuneration for services rendered to the steamship "Jersey City." It appeared that on February 10 last, while on a voyage from the U. K. to Pisagua, via Panama Canal, in ballast, the "Jersey City" became disabled through the loss of her propeller blades. On February 14 she was picked up off Cape Finisterre by the "Mamari," which was bound from New Zealand to London with general cargo, frozen meat, mails, and one passenger. The latter's total value with freight was placed at £750,387, while that of the "Jersey City" was £61,185. The "Jersey City" was taken in tow by the "Mamari," and early on the morning of February 16 was brought into Lisbon Harbor. The Court made an award of £2,500, which was apportioned as follows: owners £1,700, master £150, and crew £650, the stewards to receive half shares.

No reform, moral or intellectual, ever came from the upper classes of society. Each and all came from the protest of the martyr and the victim. The emancipation of the working class must be achieved by the working people themselves.—Cigar Makers' Journal.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.
PORTLAND, Ore., 242 Flander St.
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.
PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.
SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Higher wages, an eight-hour day, double time for overtime and union recognition is demanded by machinists and other organized workers employed in several plants at Bridgeport, Conn., now manufacturing European war munitions.

Officers of the International Brotherhood of Maintenance-of-Way Employees announce that the first maintenance-of-way schedule ever obtained on the Northern Pacific Railway is now in effect. Among the more important gains are time and one-half for overtime; expenses paid when away from headquarters, and provision for adjustment of grievances.

Several thousand Polish and Italian laborers employed by the Standard Oil Company at Bayonne, N. J., are on strike for a wage increase. The workers are unorganized and the Rockefeller interests are using the same methods they employed in Colorado and elsewhere to break the strike. Conditions under which these men are employed is terrific. Tank steamers are loaded with oil for the foreign trade at this place.

The Labor Tribune, official newspaper of the Trades Assembly of Joplin, Mo., urges striking zinc miners to join the American Federation of Labor. These workers are asking for wage increases, since zinc is selling around \$100 a ton. The Labor Tribune warns the miners that they will secure no lasting results until they join with the bona fide trade-union movement, and invites them to participate in a conference with local unionists.

Differences between the International Printing Pressmen and Assistants' Union and unaffiliated locals of New York City, Feeders' Unions of Buffalo and St. Louis and Web Pressmen's Union of Newark, N. J., are at an end. Patience and continued negotiations have again united these workers, who have signed a report to this effect and call upon the membership to accept same with the end in view that the international "may be of increasing influence for the advancement of the requirements of our membership."

Governor Dunne of Illinois has signed the co-operative bill, favored by the State Federation of Labor and farmers' organizations. This act is intended to protect co-operative movements, and is believed will end the practice of enemies of co-operation securing a majority of the stock. Under the new law no member can own more than five shares. If proper provision is made in their by-laws, these societies can limit the voting power of each member to one vote in the election of officers and in the management of affairs. Liability is limited to the actual amount of stock each individual subscribes.

Numerous conferences between the Consolidated Street Railway Company and representatives of the Amalgamated Street Car Men's Union of Worcester, Mass., has resulted in wage increases that will total \$75,000 a year. The minimum for first-year men is raised from 23 to 25 cents for the first six months and from 24½ to 26½ cents for the second six months. Second-year men are increased from 26 to 28 cents, third-year men from 27 to 29 cents, and fourth-year men from 28½ to 30½ cents until December 1, 1915, when the rate will be further increased to 31 cents an hour for a nine-hour day.

SEATTLE, WASH.

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO. 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, John	Mann, Emil
Anderson, A. B.	Mayer, Wm.
-1802	Martinson, P. A.
Bering, Paul	Meyerderks, H.
Berglund, Iver	Moen, Tryger
Bramley, E.	Mikkelsen, K. -1620
Brogan, J. P.	Nelson, Robert
By, S.	Nelson, Henning
Beck, James	Nelsen, N.
Brunstad, John	Norlin, Geo.
Byndulsen, Halvor	Nielsen, Alfons
Carl, W.	Naro, H.
Carrell, A. R.	Olsen, Yugo
Christensen, Trygve	O'Daly, John
Edverson, John	Olson, E. -366
Eugent, Anton	Olson, Harald
Edson, Frank	Olsen, Peter
Glademo, Lars	Petterson, Harry
Hampel, Will	Perry, Albert
Hollisen, Halvord	Petersen, Carl M.
Hansen, Nils S.	Pertson, J.
Hansen, Theo. H.	Quigley, Tom
Hansen, C.	Ramsis, Arthur
Haugland, Harold	Rodin, Knut
Ingebretsen, Olaf	Ramberg, Barney
Jacobsen, Tengils	Simms, Gunner
Jakobson, Johan	Simmonds, Roy
Johanson, Wm.	Skedsmo, A.
Johanson, Johan S.	Sorensen, Morris
Jacobson, Anders	Strauss, Walter
Jensen, Jens	Strasdin, A. W.
Jensen, Hans -2014	Strand, Charley
Knudson, A. J.	Scherman, Karl
Kretschmann, Max	Samuelsen, W. L.
Larsen, John	Teichert, Karl
Larsen, K. -1560	Thostrup, Ludvig
Larsen, Ingolf	Thomsen, Einar
Lindeman, C. H. O.	Tullifsen, Hans
Larsen, Albin	Thompson, W.
Lillorn, O. J.	Veckenstedt, W.
Luberg, William	Willi, Max
Larson, E. J.	Williams, T. C.
Louis, Jimmy	Willen, Toivo

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots Association
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuauu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE — or — A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

**SQUARE DEAL
RESTAURANT**

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Abrahamson, Alex
Anderson, Sam S.
Allan, Frank
Anderson, W.
Bruce, Otto
Bese, F.
Bernhardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Delavauchel, P. M.
Decas, O.
Dolany, Willie
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsch, Henry
Geiger, Joe
Gunther, John
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Holm, Peter
Hellman, Albin
Henriks, Waldemar
Ingelbrigsten, O.
Johnson, Louis
Jensen, Wm.
Jegstrup, Harold
Johansen, Christ
Johansen, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Knopp, Fritz
Kristiansen, Wm.
Kolk, Mathias
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Keane, M.
Leonhard, George
Larsen, Herman
Lindblad, Konrad
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Molen, Derk
Munchmeier, H.
Miller, Andy M.

Morgan, Tim
Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckemann, Ernst
Meyer, Chas.
Norris, U. P.
Olsen, Ole
Olsen, Arthur
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Palm, P. A.
Pohland, M.
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Oscar
Pensgaard, Emil
Reskran, George
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Samuels, Frank
Shea, Oscar
Svensson, Axel K.
Schacht, H.
Schultz, John N.
Smith, John
Selin, Joe
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuadahl, J.
Snyder, Jack
Torstenson, Folke
Tamford, B. A.
Tasnase, E.
Tuhkanen, J. J.
Urso, Geozzep
Vickery, Curtis
Wheatcroft, L. E.
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengen, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burmeister, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1804
Ludtke, Emil
Malmberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054

Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

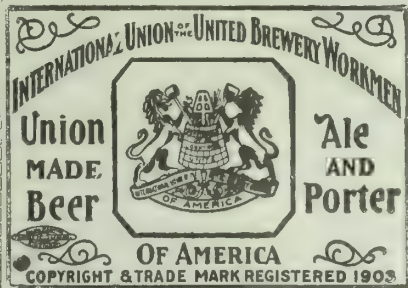
Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

THIS IS OUR LABEL

DEMAND**PERSONAL LIBERTY**

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

**When in Aberdeen Trade at
BEE HIVE**

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.

1-27-1915

Home News.

The Federal Trade Commission is
conducting an inquiry into foreign
trade conditions, giving hearings in
many cities of the United States,
with the encouragement of interna-
tional commerce in view.

The Interstate Commerce Commis-
sion reports that American railroads
are showing a marked increase in net
earnings. In April of this year the
net operating income of the carriers
increased \$33 a mile as compared
with April, 1914.

According to announcement made
by the Forest Service, President Wil-
son has signed an executive order
withdrawing 143,686 acres of land
from the Paulina and Fremont forest
reserves in Central Oregon. The
Paulina reserve is ordered abolished,
the remaining lands of that reserve
being added to the Deschutes and
Fremont reserves. The lands with-
drawn are reported as of limited
agricultural value.

The Republic Metalware Company
of Buffalo, N. Y., has refused an
\$80,000,000 contract for the manu-
facture of cartridges for the allies.
J. F. Foster, a director and treasurer
of the company, explaining why it
was refused, said: "We held a meet-
ing of the directors and they decided
that the company would not under-
taken to manufacture any article for
this war that would involve the loss
of human life. There are higher
standards in business than the ac-
cumulation of profits."

The Postoffice Department has or-
dered that the parcel post size limit
be extended from 72 inches in length
and girth combined to 84 inches in
length and girth combined. The new
order will permit the shipment of
practically all the standard-sized
crates used in the commercial ex-
change of berries and fruits. An-
other order provides that on payment
of one cent the postmaster at the
mailing office may give the sender
of an ordinary parcel of fourth-class
mail a receipt therefor. This order
takes effect September 1.

There are 57,000 blind persons in
the United States, according to fig-
ures issued by the Federal Census
Department. This is a ratio of 62.3
to every 100,000 of population. The
report states that blindness has, ap-
parently, decreased markedly among
the younger classes of American
population in the last fifty years;
that blindness is far more prevalent
among men than among women;
that it is more prevalent among In-
dians and colored people than among
native whites, and that approximately
one-half the blind reported in 1910
were sixty years of age or over.

In a report issued by the Inter-
state Commerce Commission it is
shown that 174 railroads increased
their net revenue from operations
from \$56,202,405 during May, last
year, to \$70,261,000 during May of
this year. The Commission intimates
that this increase has been made pos-
sible through the practice of econom-
ies in management and increasing
business. Rate increases in the East-
ern district was a factor. Reports
by express companies show that
these concerns are also prospering
despite parcel post inroads. During
the month of March the nine prin-
cipal express companies converted
what was a deficit in March of last
year of \$4,619, into a credit on the
right side of the ledger amounting
to \$762,920 in net operating revenues.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

George Alexander Sharman, a na-
tive of Brooklyn, N. Y. About 28
years of age, height 5 feet 9 inches,
supposed to have sailed on the Great
Lakes in 1907, is inquired for by
M. L. Kinvan, 1211 Mosher street,
Baltimore, Md.

7-14-15

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Domestic and Naval.

Merchant vessels built in the United States and officially numbered by the Bureau of Navigation, Department of Commerce, during the fiscal year ended June 30, 1915, were 1,226 of 215,711 gross tons.

The tank steamer "Caucasian," bound from London to New Orleans, which was sunk by a German submarine, was owned by Messrs. Lane and Macandrew, London, insured for marine risks on a value of £57,000, being 4556 tons gross, built in 1898. The steamer "Inglemoor," which came along to pick up survivors was also sunk.

There is a considerable inquiry in the United Kingdom in the absence of new tonnage for good modern carriers of 7,000 to 8,000 tons dead-weight, and not more than three years old. For such vessels, purchasers are reported to be bidding £12 12s. a ton—a good price, but not, apparently, high enough for sellers, who are holding out for £14 a ton.

The Fore River Shipbuilding Corporation, Quincy, Mass., has booked a second order from the Luckenbach Steamship Company, New York, for a cargo steamer of large capacity. Unlike the first one ordered this boat will have reciprocating machinery and an overhanging stern. The steamer previously ordered is to have a "cruiser-stern" and Curtis geared turbines.

It is reported that an order for a 750-ton submarine for the Spanish navy has been received by the Fore River Shipbuilding Corporation. She will have a speed of 18 knots on the surface, and 11 knots submerged. She will be equipped with torpedo tubes and rapid fire guns, and will correspond to the "M" type of submarines now building for the United States navy.

It is reported that two flotillas of American-designed British submarines sailed from Quebec for England July 3. Each flotilla consisted of five vessels, and an auxiliary cruiser acting as escort accompanied the flotilla on the voyage across the Atlantic. The submarines were built by Vickers, Limited, Montreal, under the supervision of officials of the Bethlehem Steel Company.

A civil-service examination was recently held to establish a register of navigation inspectors for the United States Bureau of Navigation. The examination was held in 17 cities; 813 persons presented themselves for examination and 227 secured an eligible rating. Of the 99 names certified to the bureau for appointment 36 were students in universities or colleges and 15 were university or college graduates.

The American steamship "Leelanaw," from Archangel, July 8, for Belfast, with a cargo of flax, was sunk on July 25 by a German submarine off the northwest coast of Scotland. All the members of the crew of the "Leelanaw" were saved. They were taken to Kirkwall in their own boats. The steamer left New York, May 17, with a cargo of cotton consigned to Russia by way of Gothenburg. The vessel was detained at Kirkwall while inquiries were made as to the possibility of getting her cargo to Russia, as Sweden forbids the export of cotton. The ship was released June 26 with permission to proceed to Archangel, where the cotton was discharged and a cargo of flax was loaded for Belfast.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco
JOE WEISS
Telephone Kearny 3771
Union Made Shoes for Men
Exclusively



Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.
REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abmeyer, Henry
Abolin, M.
Abrahamson, A.
Adams, Hugo
Ahlens, Walter
Ahlfors, Arthur
Almer, John G.
Andersen, Alfred
Olaf
Andersen, H. J.
-1620
Andersen, N. -1549
Andersen, S. P.
Anderson, A. -1447
Anderson, Chr. -1765
Anderson, D.
Anderson, Ed
Anderson, Ernst
Anderson, H.
Anderson, H. E.
Anderson, John

Blum, Ernest
Boers, M.
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Bracker, Harry
Brandt, Birger
Bredemeyer, Elmer
H.
Brown, Thos.
Brunvald, Ed
Brusard, E.
Bruuna, Aksel
Buckly, J. J.
Busch, Peter
Byloff, Charles
Catt, Frederick
Cellan, John
Christensen, Erling
Christiansen, Louis
Claus, John R. C.
Collier, H. S.
Cordia, P.
Costantinos, Lay
Countedt, Ernest
Crawford, L. F.
Crosiglla, G.

Daly, John
Daniel, J. C.
De Baer, Harry
De Hayes, F.
Dennis, I.
Derengowsky, Julius
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckart, T.
Eckstrand, Frank
Edmann, Oscar
Ekberg, Hugo
Ekhoft, Otto
Fane, James
Ferguson, B.
Ferguson, J.
Ferguson, Will
Finck, John
Fingerling, E.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Flebbe, Fritz
Flynn, James
Follan, Thomas

Gabrielson, Peder
Gart, George
Gerner, Hans
Gertsonson, Robert
Gillholm, Albin
Gillgren, Tom
Gorden, George
Grant, Otto
Graugard, L. J.
Grieff, E.
Griel, Bernhard
Griffith, Hugh E.

Hafgaard, Hans
Hakansson, John
Hall, H.
Halverson, Henry
Halvorsen, Hans
Hammergren, Oscar
Hansen, Charles
Hansen, Hans M.
Hansen, Hans O.
Hansen, H. C.
Hansen, H. P.
Hansen, Henry W.
Hansen, Martin
Hansen, Niels S.

Hilderbranch, A.
Hilke, Carl
Hogan, A.
Holmquist, F.
Holst, R.
Hoose, Frank

Ikonem, Joe
Ingebrtson, Olaf
Jackisch, Magnus
Jarosinski, Feliks
Jenkins, Fred
Jensen, Charles
Jensen, George
Jensen, H.
Jensen, Halford
Jensen, Henry
Jensen, John Frank
Jensen, Just
Jensen, Knud
Jensen, Wilhelm
Johansen, Axel H.
Johansen, Carl J.

Kaleva, Gustaf
Karlsom, Wiktor
Kine, Conrad
Kinlock, Wm.
Kirovsky, Adam
Kispte, Chas.
Klebingat, F.
Knappe, Adolph

Laakso, Frank
Laine, F.
Lauke, Andy
Langsea, Sam
Larsen, C. A.
Larsen, Finval
Larsen, George
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, Alfred
Larsen, Karl
Larsen, K. E.
Laursen, Chris.
Lawson, J. P.

Leif, Frank
Leirevaag, H. J.
Maatta, John
MacAulay, Donald
Macke, David
Macomber, H. B.
Magnusson, E. W.
-163
Maki, Ivar
Malland, O.
Manse, Peter
Mariner, R. W.
Marquels, Frank
Martensen, J. C.
2191
Martin, A.
Martin, H.
Martin, J.
Martin, John B.
Martinsen, Ingvald
Mathiasen, Sigurd
Mathieson, Ludwig
Mathieson, M. L.
Mathsen, Olaf
Matta, Humberto
Mattson, Charles
Mattson, Harry

Naujack, Fritz
Nedson, John B.
Nelson, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nelson, J. -957
Nelson, John B.
Nerby, Kristian
Neuling, George
Nicolaisen, Carl
Nicklas, M.
Nielsen, Edwin N.
Nielsen, H. O. -1229
Nielsen, Waldemar

O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, Albert
Olson, E. O. L.
Olson, Charles A.
Olson, John Arthur
Olson, John
Olson, Marnus
Olson, O.
Olson, Paul
Para, E. H.
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, Halfdan
Pedersen, P. -896
Pedersen, Petter
Pedersen, W. G.
Persson, John
Persson, Oscar
Peterson, A. -1675
Peterson, Anton
Peterson, J. A. -515
Peterson, Niels

Hord, Charlie
Hoseth, Christian
Hoverson, Carl
Hubner, Carl
Huse, Ed.

Insunso, Francisco
Isberg, Wiktor

Johanson, Edward
Johanson, J. -1561
Johansson, Arvo
Johansen, Walter
Johnson, E. A.
Johnson, E. G. -227
Johnson, Eric
Johnson, Gunar
Johnson, Henrik
Johnson, John
Johnson, Peter
Jones, Bertuon
Jorgensen, Fred
Jungberg, L.

Knudsen, Daniel
Kohlmeister, Otto
Kolk, M.
Konstatin, Anist
Korsberg, V.
Kristensen, K. D.
Kristiansen, Jakob
Kruk, J.

Leveridge, H.
Lewald, Harry A.
Lewis, Robt. W.
Ligoski, Joe
Linde, Nils W.
Lindgren, Oscar
Lindner, J. -1750
Lindner, John
Lindroth, Erik
Lirin, Christian
Luberg, W.
Lundberg, Allan
Lundberg, Charles
Lundgren, Colmar
Lund, J. William
Lunsmann, Henry
Lynch, James

Mattson, J.
McCallum, Charles
McKeating, R.
McLean, H.
McMahon, Jack
Melandar, G. L.
Melder, Albert
Mertensen, Henry
Meyer, Ernest
Meyer, W.
Meyers, Max
Michaelsen, John
Midling, M.
Millard, W. G.
Miller, Billy
Millos, P.
Moller, Louis
Moore, Albert
Mortensen, Georg
Muller, Henry
Muller, John
Muller, Thom
Mulligan, E.
Murphy, J.

Nielsen, E. S. -1116
Nielsen, N. C. -1224
Nielsen, Nils
Niemeyer, Oscar
Nilsen, Anders
Nilsen, John
Nilsen, Harry
Nilsen, Hjalmar
Nitschke, Karl
Nord, Carl E.
Nordstrom, B.
Nordstrom, Viktor
Norling, Sven
Norman, Olaf
Norton, Edgar
Nunner, Albert A.
Nurm, John -1151
Nyman, Oskar

Olson, C. O. -705
Olson, Morten
Olson, O. J. -542
Olson, P.
Olsson, Adrian
Olsson, Eric
Olsson, J. H.
Olsson, Carl
Olsson, James
Olund, Ture
Onu, Tobias
Orilling, Gust
Owen, Fred
Peterson, Otto
Peterson, C. V.
Peterson, Mauritz
Peterson, M.
Peterson, O. E.
-1558
Peterson, Oscar
Peterson, Tom
Pettersen, Carl
Pinkiert, C. E.
Plom, Charles
Plotnart, A.
Ploandt, H.
Pommer, Jon
Preusse, Fred
Publicatus, Aug.
Punls, Antoni

Quarnstrom, M.
Quigley, Robert E.
Raaum, Henry
Randolph, J. S.
Randrapp, John
Rank, W.
Rasmussen, J. -446
Reinson, E.
Ricks, G. S.
Rimmer, C. M.
Roberts, Frederick
Roberts, Griff

Saar, John A.
Sanders, S.
Sandberg, John
Saunders, James
Savage, Roland
Schager, Ernest
Schinahl, Jos. P.
Schneider, H.
Scott, A.
Seberg, G.
Senter, W.
Shinomija, N.
Siller, E.
Skogman, W.
Smith, Dan
Smith, John
Smith, L. K.
Smith, W.
Soderberg, R.
Solberg, Bernt
Sorensen, Anton

Tait, George
Tamisar, P.
Tamman, K.
Tanum, Helge
Tayra, August
Telshert, Karl
Thewas, E. J.
Thompson, Ben
Thomson, G. E.
Thoren, Gus

Ulla, Ole O.
Ulman, John

Valboe, H.
Van Frank, W. O.
Wacner, Wm
Wadman, Harry F.
Walker, Erik
Wallin, Gustaf
Walter, John
Wanag, J.
Wedeking, Wm.
Wee, William
Welsen, F.
Wertz, Ornuif
Welure, J.
White, Peter

Veijola, Yejo

Zankert, Charles

Quinn, William
Quisgaard, Carl

Roberts, John
Rohle, Fritz
Roland, Lars O.
Rosenfeldt, A.
Rotter, R.
Rowley, W. J.
Rudt, Walter
Rundquist, O.
Ryan, Patrick

Sorensen, Jens
Sorensen, L. A.
Sorensen, Vigo
Spanas, Nick
Spanon, James
Stahlbom, E.
Stenberg, Gus
Stendahl, John
Steinfart, J. H. F.
Stinessen, Harold
Stintman, J.
Stolzerman, E.
Strand, Charley
Straus, Walter
Stromberg, O.
Svendson, J.
Svensen, Albert
Swensen, C. J.
Swanson, Martin
Swanson, O.
Szallies, Gustav

Thorsen, C.
Thorsen, Rolf
Thorsen, Theodore
Tierney, Pat
Tillman, Andrew
Tobey, John
Tobel, Fred
Traynor, John
Trenkhahn, Martin
Trepte, A.

Ulrichs, Chr.

Vickery, Curtis S.
Vogel, Gus

Whiteside, Fred
Wick, John
Whitot, J.
William, Frank
Wilson, J. W.
Winkel, August
Winton, J. A.
Wittenberg, Albert
Wold, Olaf -1285
Wold, Statius
Wremmer, George

Zweyberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasele, Michael
Berling, J. B.
Brevick, John
Carter, Sidney
Ceelan, John
Dehler, Alfred
Ellefson, Otto
Finnelly, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hagbart
Jacobsen, Emil
Johansen, Emil
Jorgensen, Oluf
Klette, E. F.

Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Pedersen, H. -1263
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Raasm, Henry
Rarly, Frans
Rathke, Reinhold
Relusen, A. L.
Roberts, John
Slettebark, Einar
Sorensen, Pete
Strasdin, A. W.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources . . \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney
J. A. Bergerot
S. Bissinger
Leon Boqueraz
O. Bozlo
Charles Carpy
J. M. Dupas
John Ginty
J. S. Godeau
Arthur Legallet
Geo. W. McNear
X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets\$60,321,343.04
Deposits57,362,899.35
Capital actually paid up in cash1,000,000.00
Reserve & Contingent Funds 1,958,443.69
Employees' Pension Fund.... 199,164.12
Number of Depositors..... 66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529

Cor. Fourth and Market Sts.

Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service. AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room

1325 STOCKTON STREET

Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stuart street, San Francisco, Cal.—8-4-15.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

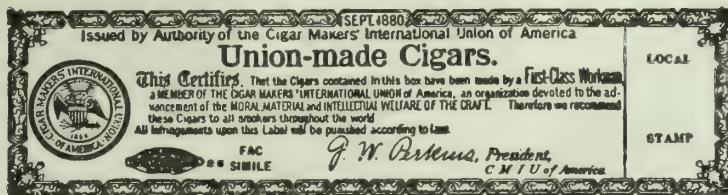
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Peterson, Carl
Ekeland, Will H. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

General Pablo Gonzales, leader of the Carranza forces, occupied Mexico City after two days' desultory fighting.

The German cruiser "Konigsberg" was destroyed by two British river monitors in the Rufiji River, German East Africa.

There are said to be now in England or France 77,000 Canadian troops; on home defense 10,000; in training in instruction camps at Sussex, N. B., Valcartier, Que., Kingston, and Niagara, Ont., Sewell, Man., and Vernon, B. C., 35,000; and at enlistment centers awaiting equipment and mobilization are 28,000, making in all under arms 150,000.

The Swedish papers recently published information concerning a proposal made by the Swedish Government, to modernize and extend on a large scale the Swedish naval works at Carlscrona, the Swedish naval station on the Baltic. The idea was that the expansion of the works would facilitate the building of battleships. The extension of the works would necessitate a grant of about 3,000,000 kroner.

Food prices in Europe, according to Bulletin No. 170 of the U. S. Department of Labor, show a decided upward trend. Since the beginning of the war, flour fell in Moscow, because Russia could not export her wheat. In Germany flour advanced 34 per cent. by January. In Vienna it advanced 82 per cent. In Switzerland, the Netherlands and Great Britain, the price advanced 14 per cent. In Germany and Austria the price of bread advanced less than the price of flour. Sugar advanced sharply, amounting in London to 70 per cent. Potatoes fell a little. Meat rose but little. All countries undertook to regulate prices to some extent. The world advance in prices from 1900 to 1912 amounted in Great Britain to 15 per cent.; France, 15; Australia, 16; Germany, 30; Belgium, 32; Austria, 35 per cent.

A general advance of the Teuton allies is continuing along the thousand-mile front, from the Baltic to Bessarabia. Confusing and contradictory rumors are afloat, among which is one that the Russians are preparing to evacuate Warsaw, and withdraw their lines to Brest-Litovsk, their fortified base on the Bug River. Other reports are to the effect that the Germans will make a drive for Riga on the Baltic, and possibly for Petrograd 300 miles beyond. The Germans have again taken Przasnysz, and severe fighting from there northward is reported; but no decisive engagements have been fought. The number of men engaged in this struggle has been reported as high as 7,000,000. Meanwhile the campaign in the West has resulted in no great battles, but in heavy fighting at various points. In the Argonne region a severe struggle for several days has resulted in a heavy casualty list, but in small changes of the lines. The same is true on the Meuse, and at the junction of the Oise and Aisne rivers. North of Arras the French have made small gains, but the Germans still hold part of Souchez. Part of the fighting is done with artillery; but much occurs in trenches so close together that cannon cannot be used by either side without endangering its own men. Bombs, hand grenades, gas and liquid fire, as well as bayonet charges, all figure in the struggle.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

BANK OF ITALY

San Francisco

San Jose

Los Angeles

San Mateo

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20

NUMBER OF DEPOSITORS, 53,946

With the Wits.

She—Women are more resourceful than men.

He—I guess that's right! A man has to get his clothes made to fit his shape, but a woman can get her shape made to fit her clothes.

Miss Young—I warn you against marrying that man, dear. I'm sure he will lead a double life.

Miss Older—Well, if I don't marry him I'll have to lead a single one, and that's worse.

"Tommy," said the Sunday school teacher, who had been giving a lesson on the baptismal covenant, "can you tell me the two things necessary to baptism?"

"Yes'm," said Tommy, "water and a baby."

"Do you believe that all men are created equal?"

"I used to before I was married."

"And now?"

"Now I find that I can't begin to compare with other women's husbands."

When a bit of sunshine hits ye,

After passing of a cloud,

And a fit of laughter gits ye,

An' yer spine is feeling proud,

Don't forget to up and fling it

At a soul that's feeling blue,

For the minute that you fling it

It's a boomerang to you.

The minister was shaking hands with a new member of his congregation, a girl fresh from Sweden, and said cordially, "I would like to know your address so that I can call on you."

"Oh," said the girl innocently, "I haf a man."—Success Magazine.

At It Again.—Old Lady—This be a terrible war, doctor.

He—It is, indeed.

Old Lady—It's a pity some one don't catch that there old Kruger.

He—Ah, you mean the Kaiser.

Old Lady—Aw—changed his name, has he—deceitful old varmint?—Punch.

Children's Accounts

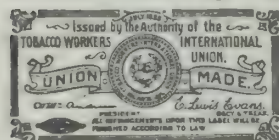
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO. BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

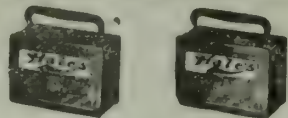
Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

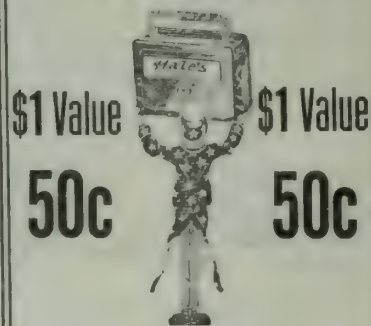
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 48.

SAN FRANCISCO, WEDNESDAY, AUGUST 11, 1915.

Whole No. 2342.

I. S. U. OF A. IN ANNUAL CONVENTION.

A Summary of the Convention Proceedings.

First Day—Morning Session.
Maritime Hall, San Francisco, Cal.
August 2, 1915.

The Nineteenth Annual Convention of the International Seamen's Union of America was called to order at 10 a. m., August 2, by President Andrew Furuseth.

Addresses of welcome were made by representatives of the local and State Labor Movement, also by Messrs. James H. Barry and Walter Macarthur, U. S. Naval Officer and Shipping Commissioner of San Francisco, respectively.

President Furuseth on behalf of the Convention extended the appreciation of organized seamen to the respective representatives for the untiring efforts, assistance and encouragement rendered to the seamen's struggle for freedom by the organized labor movement in general and by the local labor movement especially.

The following Committee on Audit and Credentials was appointed by President Furuseth:

Committee on Audit and Credentials.

J. Vance Thompson, chairman; H. P. Griffin, H. M. Lorntsen, Chas. M. Albrecht and Andrew Pryal.

The following motion was offered by Delegate Hylen and unanimously adopted:

"That out of respect to Hon. William B. Wilson, Secretary of Labor, who will deliver an address at 2 o'clock this afternoon in front of the Tower of Jewels in the Panama-Pacific Exposition, we now adjourn in order that all delegates may be given an opportunity to hear the man who has so steadfastly stood by the toilers in their efforts for fair conditions, and to whom the seamen to a great extent owe their success in the legislative field."

At 11:55 a. m., President Furuseth declared the Convention adjourned to meet again at 9 a. m., August 3.

Second Day—Morning Session.

The Convention came to order at 9 a. m. Roll-call—all delegates present. Committee on Credentials made the following report:

Report of Committee on Credentials.

San Francisco, Cal., Aug. 3, 1915.
We, your Committee on Credentials, respectfully submit our report as follows:
We find each delegate entitled to such vote as

set forth in this report, in accordance with the per capita tax paid by the respective unions during the past year and recommend that they be seated.
We further recommend that the credentials of

Halibut Fishermen's Union (5 votes).

Russell Kearley, 5.

Lake Seamen's Union (12 votes).

Thos. A. Hanson, 12.

Marine Firemen, Oilers and Watertenders' Union of the Lakes (5 votes).

Thomas Conway, 5.

Marine Firemen, Oilers and Watertenders' Union of the Pacific (26 votes).

Wm. Davock, 4½; Thos. Farrell, 4½; Patrick Flynn, 4½; John Lyons, 4½; Andrew Pryal, 4½; Luke Wallace, 4½.

Marine Cooks' and Stewards' Association of the Atlantic (24 votes).

Harry P. Griffin, 12; J. J. Kelly, 12.

Marine Cooks' and Stewards' Ass'n. of the Pacific (29 votes).

Eugene Steidle, 8; Thomas Baker, 7; L. J. Norkgauer, 7; Harry Pothoff, 7.

Sailors' Union of the Pacific (52 votes).

Chas. M. Albrecht, 5¼; Jack Edwardsen, 5¼; Andrew Furuseth, 5¼; I. M. Holt, 5¼; Harry Ohlsen, 5¼; D. W. Paul, 5¼; John Pearson, 5¼; Jack Rosen, 5¼; Paul Scharrenberg, 5; Aug. Seaman, 5.

Respectfully submitted,
(Signed) J. Vance Thompson, H. P. Griffin, H. M. Lorntsen, A. Pryal, Chas. M. Albrecht.

On motion, the report of the Committee on Credentials was approved and the delegates seated.

Several telegrams of greeting were read and ordered made part of the record.

The following rules were adopted to govern the Convention:

Report of Committee on Rules.

Rule 1. No delegate shall be allowed to speak on any subject longer than ten (10) minutes, nor to speak on the same subject twice until every delegate who desires to speak has had an opportunity to do so, and then not more than twice without the consent of the Convention.

Rule 2. Any delegate may be called to order when speaking, and shall stop until the point of order is decided, and should the decision be against him, he can appeal to the Convention.

Rule 3. When a motion is stated by the chair it is in the possession of the Convention and cannot be withdrawn without the unanimous consent of the Convention.

Rule 4. Three (3) delegates, from at least

Dec. 18, 1865.

AN APT PUPIL.

March 4, 1915.



[Reprinted from the Saturday Evening Post—Copyright, 1915, by the Curtis Publ. Co.]

Did the spirit of the Great Emancipator guide the hand of President Wilson when he signed the Seamen's Charter of Freedom?

the Harbor Boatmen of New York for H. P. Griffin, and that of the United Fishermen of the Pacific for H. M. Lorntsen be received without vote.

Alaska Fishermen's Union (31 votes).

I. N. Hylen, 7; Edward Andersen, 6; H. M. Lorntsen, 6; Peter E. Olsen, 6; J. Vance Thompson, 6.

two (2) organizations, may call for a vote by roll call.

Rule 5. Robert's Rules of Order shall be the authority to decide questions and rules of order not prevailing herein. That this Convention be called to order every morning at 9 o'clock, adjourn at 12 m., reconvene at 2 p. m. and adjourn at 5 p. m.

Rule 6. Resolutions will not be accepted after close of session, Wednesday, August 4, 1915, except by unanimous consent of the Convention.

Rule 7. No resolutions will be accepted unless they are presented in duplicate form.

Comrade Martin Johnson of the Alaska Fishermen's Union was appointed Sergeant-at-Arms.

Delegates Paul Scharrenberg, T. A. Hanson and Andrew Furuseth were appointed as a Press Committee.

Comrade W. S. Burns, Agent of the Sailors' Union of the Pacific, at Vancouver, B. C., was granted the privilege of the floor as a visitor.

The Secretary-Treasurer then presented his annual report. The report of the Secretary-Treasurer was referred to the respective committees.

For the purpose of arranging for the appointment of the different committees the Convention on motion adjourned at 11 a. m. to reconvene at 2 p. m.

Second Day—Afternoon Session.

President Furuseth called the Convention to order at 2 p. m. Roll call—all delegates reported present.

APPOINTMENT OF COMMITTEES.

The following committees were appointed by the President:

Committee on Legislation—Patrick Flynn, Chairman; Thos. Baker, Thos. Farrell, Aug. M. Seaman, Peter E. Olson.

Committee on Constitution—Paul Scharrenberg, Chairman; J. J. Kelly, Wm. Davock, Harry Pothoff, Edw. Andersen, Harry Ohlsen.

Committee on Organization—I. N. Hylen, Chairman; Luke Wallace, Jack Edwardsen, L. J. Norkgauer, Russell Kearley, D. W. Paul.

Committee on Resolutions—Eugene Steidle, Chairman; I. M. Holt, John Pearson, Jack Rosen, John Lyons.

Delegate H. P. Griffin then presented the report of delegates to the last American Federation of Labor Convention. (This report has been published in a previous issue of the Journal.)

At this time Vice-President Griffin was called to the chair and President Furuseth read the following report:

Report of Delegates Furuseth and Flynn.

San Francisco, California,
July 31st, 1915.

To the Delegates of the Nineteenth Annual Convention of the International Seamen's Union of America.

Comrades:

In the latter days of May the Grievance Committee of our organizations in San Francisco met and discussed the new conditions that were developing on this Coast as a result of the opening of the Panama Canal and the new conditions that must develop all over the country as a result of the enactment of the Seamen's Act by Congress.

It was decided to recommend to the Sailors' Union and the Marine Firemen's, Oilers' and Watertenders' Union to send Mr. Andrew Furuseth and Mr. Patrick Flynn to the Atlantic for the purpose,

First: Of making known to the men on the Atlantic Coast the full particulars of the Seamen's Act;

Second: To aid in the organization of the sailors and firemen on the Atlantic Coast; and

Third: To endeavor to bring about such friendly relationship between the shipowners on the Atlantic Coast and their employees, the seamen, as would cause the shipowners to give passes to the representatives of the sailors' and firemen's organizations there too, for the purpose of admitting them to the docks and vessels.

The recommendation of the Grievance Committee was adopted by the organizations and we left San Francisco for the east on the third of June and came by way of Chicago, for the purpose of consulting with yourself.

Our first meeting was held in Buffalo on the 7th of June. We began by addressing a meeting in Buffalo on June 7th, and addressed meetings at 51 South street, New York; at Father McGrath's Mission, 422 West street, New York; in Emil's Cafe, 316 River street, Hoboken; in Columbia Hall, Brooklyn; in the Seamen's Reading Room, 332 S. Front street, Philadelphia; in Baltimore, in Norfolk, in Boston, in Cleveland; making in all twenty-nine meetings that were regularly advertised for and held in halls. At these meetings were present, by pretty nearly actual count, 2,653 persons. We held one street meeting opposite the Seamen's Mission on South street. There were present at that meeting between 100 and 150 persons, so that between 2,700 and 2,800 persons were addressed during that time. During the entire period, until the last days, we traveled together and spoke together. It became apparent in the last few days that Comrade Flynn would have to be back in San Francisco to attend the last meeting of the Marine Firemen in the month of July. We

therefore parted on the 17th of July, he going by way of the Lakes and holding meetings in Buffalo and Cleveland, and Comrade Furuseth going to Boston on the 18th to attend a meeting in Boston on the 19th and another meeting at 51 South street on the 20th. The last meetings, therefore, were both held on the 20th—one at South street, New York, and the other at Cleveland, Ohio.

On all these meetings which were held we have sent to you and to sundry other addresses, reports consisting of the dodger issued to advertise each particular meeting, and on the back of same the number present at that meeting, who presided and who spoke. We, therefore, shall not go into any description of any one particular meeting in this report. Suffice to say that according to the statement of men on the Atlantic, a large number of the very best men on the Coast were employed in such a way at this particular time as to make it impossible for them to come to these meetings. It was thought, too, that we would have little or no success with any meetings in Brooklyn, but, as you have noted from the weekly reports, we were agreeably surprised by the attendance, especially of the second and third meetings which were held in Brooklyn.

At the beginning the representatives of the different organizations on the Atlantic Coast distributed as extensively as they could, the circular which is attached, and when the period was about to close, they began a similar distribution of the pamphlet entitled "Synopsis of the Seamen's Act." It was the unanimous opinion not only of the officers, but of the membership with which we had an opportunity to converse, that the circular and the pamphlet were and would continue to be of great value.

Trying to answer the question as to what success we really had, we can only say that the meetings were earnest and well attended and that the income was very materially increased. How much of that increase can be attributed to our presence and to our work there, is a matter purely of opinion. The feeling of the best informed men on the Coast is that our presence was of very material aid, and that so far as the sailors are concerned, they will have in the union a good deal more than the majority of the men who are capable of qualifying under the law by the time the law will go into force.

With reference to the firemen, the situation is not so encouraging. Material progress is being made, but it is not as good as amongst the sailors. If we are asked what are the difficulties on the Atlantic, our answer will be race and national antagonism, local factionalism and past history, all of which we, however, feel can be overcome. There is amongst the sailors another difficulty which is being gradually overcome, namely, the idea inculcated in the past that the union must necessarily be an employment agency.

The advice which we emphasized on all occasions was to utterly disregard the question of nationality and to disregard, at least for the present, any race question. It is not necessary to meet that question now, and if it necessarily must be met at a later period, it will be time enough to worry seriously about it when it has to be met. And further, that the men must get on board of the vessels, so as to work from the inside of the vessel by conversation with the rest of the crew and by distribution of literature. We have reasons to believe that our advice is being followed.

Shipowners.

Almost immediately upon our arrival in New York we saw and obtained interviews with the managers of the American and Hawaiian Line, the Grace Line and the Luckenbach Line. We explained our mission and asked them for passes to the docks and the ships. Their answers were that they would think it over. On the 6th of July we had a further meeting with Mr. Tomlinson of the American and Hawaiian Line (Mr. Cook, the manager at the port of San Francisco was present at that interview), where we received their final "no" to our request, namely, that we be given passes to their docks and ships.

During the first week of our presence there we sought and obtained an interview with Mr. C. W. Jungen, general manager of the Southern Pacific Steamship Company, at Pier 49, North River. We explained our mission to him and made the same request of him that we had made of the three firms above mentioned. He said he would take the matter up with the Atlantic Shipowners' Association and see what could be done. He did so, and we, some time later, were informed that the answer of the Association was no.

On July the first we wrote the following letter to Mr. Jungen:

"Dear Sir:—

"Mr. Patrick Flynn and myself called on you some time ago and explained our presence here in New York by informing you that we had come from the Pacific Coast for the purpose of giving such assistance as we could in preparing the seamen on this Coast for the new law that was signed on March 4th and will become operative on American vessels on November 4th of this year.

"Congress provided 8 months as a period of preparation. This time is ample and there is no reason why the law may not be put into force without the slightest disturbance or incon-

venience to the shipping interests, either here on the Atlantic, on the Great Lakes or on the Pacific. We asked you for passes to your docks and ships, to the end that we might visit the men on board the vessels, taking care that such visits would be in the men's own time, and, therefore, would not interfere in any way with their work. We urged the wisdom of granting these passes in the interest of the men and of the company.

"You are carrying at the present, quite a large number of men who will not be able to qualify under the provisions of the Seamen's Act. The number is increasing rather than decreasing. Being furnished with the passes as suggested, we would be in a position to state to the men that you are not unfriendly and the new relationship would begin by inaugurating a feeling of mutual good will. If you should refuse, we would, nevertheless, have to tell the men and we would be compelled to explain that we were not permitted to come on the docks and ships. This would indicate an unfriendly feeling and would tend to begin the new relationship in a feeling of distrust.

"You were kind enough to take the matter up with the Atlantic Shipowners' Association, and we were informed later that the decision had been to refuse the passes. We learned of this with very great regret, but determined to appeal to each firm individually.

"Hoping that your firm may grant the request individually, and requesting an early answer, I beg to remain,

"Respectfully yours,

"ANDREW FURUSETH."

And the following letter:

"Mr. Patrick Flynn and myself were sent to this Coast by the Organized Seamen of the Pacific for the purpose of giving to the seamen here on the Atlantic, such information as they shall need concerning the provisions of the new Seamen's Act. The purpose was to further assist in getting together and make available for employment the kind of men contemplated and provided for in the new Act.

"On arrival here we visited three of the shipping firms, and stated our purpose for being here. We asked to be given passes admitting us to the docks and ships of the different shipping companies here on the Atlantic Coast.

"We urged the wisdom of granting those passes as being in the interest of both the men and the company. The Act comes into force November 4. Congress gave 8 months as a period of preparation. The time granted was ample to bring about a condition through which the new law might come into force without any hardship or inconvenience to the shipping companies. We urged it further upon the ground that if the passes were given it would tend to inaugurate the new relationship in a feeling of mutual good will. If the passes should be refused, we would, nevertheless, be compelled to give the proper information to the men, and at the same time we would have to inform them that our request for admittance to the docks and ships had been refused. This would tend to create a mutual feeling of distrust.

"Mr. Jungen later informed us that he had taken the matter up with the Association and that it had been refused. We are sorry, more especially so because our investigations have shown that you are employing a large number of men who cannot qualify under the new Act, and that they are increasing rather than decreasing. We learned of the refusal with very great regret, but determined to appeal to each firm individually.

"Hoping that your firm may grant the request, and requesting an early answer, I beg to remain,

"Respectfully yours,

"ANDREW FURUSETH."

The foregoing letter was mailed to the following addresses:

Col. E. A. Drake, Vice-President, Panama R. R. S. S. Co., 24 State St., New York.

W. H. Pleasants, President, Savannah Line, Pier 35, North River.

A. W. Preston, President, United Fruit Co., 131 State street, Boston, Mass.

H. B. Walker, President, Old Dominion S. S. Co., Pier 25, North River.

Mr. Fred'k. Dallet, General Manager, Red D. Line of Steamships, 88 Wall St., New York.

J. D. Tomlinson, Supt. American-Hawaiian S. S. Co., 8 Bridge St., New York.

Mr. A. G. Smith, General Manager, N. Y. & Cuba Mail S. S. Co., Pier 13, East River.

Mr. H. H. Raymond, President and General Manager, Clyde and Mallory S. S. Co., Pier 36, North River, N. Y.

Mr. Franklin D. Mooney, General Manager, N. Y. & Porto Rica S. S. Co., 11 Broadway, N. Y.

Mr. P. A. S. Franklin, President, American Line S. S. Co., 9 Broadway, New York.

Mr. Calvin Austin, President, E. S. S. Corporation, India Wharf, Boston, Massachusetts.

Under date of July 2 we received the following letter from the International Mercantile Marine Company:

"Dear Sir:

"Your letter of the 1st instant received.

"Kindly call upon our Marine Superintendent, Capt. A. Luckhurst, whose office is at Pier 62, North River, and explain to him just what you

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Car Men Increase Wages.

Street-car men of Chicago won a sweeping victory when the arbitration board, last week, rendered their decision in the controversy that caused the strike of June 13. The new rates are the highest in the world, and create new standards for street-car employees.

Under the award the men are given an increase in wages all along the line. For the first year of a two-year contract all men will receive an increase of 3 cents an hour up to the employees who have been in service of the company four years. Men who have been in the service five years are given an increase of 4 cents. For the second year of the contract all who have been in the service of the company less than five years are given an increase of 4 cents. Those in the fifth year of service are given an increase of 5 cents, making their wages 36 cents an hour, the maximum demanded by the union.

Wages of barn employees shall be: \$2.40 per day first year, \$2.70 second year, and \$3 third year. Car cleaners, janitors, and other men working in and around stations shall be paid \$2.10 the first year and \$2.40 per day thereafter.

Men operating night cars shall receive \$3 per night for eight hours or less. Night work shall not exceed eight hours and nine hours is the maximum for Sunday work. Reduction of force shall be made according to seniority.

In commenting on the award one local newspaper said: "The men who stand on the financial side of the line in traction affairs were shocked at the big victory won by the men."

The arbitration board consisted of Mayor Thompson, States Attorney Hoyne, and Attorney James M. Sheean. The latter represented the companies and he refused to sign the report. Mr. Sheean served as arbitrator for the western railroads in the recent wage dispute with engineers and firemen. The verdict of that board was most unsatisfactory to these workers.

Penalized for Striking.

The Building Laborers' Union of Wellington (New Zealand, Australia) has been awarded a penny an hour increase in wages by the State Arbitration Court, which notifies employers in other parts of that State that the increase only applies to Wellington. The board refuses to order that members of the union be given preference when employers hire building laborers, as these workers struck in 1913 during the consideration of an award.

"In doing so," the board says, "they violated the fundamental purpose of the Industrial Conciliation and Arbitration Act, which is the prevention of strikes. They have, therefore, forfeited any legitimate claim to preference, and the usual preference clause has been omitted from the award."

The preference clause, which under the law the board may waive, is intended to induce unions to accept the provisions of the Conciliation Act and have their wages, hours and working conditions set by law.

The building laborers struck in 1913 in sympathy with unionists who were locked out by the shipping interests, and these workers are now called upon to pay the penalty.

Judge Would Break Strike.

A. F. of L. Organizer Fitzpatrick and officials of the State Federation of Labor continue their efforts on behalf of the locked out lacemakers at the Marshall Field & Co. plant, Zion City. At a recent mass meeting, Secretary-Treasurer Olander of the State body discussed an injunction issued against the strikers, and showed it was a clear violation of constitutional guaranties.

The locked out workers are ordered to "absolutely desist and refrain from in any manner interfering with, hindering, obstructing or stopping the business" of the company. Picketing is included in the things prohibited as is every other act the Court could imagine would aid the strikers, who are even debarred from calling at the homes of those employed "for the purpose of inducing them to leave their employment." The strikers were brought from England. They taught the lace makers of Zion City how to do the work. Now they are locked out because they protested against the increasing number of young people brought in to learn the work and do it for a lower wage while older men were laid off.

Views of Lawson's Attorney.

Horace N. Hawkins, Lawson attorney, expresses these views on the life sentence of the miners' official:

"At the very moment that Granby Hillyer, former coal company attorney, was, as judge of the court, sentencing John R. Lawson, labor leader, to prison, I was in the Supreme Court arguing for a writ of prohibition to restrain Hillyer from acting in strike cases.

"He declined to wait for the Supreme Court decision, and in my absence rushed Lawson to prison. He refused even to wait until I could reach Trinidad.

"He refused to grant Lawson a new trial in the face of the affidavits of a number of jurors that his, Hillyer's, court bailiff had coerced the jury into rendering a verdict of guilty after a disagreement had existed for 40 hours by telling them that Judge Hillyer had ordered that they should have no more food until they agreed on a verdict.

"The bailiff did not deny the charge, but, on the contrary, boasted of the way the verdict was obtained. Yet the Court overruled the application for a new trial and condemned Lawson to prison for life.

"If any further evidence was necessary to convince the public of the unfairness of Judge Hillyer in the Lawson case, this would seem to furnish it."

Official news has been received in Norway to the effect that during the past weeks, 150 steamers have arrived at Archangel with cargoes of ammunition for the Russian army. The ships will later return to England with grain.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauranters Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Excepting the aged and infirm, there are no unemployed in England now. Even boy and girl labor is at a premium.

The Brisbane (Queensland) Worker gives the following as the chief cause of strikes: "Sweaters of labor, landlordism, and market-riggers of commodities."

The Commonwealth Government of Australia has decided on the double shift at the Lithgow small arms factory. This will result in an increased output of 70 per cent.

A Brisbane (Queensland) master butcher was fined £3 and costs recently for working an employe after 6 p. m. in the winter months, contrary to the award.

Between six and seven hundred men are at present employed at the new Australian Federal capital. The Commonwealth Government anticipates that they will continue to be employed.

An Australian exchange says that the unemployed are rapidly increasing in number in Queensland, and prospects are none too bright for work in the pastoral, sugar, and meat industries.

The manager of the Stanford-Merthyr (New South Wales) colliery was recently fined £2, with £8 costs and witnesses' expenses, in default of a month's imprisonment, for employing an uncertificated engine-driver.

A secret ballot of the members of the Amalgamated Society of Engineers in Melbourne (Australia) on the questions of asking for an all-round increase of 1s. 6d. per day on present wages and of refusing to work with non-unionists after a given period.

The Sydney (New South Wales) Labor Council is moving in the direction of bringing about an Interstate Conference representative of Labor councils, and of the executive of federated unions to discuss the question of forming an Australian Labor Council representative of all classes of labor in the Commonwealth.

So many applications for employment in the Northern Territory of Australia have been received by the Department of External Affairs that the Administrator has deemed it necessary to warn persons who propose leaving for Darwin that there is a large number of unemployed in the Territory at present.

The Vancouver (B. C.) Free Employment Bureau, inaugurated by the Women's Employment League, October 1, 1914, was on June 1 taken over by the City Council to become a part of the Civic Relief Department, under the direction of Mr. G. Ireland, relief officer for the city, to be operated as a free civic employment bureau for women.

Returns received by the British Board of Trade from certain selected ports show in the United Kingdom that during May, 1915, 33,426 seamen were shipped on foreign-going vessels, a decrease of 1,781 on the previous month. Compared with May, 1914, there was a net decrease of 16,146, or 32.6 per cent. Nearly every port showed a decrease in the number of men engaged, the most marked decline being at Liverpool, Southampton, the Tyne Ports, London and Glasgow. A shortage of men for ordinary mercantile ships was reported at London, Liverpool, Southampton, Grimsby, Hull, Sunderland, Cardiff and Bristol.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall
SAN PEDRO, CAL.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its
customers. Four per cent. per annum is paid on Savings
Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers,
the bank carries on hand at all times an ample supply of
Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, John
Anderson, Arvid
Anderson, G. B.
Althoff, Chas.
Anderson, Oscar
Anderson, Ernest
Anderson, Einar
Apelquist, Otto
Anderson, David C.
Baxter, Arthur
Borg, George
Bredberg, H.
Bergquist, W.
Brenik, L.
Bren, Hans
Brinestad, Marah
Carera, Pete
Contrera, J.
Christensen, Martin
Chilton, Harry
Dahlgren, Pete
Doyle, William
Duval, William
Elison, Sam
Engstrom, M. R.
Eriksen, Otto
Felsch, Harry
Fisher, Wm.
Fischelz, Dan
Hendricksen, Henry
Hansen, Oskar
Holmstrom, E.
Hansen, Charly
Hansen, John
Hansen, M.
Hansen, Sigvarth
Johansson, Algot
Johanson, Gunnar
Jensen, H.
Johansson, Victor
Jensen, Jens
Jordan, Henry S.
Johanson, T.
Jacobs, August
Johansson, Geo. W.
Jensen, Edvard
Johansen, Emil
Johanson, Geo.
Johnson, Edward A.
Johnson, Leonard
Johnson, Chas.
Kallberg, Arvid
Kolodzie, Geo.
Kron, E.
Lancoske, J. C.
Lauritzen, Ole
Lutzen, Valdemar
Lyster, W.
Lalan, Joe
Lindberg, C.
Larsen, L. K.
Lindholm, A.
Lindholm, Chas.
Makson, Johan
Mikalsen, Andreas
Martin, John B.
Mourice, F.
Malm, Gustaf
Mohberg, Karl
Nyhagen, Julius
Nohr, Niels
Nilsen, Hans L.
Olsen, John
Olsen, Ludvig
Olsen, Olaf
Owen, Fred
Olsen, Harald
Pettersen, A. K.
Peterson, K. E.
Peterson, Hugo
Peterson, N.
Peterson, Aage
Pearson, Ben
Parsons, Olaf
Pettersen, Oscar F.
Rogis, A.
Renall, Anshelm
Skaanes, Elgil
Svenningsen, S. N.
Stromberg, Ivar
Svenson, Nick
Svenson, Paul
Stadde, Chas.
Slevens, G. P.
Thompson, Tommy
Tamsar, P.
Toren, Gustaf A.
Uhlir, Richard

Honolulu, H. T.

Anderson, John E.
Burk, Harry
Crantly, C. W.
Eugenio, John
Ekelund, Rickhard
Ivertsen, Sigvald B.
Lengwenus, W. L.
Möller, F.
Nelsen, C. F.
Peterson, Carl
Peters, Walter
Reither, Fritz
Solberg, B. P.
Strand, Conrad
Thompson, Emil N.
Nelsen, C. F.
Peterson, Carl
Peters, Walter
Reither, Fritz
Solberg, B. P.
Strand, Conrad
Thompson, Emil N.

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem ave., Roanoke, Va.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.

Pacific Coast Marine.

A. Levy, of Portland, has purchased the old steamer "Edith" from the Nelson Timber & Towboat Company. He will try to make the vessel seaworthy.

Vessels drawing 28 ft. of water can be handled across the Columbia River bar at low water with perfect safety, according to the annual report of the first Oregon district of U. S. Engineers.

A survey of the American-Hawaiian steamer "Georgian," which went ashore at Double Point in the fog during the early part of the week, shows that her bottom was pretty badly cut. It was necessary to remove several plates.

Wheat exports from Portland for the month of July aggregated 630,976 bushels, valued at \$695,456. This is an increase of more than 100,000 bushels over the corresponding month a year ago. Lumber exports for the month aggregated but \$60,000.

The German schooners "Neptune" and "Atlas" were recently libeled by the United States Government to satisfy a claim of the Williams-Diamond Company for \$20,600 for towing the vessels and paying off the crews. The schooners have been interned in Oakland Creek.

After a career of many years between this coast and Hawaii, the American bark "Andrew Welch" of the Matson fleet is to take a trip to Sweden and brave the perils of the war zone. The "Welch" is said to have been sold to George W. McNear by Captain William Matson for \$45,000.

Captain Thos. W. Garlick, master of the steamship "Minnesota," has been absolved of all blame in connection with the vessel's stranding on Uwa Shima Island, off the coast of Japan, the night of April 11. The local U. S. inspectors at Seattle who rendered the decision after an investigation, asserted that the vessel was carried out of her course by an unusual set of currents.

Two new pilot boats are soon to be put in service at Honolulu harbor. They will be built at Seattle, having been ordered by Chairman C. R. Forbes of the harbor commission. They will be 35 ft. in length and fitted with engines to develop 10 knots an hour. A neat cabin will shelter the pilot in stormy weather. Ribs, keel and heavier parts of the boats will be of white oak. They will cost about \$3,000.

Shippers forwarding goods between Pacific and Atlantic ports via the Canal are no longer required to file at the Customs House shippers' manifests of such shipments, but the information required therein is furnished by shippers directly to agents of the vessels, who include in the master's manifests on clearance all the statistical information heretofore obtained from the shippers' manifests.

The scarcity of shipping for off-shore charters is forcibly illustrated by the chartering of the schooner "Roy Somers" to take lumber from North Pacific ports to Sydney. The "Somers" is to receive 95 shillings and has been taken by the S. E. Slade Lumber Company. This craft is of but 298 tons and has been running between Gray's Harbor and San Francisco for several years. It is the first off-shore trip for the craft, and she is possibly the smallest carrier which has ever attempted the trip to the Antipodes.

Five Globe Navigation Company schooners have finally passed to the ownership of the Port Blakeley Transportation Company, a subsidiary concern of the Port Blakeley Mill Company. The price was not given out, but the vessels were recently appraised for a total of \$142,000. The schooners which have a lumber carrying capacity of 5,200,000 feet, are the "William Nottingham," "J. W. Clise," "Willis A. Holden," "Alex T. Brown" and "Wilbert L. Smith." D. E. Skinner of the purchasing company said the vessels would be operated in the Pacific trade.

For the first time, as far as is recalled by local shipping men, beer made in California is being shipped to the Far East. This occurred during the past week on the T. K. K. liner "Tenyo Maru." The consignment goes to Batavia, Java. In the past, some of the larger Eastern breweries have exported their product to the Orient, but the greater part of this liquid always came from Germany in bulk. With the war holding back all supplies from that country the beer drinkers of the Orient are turning more and more to the United States, with the result of the shipment of California's brew.

The tolls collected for use of the Panama Canal during the month of July were the largest since the waterway has been in operation. The total was \$573,365, as compared with the March tolls of \$560,784, the previous record. The excess of earnings for the year ending June 30th were \$230,833, the total operating expenses for the year being \$4,343,383. The total earnings for the year amounted to \$4,112,550, which does not take into consideration the interest on the capital invested, charges against depreciation, sinking fund and other like general items, nor about \$80,000 which was deducted from the earnings on account of Government vessels using the Canal.

Deputy Collector of Customs Sebastian, of Aberdeen, Wash., who took charge of the schooner "Annie Larsen" July 17, has completed the discharge of her cargo of arms and ammunition and with the entire shipment of munitions of war under lock and key the revenue authorities are now in complete charge. It seems that the "Annie Larsen" was to transship her cargo of arms at Socorro Island to the tanker "Maverick," which would have taken them to German Southwest Africa. Captain Schluter has made application for the release of his vessel, but so far nothing has been done by the authorities; but it is supposed that as soon as the cargo is removed she will be released to re-enter the lumber trade.

A suit growing out of the sinking of the steamer "Columbia" off the California coast in July, 1907, with the loss of many lives, has been filed in the Superior Court by Page, McCutchen & Knight, attorneys, against the Metropolitan Redwood Lumber Co. to recover \$13,507.75 alleged to be the balance due the plaintiffs for attorneys' fees and expenses. The lumber company owned the steam schooner "San Pedro," which collided with the "Columbia." Page, McCutchen & Knight represented the defendants in the litigation brought by the North Pacific Steamship Company, survivors and relatives of those lost. The litigation was fought through the courts for many years.

Making her first trip to San Francisco, and with two score of her students, "future commanders" of the American merchant marine, lying out on the yards, the training ship "Newport" of the New York State Nautical School arrived at San Francisco during the week and anchored off the Exposition. The "Newport" left New York May 4 and made her first stop at St. Thomas; then went to Colon and through the Canal to Hilo and Honolulu, and thence to this port. The greater part of the distance was made under sail, and the ninety-nine boys on board had a wonderful chance to become proficient in seamanship. One long reach, between Balboa and Hilo, was made entirely under canvas.

The Pacific Mail freighter "Aztec," which has been plying between this port and the West Coast of Mexico and Balboa for many years, is making her last trip, and upon arrival today will not go out again in the Panama service, at least not for some time. The freighter has been chartered by W. R. Grace & Co. and is to load nitrate at Arica, Chile, for Europe. Another of the old vessels of the Mail fleet well known on the lower coast has passed, the "Barracouta" having been sold to George Mendelson to be broken up, it is understood. The "Barracouta" came north several months ago in ballast, as the inspectors in the Canal Zone did not consider her safe to bring cargo. She has been lying idle since her arrival.

There have been somewhat more or less persistent rumors of late that the Oceanic Steamship Company were going to withdraw their steamer "Sierra" from the Honolulu run and place her on the run to Australia in conjunction with the "Sonoma" and "Ventura," the same rumor also crediting the Oceanic Company with the intention of acquiring the steamer "Kansas City" from the Union Iron Works and placing her on the run between San Francisco and Honolulu. For a long time the "Kansas City" was operated between San Francisco and Portland by the S. & P. S. S. Co. in conjunction with the "Rose City." She is a 17-knot boat with good passenger accommodations, and can carry about 3,500 tons of cargo.

Rumors that a syndicate of bankers was trying to obtain an option on the control of the Pacific Mail Steamship Company are officially denied. It is added that Seng Sui, who came here from China a few days ago, is simply investigating the steamship situation for the Chinese Government and has no authority to negotiate for the purchase of Pacific Mail ships. It is reported, however, that an important banking syndicate has been formed, which is negotiating for an option on the stock control of the Pacific Mail Steamship Company now held by the Southern Pacific. The syndicate, as reported from New York, is composed of Hayden, Stone & Co.; Ladenburg, Thalmann & Co., and Hallgarten & Co. The option reported as being negotiated will give the bankers the right to the stock at 33. The Southern Pacific Company owns \$11,080,000 of the \$20,000,000 stock of the Pacific Mail. It is believed that before an option on this control could be given to a syndicate arrangements would have to be made whereby the minority stockholders of Pacific Mail would have an equal opportunity to obtain stock. For this a meeting of stockholders might be necessary for action upon the option proposition.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR

and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass, 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2197
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 806 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass, 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 South Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinac Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VANCOUVER, B. C., 213 Hasting St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHLARENBERG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 11, 1915.

DELIBERATE MISINFORMATION.

With that naive credulity, appropriately assumed by the stand-pat editors when it suits their purpose, the editorial scribe of the Portland Oregonian makes the following assertion:

In the La Follette Seamen's law, which the Portland Central Labor Council so much admires for its theoretical protection of the interests of the worker, there is not a single line that would have contributed to preventing the "Eastland" catastrophe had the law then been in force. There is not a provision in that act or any other which requires stability in steamship design.

Perhaps the best answer that could be made to the Oregonian's claim is a mere reference to certain correspondence which took place between the owners of the "Eastland" and the Department of Commerce.

It appears as if the owners of the ill-fated "Eastland" were among the most vigorous opponents of the Seamen's bill. At any rate, Secretary Redfield of the Department of Commerce has made public the letters of General Manager Hull, who called on the former to have the act either "modified or entirely canceled." The Cabinet official answered that he had no such power, and in answer to his request for objections to the law, Hull replied, in substance:

That it would be a "physical impossibility" to comply with the life-saving clauses of the law.

That the provision increasing the number of competent seamen "would afford an opportunity to able-seamen to fix an arbitrary wage and tie up the boat without provocation."

"There is no reason for an increase in life-saving equipment on this run."

"The boat is constructed of steel throughout. Her run between Chicago and St. Joseph is approximately sixty miles. She is at no time in excess of one hour and thirty-three minutes from shore, and at all times on her run is within ten to sixty minutes of all steamers. Assistance in case of trouble could readily be secured from other steamers and the ports of Chicago, Michigan City, Milwaukee, St. Joseph and South Haven.

"It will be impossible to operate under the Seamen's law and make expenses. This will

naturally affect the stocks and the bonds and in the case of a great many companies will render their bond issues practically worthless."

So it would appear as if there is a marked difference of opinion between the editor of the Portland Oregonian and the manager of the "Eastland."

But the fact remains that if the La Follette Seamen's law had been in effect on July 24, when the "Eastland" capsized in Chicago River, the number of deaths could not have reached the appalling total, because it would have been unlawful to permit that number of human lives on the vessel.

As clearly stated by the manager of the "Eastland," the great objection to the new Seamen's law is that it "renders worthless" certain bond issues. And as long as a new law discriminates in favor of humanity against bond issues, we must expect the dollar-worshipping press to object and deceive the public by spreading of misinformation.

THE ANSWER.

The spokesmen for the shipping interests who have claimed that the La Follette Seamen's law will "put them out of business" have received their answer from the annual Convention of the International Seamen's Union of America. We quote the answer in full, as adopted by unanimous vote:

Whereas, Shipowners and their associates insist that they can not operate vessels under the American flag in competition with vessels under the flag of some other nation unless they be permitted to run their vessels in their own way without being hampered by laws and rules that exist for the purpose of protecting the freedom of the seamen and the lives of passengers; and

Whereas, After more than one century of practically such condition, the United States at the opening of the present war in Europe found itself with very few vessels in the foreign trade and practically no native or naturalized seamen in any trade; therefore

Resolved, By the International Seamen's Union of America in Convention assembled, that we favor the so-called McAdoo Shipping bill and urge its enactment into law;

Resolved, That a copy of these resolutions be forwarded to Mr. McAdoo, Secretary of the Treasury, to the proper Committee of Congress, and to the press; and further

Resolved, That these resolutions be submitted to the Convention of the American Federation of Labor for adoption, and our delegates be instructed to do all in their power to furnish said convention with all the facts, to the end that the Labor Movement of the country may be fully informed.

The independent press is most urgently requested to reprint this answer with such comment as may be deemed proper.

A correspondent comments at length upon anti-German rioting in England and says that the British public are mobbing not only the genuine Germans, but naturalized Germans, descendants of Germans, any bearing German names, no matter what nationality, and even those of English birth and nationality for several generations if bearing German names. Then our correspondent asks this pertinent question: "Why not proceed to the logical conclusion and mob King George, who is 99 per cent. German?" Well, we cannot answer. But our correspondent should not blame the British public. Patriotic (?) demonstrations are seldom conducted along logical lines—not even in America.

The man who would have the trade-unions experiment with "political action" would experiment in his own person with gravitation but for the risk to his bones. He forgets, or cares not, that the trade-union, too, has bones that may be broken.

AN APPEAL FOR FAIR PLAY.

No editorial could possibly present a better appeal for "Fair Play" than the following resolution adopted by the unanimous vote of the International Seamen's Union of America Convention in session at San Francisco from August 4 to 10:

Whereas, The public press, a large portion of the press, is being deceived into opposing the "Seamen's Act" and into supporting the cry for amending or repealing said act before it has been given the slightest trial, and into supporting a proposition to provide for a "Commission of Experienced Shipping Men" with power to set aside all existing law and to make laws to govern shipping, to the end that this country may obtain a merchant marine; therefore

Resolved, That the public, the press and others interested be reminded that for more than one century, up to the year 1894, no voice except that of "Experienced Shipping Men" was heard upon any question relating to the merchant marine or to shipping generally; that the advice of that voice caused Congress to permit American vessels to carry an unlimited number of seamen owing allegiance to some other nation, at a time when such was unheard of, and thereby brought on the war of 1812; that when Congress, for the protection of the whole people, passed an act compelling them to hire American citizens as crews for the American vessels, the shipowners evaded the act when possible and procured its repeal at the earliest possible date; that the shipowners procured the enactment of a law giving them the most complete limitation of liability to the passenger and the shipper by any nation; that they fostered a system of insurance under which they could transfer all risk to the general public, converting the premium into a fixed charge easily transferable; that they so disregarded and destroyed old standards of skill that there has been a steadily growing loss of life and property at sea; that they succeeded in preserving the involuntary servitude of seamen after the enactment of the Thirteenth Amendment to the Constitution, and thereby drove the American from the sea, to the injury and serious danger of the whole country, and that as a result, the present war in Europe found this country with practically no vessels in the foreign trade and scarcely any native or naturalized seamen in any trade;

Resolved, That we, the seamen, ask the public, the press and such servants of The People and officials of the Government as must deal with these questions, to judge the tree by its fruits; and

Resolved, That we ask The People and the press to stand by the action taken by Congress and the President after the most painstaking consideration that was ever given to any legislation within several decades.

The central labor organization of France, Confederation General du Travail, has officially approved of a proposal from the American Federation of Labor for a world conference of labor representatives to be held at the same place and at the same time as the peace conference. The purpose of this labor conference is to facilitate permanent peace by: First, the suppression of secret treaties; second, absolute respect for nationalities; third, the immediate limitation and the eventual suppression of armaments; and, fourth, obligatory arbitration.—News item.

In view of recent events the effort to establish "permanent" peace seems almost like a lunatic's endeavor to fill a bucket without a bottom. We do not intend, however, to reflect even in the slightest degree upon the ideals which prompted the American Federation of Labor's proposal. The Brotherhood of Man and the Parliament of the World will have to be established by labor, if at all. Likewise, there can be no "permanent" peace until the workers of the world so will it. The great trouble is that upon this praiseworthy object we have had many beautiful and inspiring phrases—but all too few actual deeds and performances.

It is well that we should draw a clear distinction between the member who displays a great deal of enthusiasm in debate and the member who merely evinces a bad temper.

The member who assumes what he is pleased to call the middle ground in debate too frequently does so in order to hide his ignorance of either of the other grounds.

SECRETARY-TREASURER'S REPORT.

To the Delegates of the Nineteenth Annual Convention of the International Seamen's Union of America.

Greetings:

As we assemble in Convention annually, and have the opportunity of reviewing together the past history of our organization, it clearly calls to our attention the fact that each year brings to the seamen's movement new tests and new problems. Each year finds the organized seamen emerging from these trials with increased determination founded upon true and lasting principles, which, if continued, will eventually reclaim for the seamen equal rights before the law with that of every other citizen. Each year shows progress in dealing with the burdens and problems confronting the seamen—proof that the principles which organized seamen stand for, and the methods used by the International Seamen's Union of America not only are practical and effective but also constructive and beneficial both to the seamen themselves and to our country in general.

The judgment that has directed and determined the policy of the International Seamen's Union is that the organization of all seamen is necessary for further improvement of conditions in our calling. Organization for the purpose of united effort to remedy wrongs that affect the work and lives of all, has been the instrument that has brought cheer and new hopes to the seafaring men of the world.

Seamen unorganized are the prey of their enemies. Organization gives to seamen strength—strength to protect each other against exploitation and injustice; strength to secure opportunities for development and advancement; strength to obtain things that will make life brighter and more wholesome; strength to secure representation for our ideals and recognition of our demands.

The influence of the organized labor movement, of which our Union is an effective part, constitutes the strongest force for uplift in society, and its power is equal to its unity of interest, its realization of the responsibilities and the scope and character of its federation.

Whatever success we have had in establishing our ideals in our field of activity has been due to our organization, our unity of purpose, our recognition of responsibilities and our adherence to the correct principle of federation.

The old slogan—"Agitate, Organize, Affiliate"—should be sounded again and again within our movement; its value has never been more apparent or its need more urgent than now.

The purpose of the International Seamen's Union is to make possible a more thorough, extensive and effective organization of all seamen, to the end that tyranny and injustice may be dethroned and thus the force of humanity and justice may prevail on the seas.

Since our last Convention the International Seamen's Union has won a great legislative victory. It has, with the aid of many friends of human liberty, brought to a successful culmination the legislative campaign which was inaugurated by the Sailors' Union of the Pacific more than a score of years ago. The main purpose during these many years was to abolish involuntary servitude, which for ages held the seamen in bondage.

With the enactment of this legislation, crystallized in the passage of the La Follette Seamen's bill by the Sixty-third Congress, a new era is dawning in the seamen's status, and it is hoped that the shipowners will see the wisdom, in conjunction with the seamen, of assisting the national administration in making this new legislation a foundation for a real merchant marine, as well as the upbuilding of a sea-citizenship that will be the bulwark of our national defense, and also an aid in the re-establishing for this country its proper place in the over-sea commerce of the world.

The importance of this legislation justifies the pleasure and gratification with which this report is submitted. The Convention in its deliberation here, rejoicing over past events, should lay plans for the arousing of all seamen to a full realization of their strength and also their responsibilities in order that progress may not be retarded for the lack of understanding.

As the work of the Convention devolving upon the different committees will be arduous, it is suggested that Delegates having matters they desire to submit will do so promptly within a specified time, and that resolutions be presented in duplicate form in order to facilitate the work.

In order to make the printed proceedings of this Convention less voluminous, it is suggested that the sections of the different parts be not duplicated by the committee to which they are referred, but that the committees in making their reports, refer to the various sections of such reports by title. This will reduce the printing to a minimum and, what is more important, will make access to the information contained in the Proceedings more ready and easier for the membership.

The several matters which require the attention of this Convention are hereby submitted as follows:

Legislation.

The Seamen's bill is now the Seamen's law. It is the emancipation proclamation of the sea-

men. For them it means freedom and opportunity for justice. For the traveling public it means greater safety of life at sea. In these things it sets the standard for the world. For the Nation it means the upbuilding of the merchant marine. It is the most far-reaching legislation ever enacted through the activities of a labor organization. (Here follows a chronological statement regarding the Seamen's bill in the 63rd Congress; also a summary of the new law.)

Since the passage of the Seamen's Act the press all over the country has carried on an uncalled-for agitation or criticism against the Act. A considerable amount of such newspaper articles pertaining to this opposition of the shipowners regarding our legislation has been gathered for the use of the Legislative Committee, who will have to combat this manufactured opposition before long. This is a situation which needs the consideration of this Convention. The subject will possibly be dealt with in greater detail by the Legislative Committee in its report to this Convention.

The credit for the realization of our efforts on the legislative field must first and foremost be given to President Andrew Furuseth for his persistent work in behalf of seamen and also to our staunch friends, Senator Robert M. La Follette and Secretary of Labor Wm. B. Wilson.

Actions of Executive Board.

First: In December, 1914, the Philadelphia Branch of the Atlantic Firemen adopted a resolution requesting the Executive Board to grant an organizer to the firemen in the port of Boston for a period of two months. This request was submitted to the Board, who took favorable action, and an organizer was immediately selected by Atlantic officials and assigned to his duties. After a trial of four weeks the organizer voluntarily resigned the position and no appointment has since been made for the unexpired term.

Second: During the month of January, 1915, an application for a charter in the International Seamen's Union was received from the Halibut Fishermen's Union of the Pacific. The application was according to the Constitution submitted to the Pacific District Union and to the Executive Board, who voted in favor of granting said charter. This Union has its headquarters in Seattle, Wash. It has an approximate membership of 1,000, with branches at Vancouver and Prince Rupert, B. C. A main charter and two sub-charters have consequently been issued to said Unions.

Third: On account of the dullness of the 1914 season on the Lakes, the Lake Seamen's Union did not take advantage of the offer of the Boston Convention regarding organizers. It preferred to await a better opportunity for the expenditure of funds, and during March, this year, said Union requested the International to grant it two organizers for such time as the Executive Board may decide.

This request was granted, and an organizer was stationed at Detroit, Mich., and at Tonawanda, N. Y. Said organizers commenced their duties on April 1 and have since been continued.

Fourth: As the I. S. U. of A. is affiliated with the National Women's Trade Union League of America, an invitation to send delegates to their convention was received by the International office and submitted to the Board for consideration and action. As said convention was to be held in New York City, the Board nominated and elected Vice-President Griffin, who is stationed at said city, to represent the seamen at said convention. The convention was held during the month of June and the expense of Delegate Griffin in this respect has been paid from International funds.

Fifth: A request for exemption from payment of per capita tax, for fourteen months up to July, 1915, was received during the month of June from the Eastern and Gulf Sailors' Association and from the Marine Firemen, Oilers and Watertenders' Union of the Atlantic. This request was immediately submitted to the Board, who acted favorably on the exemption, and the Unions in question have been notified accordingly.

Sixth: On account of the financial state of the Marine Cooks of the Lakes, the International office made the following recommendation to the Board in behalf of the Lake Cooks: First, that a printing bill for \$62.50 for membership books, initiation books, dues books, and stationery be paid from International funds; second, that said Union be exempted from payment of per capita tax for the years 1913, 1914 and 1915. These recommendations were approved of by the majority of the Board and information regarding same has been transmitted to the Union in question.

Seventh: The organizer granted by the Boston Convention to the Harbor Boatmen of New York was discontinued for lack of funds in August, 1914. In January, 1915, the organizer was reinstated and has been continued uninterruptedly since then by funds from the International treasury. No financial or numerical gain is perceptible from reports of said Union and it is suggested that the continuance of the organizer be considered by this Convention.

Our Official Journal.

"The Coast Seamen's Journal," our official publication, in which the seamen's movement as (Continued on Page 8.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 9, 1915.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping dull. Comrade Furuseth addressed the meeting, and outlined the present situation on the Atlantic Coast. H. M. Lorntsen, Alaska Fishermen's Union's Agent at Astoria, Ore., also addressed the meeting.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Aug. 2, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 2, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 2, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 2, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 2, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 2, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 2, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 26, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 7, 1915.

Regular meeting was called to order at 6 p. m., Ed. Andersen in the chair. Secretary reported shipping good; few men ashore. Delegates from the I. S. U. of A. Convention addressed the meeting.

E. F. BURKE, Secretary pro tem.

42 Market St. Phone Kearny 5955.

Seattle Agency, July 28, 1915.

Shipping fair; few men ashore.

LEONARD NORKGAUER, Agent.

Room 203, Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 28, 1915.

No meeting. Shipping good; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Aug. 2, 1915.

No meeting. Shipping fair; no men ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

The final link in the railway and river line of communication between the mouth of the Congo and Lake Tanganyika has just been completed. Briefly, ocean-going vessels can go up as far as Matadi, 85 miles from the mouth of the river, thence a railway of 260 miles runs to Stanley Pool; from there the river is navigable again to Stanleyville, a distance of 1,000 miles, and so on, the river being used wherever possible. River and rail communication is therefore available now from the mouth of the Congo to Dar-es-Salaam on the East Coast.

Regular attendance at the meetings of the union is as good a criterion as any of the spirit that really dominates the members.

SECRETARY-TREASURER'S REPORT.

(Continued from Page 7.)

well as the labor movement in general is so ably represented by its present editor, is lacking the substantial and voluntary support from all of the District Unions which it deserves. Whether this lack of support can be charged to insufficient funds of District Unions to enlarge their subscription or whether enthusiasm in the work carried on by the editor needs stimulation among the membership is for this Convention to consider. Each Convention in the past has never failed to make recommendations regarding a more liberal subscription and distribution of the Journal among all seamen, and it is our urgent duty at this time to provide means whereby our efforts to elevate the seamen's standard can be made known on a more broader scale than in the past.

In order that District Unions whose funds at present are very limited can obtain a larger number of copies of the Journal, it is respectfully urged that the Committee to whom this recommendation is referred will endeavor to specify in their report some monthly sum available to the Journal from International funds for the purpose of enlarging the circulation of the paper and also to relieve the financial burden of the Sailors' Union of the Pacific, which now carries the expense for the support of this paper.

The usefulness of our official organ can not be overestimated and the various District Unions are urged to increase its support. The voice of the seamen must reach the legislators and the public as well in order to speed our aim, and this can best be accomplished through the columns of our publication.

Agreements and General Condition.

The Secretary-Treasurer's Report deals at length with the agreements entered into during the past year by the various District Unions and their employers.

The respective condition of the Pacific, Lakes and Atlantic Districts are also described in detail.

Organizing.

The financial statement submitted to this Convention indicates that a very limited amount has been expended for organizing purposes during the past year from International funds. The financial inability of some of the District Unions in meeting their obligation to the International has its effect on organizing work in districts where results could be obtained.

The efforts of the last two Conventions in securing voluntary donations for organizing purposes did not materialize before June, 1915. Either lack of funds on the part of the individual Unions or inopportune conditions confronting the work, has prevented the carrying out of the Convention's wishes in this matter. During the month of June the Sailors' Union of the Pacific and the Firemen's Union of same district appropriated \$1,000 and \$500, respectively, for the purpose of trying out an organizing campaign on the Atlantic Coast and, with the sanction of the Pacific District Unions who are paying this expense, President Furuseth and Vice-President Flynn proceeded to the Atlantic to take up this work. Since their arrival on the coast meetings have been held in all principal ports from Boston to Norfolk, and they have been assisted in these meetings both by officials of the Atlantic District as well as representatives of the British Seamen's Union. As a more complete report regarding the campaign will be submitted to this Convention, this information can be concluded by mentioning one of the most interesting parts, which is to the effect that the attendance at the meetings ran from 20 to 700, and that the men realize the importance of this work. In districts where organizing can not be proceeded with on a very extensive scale, International funds ought to be used to maintain a representative in ports where the best opportunity is found. The Committee on Organization, whose duty it will be to recommend to this Convention some practical plan of action regarding organizing, should take into consideration the present form of transfer, the difference of entrance fee charged in the different districts, the advisability of charging the difference in entrance fee when transfer is made, and the ultimate adoption of a uniform entrance fee, monthly contributions and special assessments by all of the Unions. Also the advisability of more uniformity in the benefits paid in the different Unions and the adoption of an International membership book and badge, to the end that any local differences that now may exist can be eliminated entirely, and thereby assisting the organizers in their work with arguments that will be inducing and convincing to new members, who should receive all encouragement possible to enable them to realize their own duties, as well as the benefits that can be obtained by a complete organization of all seamen.

Jurisdiction Over Fishermen.

During the month of May the International office was notified by the Secretary of the American Federation of Labor that "the International Longshoremen's Association had filed application for jurisdiction over fishermen. This application received the attention of the Executive Council of the American Federation of Labor, and the Council decided that a conference be held between representatives of the Seamen and the Longshoremen for the purpose

of reaching an agreement on the question of jurisdiction over fishermen."

To this notification Secretary Morrison of the A. F. of L. was informed "that the subject of jurisdiction over these men would be submitted to the Executive Board of our International for consideration." But before the Board had time to make known its desire in the matter, Secretary Morrison forwarded a copy of a letter from the president of the I. L. A., of which the following is a part: "The International Longshoremen's Association have no controversy with the Seamen's Union regarding fishermen and therefore do not desire a conference with them." This, of course, closed the incident as far as this question was concerned, and while the I. S. U. of A. have no desire to enter into any disputes with the Longshoremen's Association, it is well that the interest of all seafaring men be guarded against encroachment by a closer attention to such matters on our own part.

The Constitution.

It is necessary to call the attention of the Convention to some changes needed in the Constitution. Parts of it are impractical under ordinary conditions, while other parts are inadequate.

Section 2 of Article VI and Sections 4 and 5 of Article VII, dealing with the duties of the Secretary-Treasurer in depositing International funds and the duties of the Executive Board regarding an International Banking Committee and the withdrawal of funds, is impracticable and should be amended.

It is not any desire for personal convenience that actuates this recommendation, but only a desire to have the rules in such shape that they can always be rigidly observed. The present sections make this impossible under some conditions.

The inadequacy of the Constitution is in the transfer provision. Your attention is called to this for the purpose of improving the fraternal feelings between the Unions of firemen regarding the transfer system.

As the International membership is transitory, the necessity for a more liberal exchange of books between Unions of firemen is most apparent and it is our duty to advise the membership of the respective Unions to adopt a practical system of transfers.

The Committee on Constitution to whom these recommendations will be referred are urged to carefully scrutinize the different sections of the Constitution for the purpose of making it an instrument of safeguard to the general membership and also a guide whereby the best result and interest to our calling may be obtained and pursued.

Finances.

The financial transactions by the International Seamen's Union from June 1, 1914, to July 31, 1915, are hereby submitted to this Convention in the following statement:

RECEIPTS.

Appropriation:

Sailors' Union of the Pacific.....	\$ 1,000.00
Marine Firemen's Union of the Pacific.....	500.00
Charter Fees:	
Halibut Fishermen's Union of the Pacific.....	10.00
Per Capita Tax:	
Alaska Fishermen's Union.....	1,810.16
Eastern and Gulf Sailors' Association.....	98.75
Halibut Fishermen's Union of the Pacific.....	262.15
Harbor Boatmen's Union of N. Y.....	.....
Lake Seamen's Union.....	122.20
Marine Firemen's Union of the Atlantic.....	19.05
Marine Firemen's Union of the Lakes.....	300.00
Marine Firemen's Union of the Pacific.....	1,199.35
Marine Cooks and Stewards of the Atlantic.....	1,419.35
Marine Cooks and Stewards of the Lakes.....	.....
Marine Cooks and Stewards of the Pacific.....	1,716.90
Sailors' Union of the Pacific.....	3,109.10
United Fishermen of the Pacific.....	65.25

Miscellaneous:

Overpaid salary to Organizer returned.....	7.50
Total receipts.....	\$11,639.76

DISBURSEMENTS.

Federation:

A. F. of L., assessment, United Hatters.....	\$ 160.00
A. F. of L., per capita tax.....	1,493.33
Int'l Trans. Fed., per capita tax.....	298.00
Nat'l W. T. U. L. of A., per capita tax.....	16.00
Legislation.....	2,059.85
Printing.....	615.50
Stationery and Office.....	309.93
Salaries.....	1,400.00
Traveling.....	432.63

Organizing:

Harbor Boatmen's Union.....	525.00
Lake Seamen's Union.....	577.50
Marine Firemen's Union of the Atlantic.....	70.00
Joint Organizing on the Atlantic.....	1,306.19

Donation:

Marine Cooks and Stewards of the Lakes.....	62.50
I. S. U. of A. Convention, expense, including printing of the Proceedings.....	644.48
A. F. of L. Convention, expense, four delegates.....	337.75
N. W. T. U. L. of A. Convention, expense, one delegate.....	30.00

Total disbursements.....\$10,338.66

RECAPITULATION.

Cash on hand May 31, 1914.....	\$ 572.41
Total receipts for 14 months.....	11,639.76

Total.....	\$12,212.17
Total disbursements for 14 months.....	\$10,338.66
Cash on hand July 31, 1915.....	1,873.51

Total.....\$12,212.17

Conclusion.

In conclusion, I desire to express, through the delegates attending this Convention, my appreciation of the splendid efforts and support put forth by the officers of the District Unions, the members of the Executive Board and the assistance and encouragement received from the membership in general. It is to be desired that the delegates attending this Convention will reflect with enthusiasm, in their respective localities, the importance of the conclusions reached and the necessity for putting forth a stronger effort to realize our hopes, to such an extent that our next Convention can record the work accomplished during the coming year as the greatest in our International history.

The duties devolving on the delegates here are of the greatest importance to our future advancement, and the opportunity for making the proceedings of our actions here a means whereby seamen can be aroused to a real understanding of duties and responsibilities has never presented itself to any previous Convention.

Believing that the results of our deliberation will spur on the individual to further activity and success, I bid you all welcome to participate in solving the problems that will be dealt with at this Convention.

Faternally and respectfully submitted.

T. A. HANSON,

Secretary-Treasurer.

PORTUGUESE FISHING INDUSTRY.

The fishing industry of Portugal had a successful year in 1914, the total value of the catch for the Continent and adjacent islands (Madeira and Azores) aggregating about \$8,000,000. As the result of the employment of modern fishing devices, the value of the sardine catch has increased steadily for the last five years, reaching about \$3,500,000 in 1914. Exports of sardines to the United States increased from \$543,531 in 1913 to \$623,251 last year.

The rarest fish on the Lisbon market is the fresh salmon from the Minho River, the most southerly stream in which this variety is found, and which retails at \$2.50 per pound.

Forty Portuguese sailing vessels left from Lisbon and Qporto during the spring months of 1914 for the codfish banks off Newfoundland. This is about the usual number, and the ships that returned to Lisbon in the autumn reported a good catch and a successful season. Prices were somewhat higher than in 1913. In addition to the crews of these boats, several hundred Portuguese fishermen go to the United States each year to assist in manning the ships that leave Boston and Gloucester for the Banks. In December the price of codfish, which is one of the main articles of food for the poorer classes, was about 10 cents per pound.

The aspirations and hopes of labor for better economic and social conditions can be secured only by organization on trades union lines; by co-operation for productive and distributive purposes; by the regulation of industry on a basis that men and women willing to work can find employment at fair wages and reasonable hours.—Cigar Makers' Journal.

I. S. U. OF A. IN ANNUAL CONVENTION. (Continued from Page 2.)

wish to accomplish by visiting our docks and steamers, and oblige,

"Yours truly,

"P. O. P. FRANKLIN."

And a couple of days later we had an interview with Captain A. Luckhurst, which interview proved to be without any result.

On July the 6th we received the following letter from Mr. Jungen, which we consider a final refusal on his part.

"Your letter of July 1st received and has my serious attention. I note you state you have come to New York from the Pacific Coast for the purpose of giving such assistance as you can in preparing the seamen on this Coast for the operation of the Seamen's law which was signed on March 4th last and which becomes operative on American vessels on November 4th, this year, and on foreign vessels possibly some time in the future.

"It is our understanding that this law was passed at the request of and with the full knowledge of all seamen in the United States, and that they were and are fully familiar with all the conditions which they desired to accomplish by the Act, and that being the case, I am somewhat at a loss to understand where your educational assistance now is necessary.

"You state that passes to our docks and ships would be of value to you, that you might visit the men on board the vessels, and if the passes were furnished you would be in a position to state to the men that the company is not unfriendly toward them. I do not understand this is any educational part of the Seamen's law. Our relations with our men are friendly and satisfactory, and while there is no objection to giving you passes to go on the docks and ships, it is unusual and it seems to me, if it is only for the purpose of presenting the fact that we are friendly toward the men, it is unnecessary.

"As you intimate that there are men going to sea who will be affected by the Seamen's law and who apparently do not understand the provisions of the law, although it is their own, and that certain educational instruction is necessary for them, I would suggest that you prepare an explanatory card setting forth those points of the law which you feel the men do not and which they should understand, and I will take pleasure in seeing that these cards are furnished to all the ships. It seems to me this would be a quicker and better way of obtaining the results you are after, and you might state in this explanatory card your desire for co-operation such as you have expressed in your letter.

"Yours truly,

"C. W. JUNGEN."

On July 13th we received the following letter from the Panama Railroad Steamship Line:

"Your letter of the 1st instant is received.

"We are not members of any Association of steamship interests, and know nothing of the request referred to, nor of the reply you state you received. We cannot agree with you that the best interests of our company warrant a compliance with your request, which we regret we cannot grant.

"Yours truly,

"T. H. ROSSBOTTOM,
"Secretary."

It became perfectly plain to us that the shipowners on the Atlantic Coast will do nothing that they are not compelled to do, either by the law or by industrial pressure. On the other hand, since we were refused permission to go on the docks and the ships to see the men, we took passage from New York to Norfolk on the "Princess Anne" of the Old Dominion Line; on the "Nantucket" of the Merchants and Miners Line, from Norfolk to Boston; and on the "Massachusetts" of the Eastern Steamship Line from New York to Boston. Of the three vessels the "Massachusetts" was much the better manned. Most of the men in her deck department will be able to qualify under the law. Hardly any of the men in the deck department of either the "Princess Anne" or the "Nantucket" will be able to qualify.

Our actual travel, coupled with the general information that we were able to pick up, convinced us that the shipowners were using the eight months granted them for preparation to increase the difficulty of enforcing the Seamen's Act.

We further found a very determined effort to discredit the new law, not only amongst the general public, through the press, but also to the very seamen, through information distributed amongst them by some of the officers of the vessels. There are a large number of Germans and Austrians from the interned vessels sailing on the Atlantic Coast at present. There is a large number of Spaniards sailing there, and to both of them the information is being conveyed that the legislation is to their very serious disadvantage. The attacks upon the legislation in the press is of a general nature and it is based upon the general belief, actual or assumed, that the legislation puts special burdens upon American vessels, thus making their operation more expensive than the operations of their competitors on the ocean, and that the legislation will therefore have a tendency to drive vessels away from the American register, and thus still further decrease the number of American vessels in foreign trade. We had oppor-

tunity to meet that, and we believe that the newspaper campaign carried on received a severe setback through the interviews that we were able to get into "The Daily Mail," the "Newark Evening News" and short communications which we succeeded in having published in some of the other papers, but we believe that the most important work done in this direction was done at the X Club, which is made up of editorial writers mixed with professional men. The X Club gave to comrade Furuseth an opportunity to give a proper explanation of the Act, and the Club invited shipowners to be present to heckle him and show the other side. The Club was unable to obtain any shipowners or representatives of shipowners to be present. Editorial writers from nine publications were present, and they declared themselves satisfied, not only that the Act should have a fair trial, but that in their opinion it ought to tend to the upbuilding of the American Mercantile Marine. Some of the editors who had previously written against the law stated that they would reverse themselves and make the proper explanation. Some of them had done so already when we left New York.

We are satisfied that most of the shipowners will be made to state their objections specifically and to permit themselves to be quoted which sections of the law will tend to destroy American shipping and why such sections will do what they claim.

On leaving New York Comrade Furuseth went by way of Washington, where he obtained two interviews that should bring very important results in protecting the Act against the assaults that are being made upon it. Leaving Washington on Friday evening, July 23, he traveled as far as Harrisburg together with Senator La Follette, who expressed it as his opinion that the campaign against the Seamen's Act is a systematic one, and that they will continue the assault all over the country until Congress meets, and for that reason we must do whatever we can to meet the agitation now and make all the necessary preparation to meet the agitation when Congress opens.

The National Chamber of Commerce has submitted the Seamen's Act to a vote of its members. The Chamber has, in a paper called the "Nation's Business," given certain information upon which the vote may be based. Whether they have furnished any further information we know not.

The "Survey," a weekly publication in New York City, was, when Comrade Furuseth left, preparing an expose of the whole agitation and a partial review of the Act and a review of the article in the "Nation's Business." Mr. Ralston, of Washington, obtained the addresses of the membership of the National Chamber of Commerce and forwarded to it the "Survey" and also to the Sailors' Union office here in San Francisco. We recommend that a telegram be sent to the editor of the "Survey," requesting him to send a copy of the "Survey" to each member of the National Chamber of Commerce as found in the address register, and that the bill for such be submitted to Thomas A. Hanson, Secretary-Treasurer, International Seamen's Union of America.

Before leaving New York Comrade Furuseth had a conversation with Mr. Easley of the Civic Federation. Mr. Easley believes that he can get together at some time during the fall, prior to the meeting of Congress, a meeting made up partly of influential men who lost their relatives in the "Titanic" disaster. He asked Comrade Furuseth if he could come back to the Atlantic if it could be arranged, to which Comrade Furuseth answered yes. Believing that such a meeting would be of great importance, we recommend that it be arranged Comrade Furuseth be instructed to attend.

Respectfully submitted.

ANDREW FURUSETH,
PATRICK FLYNN.

The report of Delegates Furuseth and Flynn was referred to the Committee on Organization.

The reports of Vice-Presidents Griffin, Gill and Pryor were read and referred to the Committee on Organization.

At 5 p. m. the Convention adjourned to reconvene at 9 a. m., August 4.

Third Day—Morning Session.

Convention was called to order by President Furuseth.

Delegate H. M. Lorntsen submitted his report as Secretary-Treasurer of the United Fishermen of the Pacific.

The report of Vice-President Hylen was read and referred to the proper committee.

A number of resolutions were then introduced and referred to the respective committees.

President Furuseth then called the attention of the delegates to the opportunities now before them in formulating their reports so that they would be a foundation upon which a stronger and more effective campaign could be carried on among seamen.

The Convention then adjourned to give the various committees an opportunity to proceed with their work.

(The Convention proceedings will be concluded in next week's issue of the Journal.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION,
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.	.....55 Main Street Telephone Seneca 936 R.
CLEVELAND, O.	.....1401 W. Ninth Street Telephone Bell Main 1842.
MILWAUKEE, WIS.	.....133 Clinton Street Telephone South 240.
ASHTABULA, O.	.....21 High Street Telephone 552.
NORTH TONAWANDA, N. Y.	.....152 Main Street Telephone Bell 2762.
DETROIT, MICH.	.....15 Twelfth Street Telephone 3724.
SUPERIOR, WIS.	.....1721 N. Third Street Telephone, New, Broad 385.
BAY CITY, MICH.	.....108 Fifth Avenue
OGDENSBURG, N. Y.	.....70 Isabella Street
CONNEAUT, O.	.....922 Day Street
SOUTH CHICAGO, ILL.	.....9142 Mackinaw Avenue
FORT HURON, MICH.	.....517 Water Street
ERIE, PA.	.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.	.....1185 W. Eleventh Street
CHICAGO, ILL.	.....445 LaSalle Avenue
MILWAUKEE, WIS.	.....151 Reed Street
DETROIT, MICH.	.....27 Jefferson Ave., East
SUPERIOR, WIS.	.....1814 Fourth Street
OGDENSBURG, N. Y.	.....70 Isabella Street
BAY CITY, MICH.	.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.	.....Toledo, O.
Cleveland, O.	.....North Tonawanda, N. Y.
Milwaukee, Wis.	.....Superior, Wis.
Ashtabula, O.	.....Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

SECRETARY WILSON'S ADDRESS.

In the evening of August 4, Secretary Wilson of the Department of Labor addressed a mass meeting of seamen held in the Maritime Hall Building at San Francisco under the auspices of the International Seamen's Union of America:

Walter Macarthur presided at the meeting, and after a few appropriate remarks introduced Andrew Furuseth, who in turn presented William B. Wilson, the first Secretary of the Department of Labor and a tried and true friend of the seamen.

Secretary Wilson was received with cheers and spoke as follows:

Mr. Chairman and fellow wage-workers: I think I may with perfect propriety address you as "fellow wage-workers" because, as I stated to you on a former occasion, I swung a pick in a coal mine for 27 years, and I feel that no matter what position I am called upon to fill, those long years of training and association will make me, as long as I live, a wage-worker.

I know of no one who can better enjoy the pleasures of praise than I can. And it warms the cockles of my heart to receive words of praise from the "old man of the sea." I will not say "The grand old man of the sea" because he does not like the term, but it warms the cockles of my heart to receive words of praise from the old man of the sea, my friend and comrade Andrew Furuseth.

There is one thing that I fear, however, and that is that I will not be able to sustain the great reputation that he has built up for me in his introduction.

The chairman of your meeting has referred to certain newspapers which, during the period of the fight for the Seamen's bill, were silent, and which since the Seamen's bill has been enacted into law have been vigorous in their opposition and in their denunciation of it.

I can not feel it in my heart to be bitter towards them. I can only exclaim, in the language of Him who died upon the cross, "Forgive, forgive them, they know not what they do." (Great applause.)

A great impetus has been given to the opposition of the Seamen's bill by the statements emanating from certain shipowners on the Pacific Coast. And as a result of those statements, carried systematically broadcast all over the country, the impression has been given to a multitude of our people that the Seamen's bill, when carried into effect, will drive the American Merchant Marine from the seas.

What an absurdity! For sixty years prior to the enactment of the Seamen's bill there had been a continuous and steady decrease in the American Merchant Marine.

Since the enactment of the Seamen's bill—not due to the Seamen's bill, I will admit that—there has been a steady increase in the tonnage of the American Merchant Marine.

The principal argument thrown out to the American business man, and upon which he has been asked to vote upon a referendum as to whether the business men of the country will support or oppose the Seamen's bill, is that the Pacific Mail Steamship Company has been put out of business or is about to go out of business because the Seamen's bill has been enacted into law and will go into effect on the 4th day of next November.

During the Sixty-second Congress I was a member of the committee having to do with maritime matters in the House of Representatives, and we were directed by the Congress of the United States to make an investigation into the Shipping Trust or trusts or combinations in restraint of trade.

During that investigation, in the month of February, 1913, two years before the Seamen's bill was enacted into law, Mr. Schwerin, General Manager of the Pacific Mail Steamship Company, appeared before the committee and made the statement that under the old law, the law existing before the Seamen's bill came into existence, the Pacific Mail Steamship Company had been unable to earn any dividends in the Oriental trade, and that they had made up their minds that they would go out of the Oriental business and turn their attention to the coastwise trade through the Panama Canal, when the Panama Canal was completed. He complained that they were unable to run profitably in the over-sea trade, and now the Panama Canal Act had prohibited railroad-owned vessels from passing through the Canal, that the Pacific Mail Steamship Company was owned, or at least a majority part of the stock was owned, by the Southern Pacific Railroad Company, and that consequently it could not operate through the Canal.

Being unable to operate profitably under the old laws, in the Oriental trade, being prohibited from utilizing the Panama Canal in the coastwise trade, because they were railroad-owned, they were going to go out of business.

That was two years before the Seamen's bill was enacted into law. And I asked Mr. Schwerin the direct question, at that time, if it was the intention of the Pacific Mail Steamship Company to go out of business whether the Seamen's bill was enacted into law or not, and he answered positively in the affirmative. So the Seamen's bill has nothing whatever to do

with the Pacific Mail's contemplation of going out of business. (Applause.)

Now, I am neither a prophet nor the son of a prophet—I am not even Saul, the son of Kish—but I want to make this prediction: That the Pacific Mail Steamship Company's vessels will not go out from under the American flag and they will not go out of business. (Great applause.)

A short time ago a statement was carried in the newspapers which was utilized as another argument against the Seamen's bill: That the Japanese-owned vessels were discriminating against American shippers in shipping material from China to the United States.

Now, everybody who knows anything whatever about that situation knows that the Japanese vessels do not come from the Orient to the United States with but a part of a load if they can get American-owned goods to fill up the balance of their load, and the only reason why they have discriminated against American-owned goods was because of the fact that there were more goods offered for shipment than they were able to carry. And if there were more goods offered for shipment than they were able to carry, when the Pacific Mail is still in operation, there is not the slightest likelihood that it is going to go out of business under that kind of situation.

The other reason assigned by these business men why the Seamen's bill should be repealed is that the Robert Dollar interests are going to go out from under the American flag because of the oppressiveness of the Seamen's bill.

To you who are sailors on the Pacific Coast, even to me, a mountaineer in Pennsylvania, it is to laugh.

Everyone knows that the Robert Dollar vessels engaged in the over-sea trade were not under the American flag until the great European war came; and there were a few German vessels prowling in the Pacific and Atlantic preying upon English vessels, and the shrewd old Scotchman did not want any of his ships sent to the bottom, so he hit upon that scheme and put them under the American register. And when he put them under American register he notified the world, that as soon as the war in Europe was over and it was safe for him to go back under the flag he was under before, he was going to do so. And those are the reasons that are assigned why the Seamen's bill should be repealed.

Again I repeat, "Father, forgive them, for they know not what they do."

For sixty years, as I have stated, there had been a dwindling and continued decrease in the tonnage of the American Merchant Marine. Why?

For strictly economic reasons. In the first place every business man throughout the country, every man who gave any attention, no matter how little, to our merchant marine, asserted that the reason for the decrease in the American Merchant Marine was because of our antiquated navigation laws. It became a catch phrase. "Our antiquated navigation laws" stood in the way, and prevented not only an increase, but prevented the retention of our American Merchant Marine, and when you asked those men, who had not given a close study to the subject, to place a finger upon a particular part of the antiquated laws that was responsible for the decline of the merchant marine, not one of them was able to place his finger upon the spot and say, "There is the reason for the decrease."

But there were two very important, two fundamental reasons why the American Merchant Marine had dwindled. The first of those reasons was that it cost the American shipowner more for his plant. It cost the American shipowner more for his vessel, for the same carrying capacity, than it cost his foreign competitor. That meant a greater investment upon which dividends were to be earned than his foreign competitor has to invest for the same carrying power. That has been modified some. It has not been completely changed, but partly modified, as a result of the Panama Canal Act, which gives him the right to register foreign-built vessels for over-sea trade. It will not be completely changed, the American shipowner will not be upon an equal basis with his foreign competitor until he is able to utilize the vessels which he purchases as cheaply as his competitor purchases them in exactly the same kind of trade that his competitor can use them in. In other words, it will not be complete until he has the opportunity of using them in the coastwise trade as well as in the over-sea trade. But it has been greatly modified, and it is not costing the American shipowner now much more, if any more, for his vessel, at the same carrying capacity than it is costing his foreign competitor. (Great applause.)

The other great cause for the dwindling of the American Merchant Marine was that it cost the American shipowner more for his operating expenses than it cost his foreign competitor; and that increased cost in operating expenses was not due to the supplies that were used on board the vessel, not due to the fuel used on board the vessel—if it was a steam vessel—for those things could be purchased in exactly the same markets that the foreign shipowner purchased them in and at exactly the same cost. The difference was due to the greater cost of labor for the American shipowner than for his foreign competitor.

The labor itself represents about from ten to eighteen per cent. of the cost of transportation—and the difference in wages ranged from twenty to two hundred per cent.

Now, the question naturally arose and naturally arises, Why was it, why is it, that the foreign shipowner was able to secure his labor so much cheaper than he had a big advantage over the American shipowner in operating expenses? And the answer lies in the fact that while all other men in the civilized world had been given their freedom, that while slavery and serfdom had been abolished on land the seamen of all the world, including the United States, still remained bondsmen to the vessels upon which they signed the ship's articles.

The economic effect was direct: A shipowner under a flag of some foreign country, signed his seamen in that foreign country. If he was flying the flag of England, he signed his seamen in the British Isles or in the Colonies from which the vessel sailed. And then when those seamen came to the United States instead of having an opportunity of ending a civil contract to labor as any other working man had the right to do, that right was denied him, and if he left the vessel upon which he had signed he was looked upon as a deserter, and we who had so unanimously adopted the thirteenth amendment to our Constitution abolishing slavery in the United States, set the machinery of our police power in motion and hounded down the seaman as we hounded down the slaves years ago and carried him back to the vessel from which he had deserted and compelled him to fulfill his civil contract, to labor against his will. And by utilizing that police power and running down the seaman, carrying him back to the vessel, we maintained for the foreign shipowner the advantage that the foreign shipowner had in being able to sign his seamen in a port where the wages are lower than they are in the United States.

The Seamen's Act changes that condition of affairs, and it not only says to the American shipowner that American seamen shall be free to leave their vessel when the vessel is in any safe port in this country or any other country, but it says to the foreign shipowner, "When your seamen come into American waters and American ports, the very fact that they come to our waters and under our jurisdiction makes them free men."

The result must be inevitable. You have two vessels lying at your dock; One of them is manned by American seamen securing the wages paid out of an American port; the other is manned, if you will, with Lascars, signed by an English vessel out of some of the ports of India, and those Lascars will, by some process, by the underground method, learn of the wages that are paid to American seamen at the American ports, and that they have the right to insist upon similar wages. Ultimately—it may take time to work out—ultimately, they will insist upon having just as much wages for their work as the American seaman receives for his.

That will mean that the American shipowner will be placed on the same level from a competitive standpoint as his foreign competitor is placed. And if under those circumstances, with but the same initial cost of his plant, with the same operating expenses as others have, the American ship master is unable to compete with the rest of the world, then I have missed my guess of the shrewdness of a Yankee skipper. (Great applause.)

But that is not all. That deals solely with the question of human liberty. Human liberty is the basis of all.

I don't know how others may feel about it. But I know how I feel about it myself, having gone through the numerous struggles that have been conducted in the coal trade in the United States. I would rather subsist upon the meanest fare upon which life can be sustained and know and feel that I was a free man, than live upon the fat of the land and be anyone's slave. (Great applause.)

And now comes another very important question, the question of safety at sea; and in dealing with the question of safety at sea, it has become fashionable to deal with it solely from the standpoint of the passenger, and the thousands upon thousands of seamen in our freighters, vessels carrying no passengers, are apt to receive no consideration except that which grows out of the fact that certain conditions are dangerous to passenger vessels.

But because we have an interest in maintaining the safety of those who travel by sea as passengers, we are led to include the same provisions for the welfare of the seamen who operate the freighters. Among the other things the Seamen's bill insists upon is that seventy-five per cent. of the crew, seventy-five per cent. of those who signed the ship's articles no matter what department they may be in, shall understand the language, the orders of the officers of the vessel. (Great applause.)

Now, that does not mean that they shall understand English; nor does that mean that they shall understand German in a German vessel, English in an English vessel, French in a French vessel; but it means that there must be no interpreter standing between the master of the ship and the crew when an emergency arises when a second's time may mean the saving or the losing of a thousand lives. (Great applause.)

It is not only essential that there should be

a sufficient number of qualified men to man the vessel under normal conditions, but it is also essential that there should be a sufficient number of men qualified to man it under abnormal conditions. And why? Because your wrecks, your loss of life, do not take place under normal conditions. You have no need under normal conditions for any great number of men or any particular skill when things go along smoothly. But it is in the abnormal conditions, where wreckage from various causes confronts you, that you want the man there who not only has the skill to perform the labor, but who has exercised that skill with a sufficient frequency to be able to do it with a cool head and with a level judgment. (Applause.)

And so the Seamen's bill, in addition to the language test, provides for a standard of skill not only with regard to sailors but with a new class that has been created—life-boat men. That class was not created as a result of the agitation conducted by your organization; it was not created as a result of the agitation conducted by my friend Mr. Furuseth but the shipowners are responsible for the change; they thought they had found a way by which they could get away from the effectiveness of the Seamen's bill and they introduced the idea of these life-boat men. It was incorporated into law, and now they are sorry they did it. (Laughter and applause.)

Those life-boat men must be skilled men. They must have certificates certifying to their skill. They must deal with an emergency if you haven't the able seamen there for that purpose, and being needed in an emergency, of course, it ought to be included in our laws, because everything relating to seamanship is covered by law or regulation.

Seamen are not like other men in that respect—men out here on land. A man may make his contract with his employer, make it in the way that would be mutually satisfactory and agreeable. Not so with the seamen. Why? Because after the vessel leaves the dock and puts out to sea there is a community of risk, and because of the community of risk there must be some central head whose orders must be obeyed. And wherever you place power in the hands of any individual there is a tendency to gather more power towards himself.

And because of that tendency in human nature to use the power it has to gather more power, when you place the absolute power in the hands of one man over the lives and property of others at sea where for the time being he is beyond the reach of governmental control, then you must by law regulate and limit those powers. (Great applause.)

Those regulations are not imposed solely upon American vessels. That must be clearly understood. They will be imposed upon American vessels before they are imposed upon others. It will go into effect on American vessels, as I have said, on the fourth day of November next. It will be the June following before it goes into effect with other vessels. And that is due to the fact that we have not only passed laws regulating the life of the seamen but we have entered into treaty arrangements with other countries by which they regulated the activities of our seamen in other countries, and we regulated the activities of their seamen in our country.

Now, those treaties required a certain notification before they could be ended. Usually one year's time.

Three months' time was given to the President of the United States in which to prepare for the renunciation of the treaties, and so, in the early part of June of this year, the treaties were renounced and beginning with the early part of June of next year, not only the seamen of the United States will be free but the seamen of every country in the world whose vessels trade in American ports. (Great applause.)

So, the Seamen's bill, and I will not go into further detail in discussing it—stands out as one of the great landmarks in history.

The Magna Charta, the Declaration of Independence, the Constitution of the United States, the Emancipation Proclamation, the Clayton Act and the Seamen's bill, giving freedom to all seamen in the waters of the United States, stand out pre-eminently in the struggle for human liberty. (Great applause.)

And now, in concluding, let me give to you a word of counsel growing out of my own experience in my own trade.

All over the United States the coal miners have had to contend inch by inch for the remedial legislation they have secured.

In the early days when I started to work in the mines there were no mining laws, no regulations with regard to ventilation, no regulations with regard to safety or sanitation, no regulations providing for the care of the workers in any shape or form.

And then after some great disasters, such as have been helpful in advancing the Seamen's bill, we secured the enactment of legislation providing air for the miners to breathe in the mines.

But that legislation was not effective; that legislation was not put into effect until the miners organized and compelled the employers to live up to the law. (Applause.)

What power has the individual workman in endeavoring to enforce the legislation that is passed for the benefit of his craft? If he is

not satisfied the employer says to him, "You can go some place else." The very necessity of gaining a livelihood compels him to remain silent; or, if, perchance, he is so brave as to defy the employers' wrath, and rising above his surroundings, he enters his protest against unjust conditions, he is sent adrift and some other man whose necessities are perhaps more pressing takes his place.

It is only by the collective action on the part of all that you are able to enforce the legislation that is passed. (Applause.)

And if seamen desire to have the Seamen's bill fully enforced; if you want to secure the full benefits of the freedom that has been declared for you in the Seamen's bill, it will be absolutely necessary for you to act collectively in order to put the law into effect. (Great applause.)

I want to say to you, my friends, that there are many men who are not connected with seamanship, who have no affiliation with any organization, either of employers or employees on the sea, who have done material, valiant, yeoman work in securing the legislation that has been enacted into law.

But the mainspring, the vital force that set the machinery into motion and secured for those, yea, for those who are union men and those who are not union men, the benefits of the Seamen's law, was the Seamen's Union acting through its representative, my friend Mr. Furuseth. (Great applause.)

There is an old saying that "God helps those who help themselves." You don't value greatly those things that come to you lightly. It is only those things that come to you as a result of great struggle, of great sacrifices, that you hold in the highest esteem.

And I repeat, that because of the struggle, because of the sacrifice you have made in securing this legislation, that you should bend every effort to prevent it being repealed. I thank you. (Tremendous applause.)

(After the conclusion of Mr. Wilson's speech there was a great demonstration; three cheers were given for Mr. Wilson.)

A FLOATING ISLAND IN VERMONT.

Floating islands have occasionally been the theme of imaginative sailors when called upon to tell marvelous stories of the sea. As a matter of fact, however, there is actually such an island in this country. It is on Lake Sadawga, Whitingham, Vermont. Nature, for some unknown reason, joined together in a vast inextricable tangle the innumerable roots of reeds, willows, and other water-loving vegetation. Soil accumulated upon this, so that now there is actually seventy-five acres of land buoyed up on the bosom of the lake. Moss, cattails, etc., grow here in great profusion. Even fir and beech manage to attain a growth of twenty-five or thirty feet. Further development seems prohibited, probably owing to the fact that the roots, after piercing through the thin layer of soil, cannot find sufficient nourishment in the liquid element beneath. Visitors to this part of the Green Mountain State are always incredulous when told about the marvelous island; but their doubt is speedily changed to wonder on being actually brought face to face with the phenomenon. It is not at all unusual for the shrewd fishermen of Whitingham to cut holes through the land in winter, and thus catch the fish below.

For the first time since 1870 the schools in that part of Alsace which have been reoccupied by the French will celebrate the close of the school year by a distribution of prizes, a custom eminently French, and which had been discontinued by the Germans. The mayors of the districts affected have received a notice from the French military administration telling them that there will be a formal distribution of prizes in all the schools of the valley, and inviting them to make the necessary announcements. The scholars who show themselves most proficient in their studies of the French language will receive book prizes which are being provided by the Association Amicale du Haut-Rhin.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Georgia Federation of Labor, the Farmers' Union, and the Brotherhood of Railway Firemen will act jointly in urging the State legislature to pass the following legislation: Factory inspector, semi-monthly payday, public printer, the recall, school books at cost and the Torrens land system.

Ten thousand union painters in Chicago, who have been on strike, have resumed work, following a referendum vote at which an agreement voted with the employers was ratified. The agreement provides for a closed shop on Chicago buildings and arbitration of future disputes. The electrical workers have also declared in favor of arbitrating a strike which involves about 500 workers.

The first year of New York's State Workmen's Compensation Act, ending July 1, shows that the fund has a financial strength of nearly \$1,000,000 in cash and investments, after paying all losses to date, according to a statement by the manager of the State insurance fund. The statement shows that the number of employees insured in the State fund on June 30 was more than 7800, representing semi-annual premiums of \$750,000. The fund has cash on deposit of \$148,151 and investments of \$834,381.

After several conferences between the manufacturers and leaders of the New York Ladies' Garment Workers' Union it was announced that a settlement of differences had been reached and that there would be no strike. The final conference was brought by Mayor Mitchell's conciliation council and was considered as being the last chance to avert a strike of 60,000 workers. The trouble arose over the question of the "right of review of discharge." The manufacturers were willing to grant the employees this right during the working season, but not in the dull season. The union held out for the right of review at all seasons.

"A cancer that should be cut out of Alabama's body politic," is the estimate of the State's convict lease system by a committee appointed by the State legislature. The committee has been investigating this question and its indictment of the leasing system includes recommendation that all convict leases be abrogated January 1, 1918; that the convicts after that date be worked on the public highways and State farms; that the State Board of Convict Inspectors be abolished at once and that in lieu thereof a State prison commission be created. The report was made on the floors of the House and Senate soon after the legislature reconvened for the second time this year.

The monthly bulletin of the Pennsylvania Manufacturers' Association predicts that more than 81 per cent. of the child labor of Pennsylvania will be eliminated because of the new child labor law, passed by the recent legislature. The paper canvassed 4000 manufacturers. The main reason for the dismissals is the clause in the new law which requires eight hours of education each week. The records of the department of labor and industry at Harrisburg show that 33,350 minors are employed in Pennsylvania and, according to the association, 27,000 of them will be legislated out of employment on January 1. Including stores and offices the bulletin predicts that 50,000 children will be affected.

SEATTLE, WASH.

Office Phone
Elliott 135

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. -1638	Larsen, Albin
Andersen, Hjalmar	Mjones, John
Anderson, A. B.	Mann, Emil
-1802	Moyer, Wm.
Berntsen, Bernt	Martinson, P. A.
Bramley, E.	Moan, Trygve
Brogan, J. P.	Mikkelsen, K. -1620
Beck, Johannes	Newland, E.
Carlson, Herbert	Nelsen, N.
Christensen, Anton	Norlin, Geo.
Chudelow, Geo.	Nielson, Alfons
Edwards, John	Naro, J.
Eggers, John	Olson, J. E.
Engelbreten, Ed.	Olsen, Yugo
Edverdsen, Anton	Olson, E. -966
Edson, Frank	Olsen, Harald
Glademo, Lars	Pabst
Hansen, Fred	Pettersen, Harry
Hatton, Pete	Peterson, Carl M.
Hughes, W. L.	Quigley, Tom
Hansen, C.	Rasmussen, Arthur
Ingebreten, Olaf	Rosenwald, Isak
Jakobson, Woldemar	Rodin, Knut
Jensen, Oscar	Ramberg, Barney
Johnson, A. W.	Schwartz, Will
-2186	Smith, Karl
Johnson, Ed.	Sole, Erling
Johnson, Hilmar	Speller, Henry
Johansson, Jonas R.	Stolsvik, John
Jorgensen, Fred	Sund, K. A.
Jacobsen, Tengils	Strauss, Walter
Johansen, Wm.	Strasdin, A. W.
Johanson, Johan S.	Scherman, Karl
Jensen, Jens	Tachert, Karl
Kalning, Jacob	Thorstup, Ludvig
Karlsson, Herbert	Thomsen, Einar
Larson, Olaf	Thompson, W.
Leonard, John	Willi, Max
Livingstone, E.	Williams, Chas.
Larsen, K. -1560	Wilen, Tolvo
	Wec, W.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLET

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor
CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS
Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Abrahamson, Alex
Anderson, Sam S.
Allan, Frank
Anderson, W.
Bruce, Otto
Bese, F.
Bernhardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Delavauchel, P. M.
Decas, O.
Dolany, Willie
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsh, Henry
Geiger, Joe
Gunter, John
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Holm, Peter
Hellman, Albin
Henriks, Waldemar
Ingelbrigsten, O.
Johnson, Louis
Jensen, Wm.
Jegstrup, Harold
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Knopp, Fritz
Kristiansen, Wm.
Kolk, Mathias
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Keane, M.
Leonhard, George
Larsen, Herman
Lindblad, Konrad
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Molen, Derk
Munchmeyer, H.
Miller, Andy M.
Morgan, Tim
Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckermann, Ernst
Meyer, Chas.
Norris, U. P.
Olsen, Ole
Olsen, Arthur
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Falm, P. A.
Fohland, M.
Peterson, M.
Peterson, F. G.
Perssons, Oscar
Pensgaard, Emil
Reskan, George
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Samuels, Frank
Shea, Oscar
Svensson, Axel K.
Schacht, H.
Schultz, John N.
Smith, John
Selin, Joe
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuadahl, J.
Snyder, Jack
Torstenson, Folke.
Tamford, B. A.
Tasnase, E.
Tuhkanen, J. J.
Urso, Geozzep
Vickery, Curtis
Wheatcroft, L. E.
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengen, C. W.
Weisen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burmeister, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1304
Ludtke, Emil
Malmberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054
Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

**Boot and Shoe Workers' Union**

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

VOTE AGAINST PROHIBITION

THIS IS OUR LABEL

DEMAND**PERSONAL LIBERTY**

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods
Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.

1-27-1915

Home News.

A corn crop of 2,814,000,000 bushels
is estimated in the Government corn
report, exceeding expectations by
60,000,000 bushels.

A Board of Civilian Inventors, ad-
visory to the projected Bureau of
Invention to be created in the United
States Navy Department, is in pro-
cess of organization by the Secretary
of the Navy, Mr. Daniels. Thomas
A. Edison has consented to serve as
director.

Construction of the Field Museum
of Natural History at Chicago was
begun July 16 on the Lake Front
near Twelfth street. The building,
of marble, will be one of the most
spacious museums in the world, de-
voting 400,000 square feet to exhibi-
tion purposes.

Labor's National Peace Council,
headed by Representatives Buchanan
and Fowler, of Illinois, has protested
to Secretary of State Lansing that
not fewer than nine vessels are load-
ing with war munitions in New
York Harbor in violation of our
neutrality.

The Supreme Court of California
has decided that the Workmen's
Compensation law is constitutional.
The Court says the law is "radical,
not to say revolutionary," but the
concrete expression of a widely prev-
alent belief. The law was attacked
on the ground that it deprives em-
ployers of property "without due
process of law"—which is one of the
finest old gags in captivity.

Liability insurance firms in Ohio
are fighting for their lives. Rulings
by the State Industrial Commission,
which enforces the Workmen's Com-
pensation law, continue to narrow
the scope of activity of the private
concerns. The State Federation of
Labor is standing behind the Com-
mission, and the organized workers
make no concealment of their an-
tagonism to the companies.

While hearing the bankruptcy case
of a worker earning \$14 a week, Fed-
eral Judge Landis discovered that the
interest rate of Chicago loan agents
is now only 480 per cent. a year.
He found that on loans of \$5 for a
month, \$2, or 40 per cent. interest,
is charged. The court was assured
that this rate is much cheaper than
formerly. The worker's wages had
been assigned until 1919. Judge Lan-
dis ruled that the loan shark was en-
titled to \$4 on a claim of \$15.

Several hundred farmers of Ger-
man birth or ancestry, who were
expelled from Canada on the out-
break of the war, or who fled to es-
cape internment and have since found
refuge in Seattle, Bellingham, Ta-
coma and other cities of the North-
west, are preparing to emigrate in a
body to New Mexico, where they
have planned to establish a farm col-
ony near Santa Fe, to be named
Hindenburg, in honor of the German
field marshal.

A convention to consider problems
of labor distribution, employment and
unemployment was held in San Fran-
cisco during the past week. Federal
labor and immigration officials, State
commissioners of labor, municipal
employment agents and representa-
tives of many kindred organizations
met with the object of accomplish-
ing efficient and harmonious Nation-
wide co-operation in the handling of
employment problems. The Secre-
tary of Labor, Mr. Wilson, took an
enthusiastic interest in the confer-
ence.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska.
Box 925, Wrangell.

4-3-15

Charles Harold Allen, who has
served as an apprentice in a British
ship, age about 21 years, medium
height, brown hair, last heard of in
San Francisco November 9, 1911, is
anxiously inquired for by his father.
Please notify British Consul-General
at San Francisco.

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

George Alexander Sharman, a na-
tive of Brooklyn, N. Y. About 28
years of age, height 5 feet 9 inches,
supposed to have sailed on the Great
Lakes in 1907, is inquired for by
M. L. Kinvan, 1211 Mosher street,
Baltimore, Md.

7-14-15

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Domestic and Naval.

The new steamer "Edyth," built for the Bull Steamship Company of New York, has left the yard of the Maryland Steel Company, Sparrows Point, for docking at the upper plant of the Baltimore Dry Dock and Shipbuilding Company. The official trial took place in the bay July 20. The "Edyth" has been but five months building.

Under the new law admitting foreign-built vessels to American registry 149 ships, with a gross tonnage of 327,071 tons, were transferred to the United States flag during the fiscal year ended June 30. Figures announced by the Department of Commerce show that of this number 99 formerly were in the British merchant marine, 30 in the German and 6 in the Belgian. One Italian, three Norwegian and four Cuban ships also were transferred.

After successful trials, the United States destroyer tender "Melville," built by the New York Shipbuilding Company, has returned from the Delaware Capes. During her tests she maintained a speed of 15 knots an hour for 48 hours, besides filling all requirements in standardization and other tests. The vessel was launched March 2, 1915. She is 400 feet long, 54 feet beam and 36 feet 6 inches deep, with a draft of 20 feet, and speed of 15 knots. She is to be a supply depot and repair shop for the destroyer fleet.

The New York Dock Commissioner has awarded the contract for the construction of the new pier at the foot of Thirty-fifth street, South Brooklyn, the dimensions of which will be 1739 feet long by 175 feet wide, containing an area of 304,325 square feet to George B. Spearin, at \$309,201. The awarding of this contract completes the preliminary work of bringing about the construction of the three new piers by the city on the South Brooklyn waterfront, which, when completed, will add 8526 lineal feet and an area of 565,914 square feet to the wharfage facilities of that district.

The Wellington (N. Z.) Marine Court has held an inquiry into the circumstances connected with the grounding of the Union Steamship Company of New Zealand's steamship "Marama" January 27 last, about 15 miles outside San Francisco. Captain Crawford said the cost of repairing the ship was estimated at about £18,000. The court found that the mishap was due to the captain mistaking the lights. They exonerated him from blame, but found that Second Officer John McCulloch contributed to the accident by neglecting to inform the captain of the existence of a chart of a later date than that in use.

Provision for an effective patrol of the seas is said to have been taken by the military and naval authorities of Canada and Newfoundland, with a view to preventing the Germans from establishing submarine bases in these regions should they have any intention of so doing. At the present time, of course, the east coast of Newfoundland and the seaboard of Labrador are felt to be comparatively secure because there is such a quantity of field ice in the North Atlantic that submarine craft probably would not venture into these waters and if they completed a landing it is thought that it would be on the Canadian seaboard.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco

JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men
Exclusively



Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.
REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Waino	Anderson, Joseph
Abmeyer, Henry	Anderson, P. T.
Abolin, M.	-1461
Abrahamson, A.	Anderson, R.
Adams, Hugo	Anderson, Walter
Ahlens, Walter	Anderson, A. -1782
Ahlfors, Arthur	Anderson, K. E.,
Almer, John G.	-1323
Andersen, Alfred	Andersson, O. L.
Olal	-1363
Andersen, Anton	Andersson, Victor
Andersen, H. J.	Andreassen, H.
-1620	-1477
Andersen, N. -1549	Annus, Jone
Andersen, S. P.	Antonsen, H. -1783
Andersen, Chr. -1765	Antonsen, Viktor
Anderson, D.	Arndt, M.
Anderson, Ed	Ashlund, Jas. H.
Anderson, Ernest	Auer, Wilhelm
Anderson, H. E.	Augustin, Hermann
Anderson, Jon	Aylward, James
Anderson, J. R.	Azevedo, Manuel T.
-1246	
Back, Jimmi	Blum, Ernest
Bakkenson, P. J.	Boo, Severin S.
Bakker, Haakon	Bowman, Jack
Bansen, I. -2164	Boy, Geo.
Benter, H.	Brandt, Birger
Bergman, E. Ivar	Bredemeyer, Elmer
Berkland, Gus	H.
Berry, David J.	Brown, Thos.
Bertelsen, Kristian	Brown, William
Besmer, Emil	Bruum, Aksel
Beyerle, Rupert	Brunvald, Ed
Bilke, E. -2049	Buckly, J. J.
Bjorseth, Knut	Busch, Peter
Blucher, Johan	Byloff, Charles
Caen, P.	Catt, Frederick
Calson, Fred	Cellan, John
Campbell, George	Christensen, Erling
Campbell, S.	Claus, John R. C.
Carlson, August	Clausen, Chr.
Carlson, C. O.	Coakley, John
Carlson, C. R.	Collier, H. S.
Carlson, Joe	Cordia, P.
Carlson, Julius	Costantinos, Lay
Carlson, Martin	Countedt, Ernest
Carlstrom, Claes	Crosiglia, G.
Dahlen, J.	Denis, I.
Dahlkvist, Fred	Dewetrak, C.
Daly, John	Digmann, Carl
Daniel, J. C.	Dolan, Charlie
De Baer, Harry	Douglas, G. Sam.
De Hayes, F.	Dracar, Ed.
De Rose, J.	
Earling, Gus	Ellassen, Sigurd
Ebersole, R. E.	Ellefsen, Otto
Echlin, Lester W.	Ellingsen, Fred
Eckart, T.	Ellingsen, Wilhelm
Eckstrand, Frank	Erickson, E. R.
Edmann, Oscar	Erickson, George
Ekberg, Hugo	Erickson, Sigurd
Ekhoft, Otto	Esterberg, Gust
Eklund, John	Evans, Stanley C.
Ekstrom, George	
Fane, James	Forshu, Alex.
Ferguson, B.	Foss, John
Ferguson, J.	Foster, Chas.
Ferguson, Will	Foth, Gustav
Fick, John	Frank, James
Fingerling, E.	Frazier, James
Fitzgerald, Wm.	Fredriksen, B. D.
Fitzpatrick, Patrick	Fredrickson, F.
Fjellman, Jonas	Frepte, Alwin
Flebbe, Fritz	Friedrich, H.
Follan, Thomas	Funk, Burno
Forde, S. C.	
Gabrielsen, Peder	Griffith, Hugh E.
Gallagher, Jas.	Gronthal, Arthur
Gart, George	Gross, Ernest
Gasch, Willie	Gulbrandsen, Jens
Geletneky, Hans	Gulbrandsen, Bjarn
Gerner, Hans	Gulliksen, Amandus
Gilholm, Albin	Gumas, Nicholas
Gillgren, Tom	Gunderson, G. A.
Gordon, George	Gundersen, Kristian
Granberg, Fred	Gustafson, Tovin
Grant, Otto	Gustavsen, Olaf
Graves, Edward L.	Guthrie, R.
Grieff, E.	Gutman, C.
Hakansson, John	Hansen, Norkard M.
Hall, H.	Hansen, Olaf. -2267
Halvorsen, Henry	Hansen, Thomas
Halvorsen, Hans	Hanson, Chas. G.
Hammergren, Oscar	Hansson, Henrik
Hansen, Charlie	Hansson, Harold
Hansen, F. -1735	Haro, Eddie
Hansen, Hans O.	Hass, Wilhelm
Hansen, H. C.	Hauan, Karl
Hansen, H. P.	Haugen, F. C.
Hansen, Henry W.	Hawkins, F.
Hansen, Martin	Hedenskog, John
Hansen, Niels S.	Helin, John

Heiberger, M.	Hogan, A.
Henne, Ernest	Holberg, Oluf
Hermansen, C. P.	Holmquist, F.
-1622	Holst, R.
Hermanson, Fritz	Hoese, Frank
Higgins, E.	Hord, Charlie
Hilderbranch, A.	Hoverson, Carl
Hilke, Carl	Hubner, Carl
Hofgaard, Hans	Hubertz, Emil
Ikonem, Joe	Insunso, Francisco
Illeg, Gus	Iversen, Ivar
Ingebretsen, Olaf	
Jacobs, August	Johansen, Axel H.
Jacobson, Carl	Johansen, Carl J.
Jade, Hans	Johanson, Edward
Jakobsen, Joakim	Johanson, J. -1561
Jameson, D. W.	Johansen, Walter
Jarosinski, Feliks	Johnson, Bernad
Jensen, Charles	Johnson, E. G. -227
Jensen, George	Johnson, Eric
Jensen, H.	Johnson, Gunar
Jensen, Hans	Johnson, Henrik
Jensen, Halford	Johnson, John
Jensen, Henry	Johnson, Peter
Jensen, Jens	Jones, Herbert
Jensen, John Frank	Jorgensen, Fred
Jensen, Knud	Jungberg, L.
Jersch, Wilhelm	Junge, Heinrich
Jespersen, Christ	
Kaktin, Edward	Kohlmeister, Otto
Kakeva, Gustaf	Kohl, M.
Kallberg, Arvid	Konstatin, Anist
Karlson, Wiktor	Korsberg, V.
Kearns, Nick	Koso, Petter
Kine, Conrad	Krishjan, R. W.
Kinlock, Wm	Kristiansen, Hans
Kilrowsky, Adam	Kristensen, K. D.
Kispte, Chas.	Kristiansen, Jakob
Kiebingat, F.	Kruk, J.
Knappe, Adolph	Kvalvik, Oscar
Knudsen, Daniel	Kylander, H.
Laakso, Frank	Lee, Anker
Laine, Axel W.	Lelf, Frank
Laine, F.	Lellevaag, H. J.
Lahke, John J.	Leverridge, H.
Langsee, Sam	Lewald, Harry A.
Larsen, C. A.	Lewis, Robt. W.
Larsen, Finval	Lindgren, Oscar
Larsen, George	Lindroth, Erik
Larsen, J. -1386	Lorin, Christian
Larsen, John	Luberg, W.
Larsen, Julius	Lundberg, Allan
Larson, Alfred	Lundberg, Charles
Larsson, Karl	Lundgren, Colmar
Larsson, K. E.	Lund, J. William
Laursen, Chris.	Lunsmann, Henry
Lawson, J. P.	Lynch, James
Maatta, John	Mathsen, Olaf
MacAulay, Donald	Matta, Humberto
Macke, David	Mattson, Charles
Macomber, H. B.	Mattson, Harry
Magnusson, E. W.	Mattson, J.
-153	Mayer, William
Maki, Ivar	McCallum, Charles
Malland, O.	McKeating, R.
Manse, Peter	McMahon, Jack
Mariner, R. W.	McManus, J.
Marqueis, Frank	Melander, G. L.
Martens, H. -1892	Melder, Albert
Martens, Paul	Menk, Billy
Martensen, J. C.	Mertensen, Henry
2191	Meyer, Ernest
Martin, A.	Meyer, W.
Martin, H.	Meyers, Max
Martin, J.	Michaelsen, John
Martin, John B.	Millard, W. G.
Martinsen, Ingvald	Moller, Louis
Mathiasen, Sigurd	Moore, Albert
Mathiesen, Ludwig	Muller, Thom
Mathlesen, N. L.	Murphy, J.
Naujack, Fritz	Nielsen, Waldemar
Nedsen, John B.	Nielsen, N. C. -1224
Nelsen, Albin C.	Nielsen, Nils
Nelson, Albert	Niemeyer, Oscar
Nelson, Alvin	Nilsen, Anders
Nelson, C.	Nilssen, Harry
Nelson, Ernest	Nilsson, Hjalmar
Nelson, Ernest C.	Nitschke, Carl
Nelson, Fred	Nord, Carl E.
Nelson, J. -957	Nordstrom, E.
Nelson, John	Nordstrom, Viktor
Nelson, John B.	Norling, Sven
Nerby, Kristian	Norman, Olaf
Nerkins, Herman	Norton, Edgar
Neuling, George	Nunner, Albert A.
Nicolaissen, Carl	Nurm, John -1151
Nielsen, Edwin N.	Nyman, Oskar
Nielsen, H. O. -1229	
O'Brien, R. F.	Olsen, O.
Ofeldt, Charly	Olsen, O. G. J. -1189
Ohland, Chas.	Olson, C. O. -705
Ohlsson, E. V.	Olson, Morten
Oleman, Henry	Olson, O. J. -542
Olofsson, M.	Olson, P.
Olsen, Albert	Olsson, Adrian
Olsen, E. O. L.	Olsson, Eric
Olson, C. 1315	Olsson, Carl
Olsen, Charles A.	Olsson, James
Olsen, John Arthur	Olund, Ture
Olsen, John	Orilling, Gust
Olsen, Marnus	Owen, Fred
Para, E. H.	Pedersen, Petter
Paulman, Geo	Pedersen, W. G.
Paulsen, Aksel	Persson, John
Paulsen, N.	Persson, Oscar
Pedersen, Carl A.	Petersen, A. -1675
Pedersen, Carl	Petersen, Anton
Pedersen, H. -1560	Petersen, Georg
Pedersen, P. -896	Petersen, H.
Pedersen, P. -1093	Petersen, Hugo

Petersen, J. A. -515	Pettersen, Carl
Petersen, Niels	Pinkert, C. B.
Petersen, Otto	Plokm, Charles
Petersen, C. V.	Poknamd, H.
Petersen, Mauritz	Pommer, Jon
Petersen, M.	Pousse, Fred
Petersen, O. E.	Publicatus, Aug.
-1553	Punla, Antoni
Peterson, Oscar	Purgold, George E.
Peterson, Tom	
Quigley, Robert E.	Quistgaard, Carl
Quinn, William	
Raaum, Henry	Roberts, Griff
Randolph, J. S.	Roberts, John
Randrup, John	Rohle, Fritz
Rank, W.	Rolland, Lars O.
Rasmussen, P.	Rosenfeldt, A.
Rasmussen, J. -446	Rotter, R.
Rasmussen, Paul	Rowley, W. J.
Reinhardt, Werner	Rudt, Walter
Reinson, E.	Rundquist, O.
Rickes, G. S.	Ryan, James
Rimmer, C. M.	Ryan, Patrick
Roberts, Frederick	
Sanders, Robert	Soderberg, R.
Sanders, S.	Solberg, Bernt
Sandberg, John	Sorensen, Anton
Sanderson, Alfred	Sorensen, Jens
Saunders, James	Sorensen, L. A.
Savage, Roland	Sorensen, Vgo
Schager, Ernest	Spanas, Nick
Schachte, A. O.	Spanon, James
Schinhahl, Jos. P.	Stahlbaum, E.
Schmitt, F.	Stendahl, John
Schneider, H.	Steinfart, J. H. F.
Schroeder, Willy	Stiner, John
Schuldt, Theodore	Stintman, J.
Scott, A.	Stolerman, E.
Seberg, G.	Strand, Charley
Senter, W.	Strandquist, Louis
Shinomija, N.	Straus, Walter
Siller, E.	Stromberg, O.
Skoglund, Harry	Svenson, J.
Smith, Dan	Svensen, Albert
Smith, John	Seensen, C. J.
Smith, L. K.	Swanson, Martin
Smith, W.	Swanson, O.
Sneider, G.	Szallies, Gustav
Tammar, P.	Thorn, August
Tamman, K.	Thorsen, Rolf
Tanum, Helge	Thorsen, Theodore
Tayra, August	Therney, Pat
Telshert, Karl	Tillman, Andrew
Thewas, E. J.	Tobey, John
Thompson, Ben	Tenzel, R.
Thompson, John Wm.	Traynor, John
Thomson, G. E.	Trenkahn, Martin
Thoren, Gus	Triedrich, H.
Thoresen, C.	Tuchel, Guslav
Ulla, Ole O.	Ulman, John
Ulle, Charlie	Ulrichs, Chr.
Valboe, H.	Vickery, Curtis S.
Van Frank, W. O.	Vogel, Gus
Wacner, Wil	White, Peter
Wadman, Harry F.	Whiteside, Fred
Waldman, Edward	Whitot, J.
Walker, Erick	William, Frank
Wallin, Gustaf	Wilson, J. W.
Walter, John	Winton, J. A.
Wanag, J.	Wittenberg, Albert
Weisen, F.	Wold, Olaf -1285
Weltz, Ornuif	Wold, Statius
Welure, J.	Wremmer, George
Wheatcraft, L. F.	
Yejola, Yejo	Zweyberg, John
Zankert, Charles	

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Olsen, Arne
Anderson, Andrew	Olsen, Carl -1101
Athanasole, Michal	Pedersen, Ellif
Berling, J. B.	Pedersen, H. -1263
Brevick, John	Penningrud, Ludwik
Carter, Sidney	Persson, Oscar
Ceehan, John	Raasch, O.
Dehler, Alfred	Raaum, Henry
Ellefsen, Otto	Rarly, Frans
Finnelly, Wm.	Rathke, Reinhold
Furth, Richard	Reursen, A. L.
Hansen, Karl	Roberts, John
Hansen, Marius	Slettemark, Einar
Hansen, O.	Sorensen, Pete
Hendricksen, Hag-	Strasdin, A. W.
bart	Thoren, V. A.
Jacobsen, Emil	Wakely, R. E.
Johansen, Emil	Walters, Albert B.
Jorgensen, Oluf	Wurthman, W. L.
Klette, E. F.	

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources . . \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney	J. M. Dupas
J. A. Bergerot	John Ginty
S. Bissinger	J. S. Godaan
Leon Boqueraz	Arthur Legallet
O. Bozio	Geo. W. McNear
Charles Carpy	X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets \$60,321,343.04
Deposits 57,362,899.35
Capital actually paid up in cash 1,000,000.00
Reserve & Contingent Funds 1,958,443.69
Employees' Pension Fund..... 199,164.12
Number of Depositors..... 66,965

H. W. HUTTON

ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.

Capt. Chas. J. Swanson

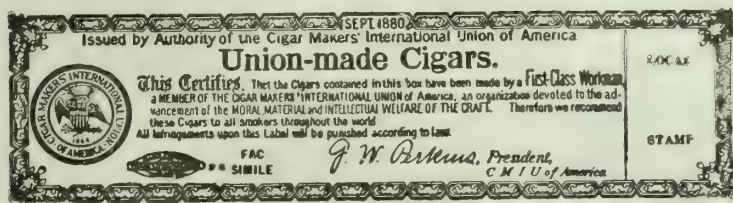
CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690
Union Store
HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl
Ekeland, Will H. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

The British force on the Continent was officially announced as 460,000.

German official reports show that 136 Allied airships have been brought down and destroyed up to June 22. Of these, 57 were French and 47 British.

The entire German forces in German Southwest Africa have surrendered unconditionally to General Botha, Premier of the Union of South Africa.

Floods are reported in China, in the provinces of Kwang-tung, Kwangsi, of unprecedented violence, in which entire villages were wiped out and many lives were lost.

The British Admiralty announced that the German warship sunk in the Baltic during the skirmish of Russian and German ships on July 2 was the victim of an English submarine.

An explosion occurred and fire broke out on the Atlantic transport-liner "Minnehaha," laden with munitions and war supplies. Though three days out, the ship was able to put in at Halifax and extinguish the fire without great damage.

The Austro-Italian warfare is rapidly developing into trench fighting. The Austrians have assumed the defensive, and the Italians are pounding their lines in the Alps, and about Goritz, which still defies them, and renders unsafe the way to Trieste.

Food has been rushed to Mexico City to relieve the starving, and the water supply of the city is secured by the Carranzistas. General Carranza has issued strict orders against looting and disorder of all kinds, and has busied himself in the reorganization of the financial and commercial interests.

Representatives of American packers have renewed their protests to the State Department against British interference with their trade with neutral European countries. They asked that representations be made in the forthcoming rejoinder to recent British notes on neutral rights which would establish and maintain their right to engage in this business.

Continued progress is reported by the Allies on the Gallipoli Peninsula. It is said that the Turks are running short of ammunition. Their main supply comes from Germany, but of late there has been trouble in getting it across Roumania. It is reported that the German Government has issued a note of protest to Roumania, amounting almost to an ultimatum.

The American steamers "Llama" and "Wico," bound from American ports to Stockholm laden with petroleum, have been seized by the Germans and taken into Swinemunde. The "Llama" was seized August 4 near Lillegrundet and the "Wico" on the following day near Oeresund. The "Llama" left New York July 11 for Stockholm and the "Wico" sailed from Philadelphia July 14 for the Swedish capital.

The Germans took possession of Warsaw on August 5. It is predicted that Riga will be next to fall. According to latest dispatches it is believed that, with the exception of the great entrenched camp of Novogeorgievsk, the Russians have evacuated the whole line of the Vistula River. Ivangorod, the southern fortress, having fallen into the hands of the Austro-German army, the Russians are now making their way eastward to the Brest-Litovsk line.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

BANK OF ITALY

San Francisco Los Angeles
San Jose San Mateo

The Story of Our Growth

As Shown by a Comparative
Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20

NUMBER OF DEPOSITORS, 53,946

With the Wits.

Bad Bite—"Well, I see the Germans have taken Lodz."
"I'll bite. Loads of what?" Buffalo Express.

His Collection.—Wife—John, the bill collector's at the door.
Hubby—Tell him to take that pile on my desk.—Penn State Froth.

So to Say.—"It must be awful cold outdoors, 'cause Arthur says it is."
"Arthur?"
"Arthurometer."—U. of I. Siren.

Not Agile.—"Why don't you do the modern dances?"
"Oh, I know all the holds, but I can't slip into them quick enough."
—Yale Record.

Efficiency.—"I find," confessed skimpy little Mr. Meek, "that I do the housework easier and quicker when my wife is not at home to help me."—Judge.

"How gracefully he does the fox trot."
"That isn't fox trotting; that's his St. Vitus' dance coming on again."—Detroit Free Press.

Where.—Judge—Where did the automobile hit you?
Rastus—Well, Jedge, if I'd been carrying a license numbah it would hab busted to a thousand pieces.—Puck.

The boss asked the Irishman who claimed to be good on figures:
"How many shirts can you get out of a yard?"
He replied:
"That depends on whose yard you get into."

Doing Them Good.—"Doing well?"
"Yep. Got a business men's athletic class. Tuition, five dollars a year."
"Well, those rates are attractive, but too low to pay you."
"You don't get the idea. They all drop out in about two weeks. Then I start another class."—Judge.

An Invitation

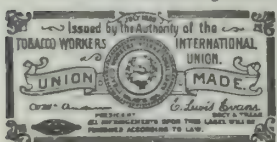
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL
is under the direct and personal supervision
of CAPTAIN HENRY TAYLOR and equip-
ped with all modern appliances to illustrate
and teach any branch of Navigation.

The class of teachers of Navigation in the
past have been those having simply a
knowledge of Navigation, and Navigation
only. Conditions have changed, and the
American seamen demand a man as a
teacher with higher attainments than one
who has only the limited ability of a sea-
man. The Principal of this School, keeping
this always in view, studied several years
the Maritime Law, and is now, in addition to being a thorough teacher of
Navigation and its kindred subjects, a regularly admitted Member of the Bar.
There is no standard of education required of a pupil entering the School,
for no matter how ignorant the seaman may be, even in the rudiments of
common education, Captain Henry Taylor will teach and raise him from the
depths of ignorance to the height of the average well-informed man, and in a
comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either
soft or stiff, see to it that the Genuine Union
Label is sewed in it. The Genuine Union
Label is perforated on the four edges exactly
the same as a postage stamp. If a retailer
has loose labels in his possession and offers
to put one in a hat for you, do not patronize
him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's per-
sonal and undivided supervision,
pupils of this favorably known
school are taught all up-to-date re-
quirements for passing a successful
examination before the U. S. In-
spector. As only a limited number
of pupils will be accepted at one
time, delay and loss of time will
be avoided while preparing for ex-
amination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

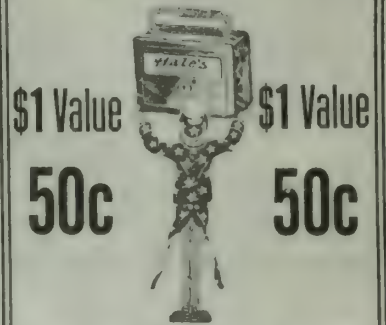
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving!
So make up your mind to prosper
by buying one of Hale's \$1.00 Banks
for only 50c. It is the best possible
way to teach the children thrift and
the vital principles of saving. We
keep the key, and you can only open
the Bank by bringing it to Hale's.
Do what you wish with the money.
Banks on Sale at Transfer Desk.



Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

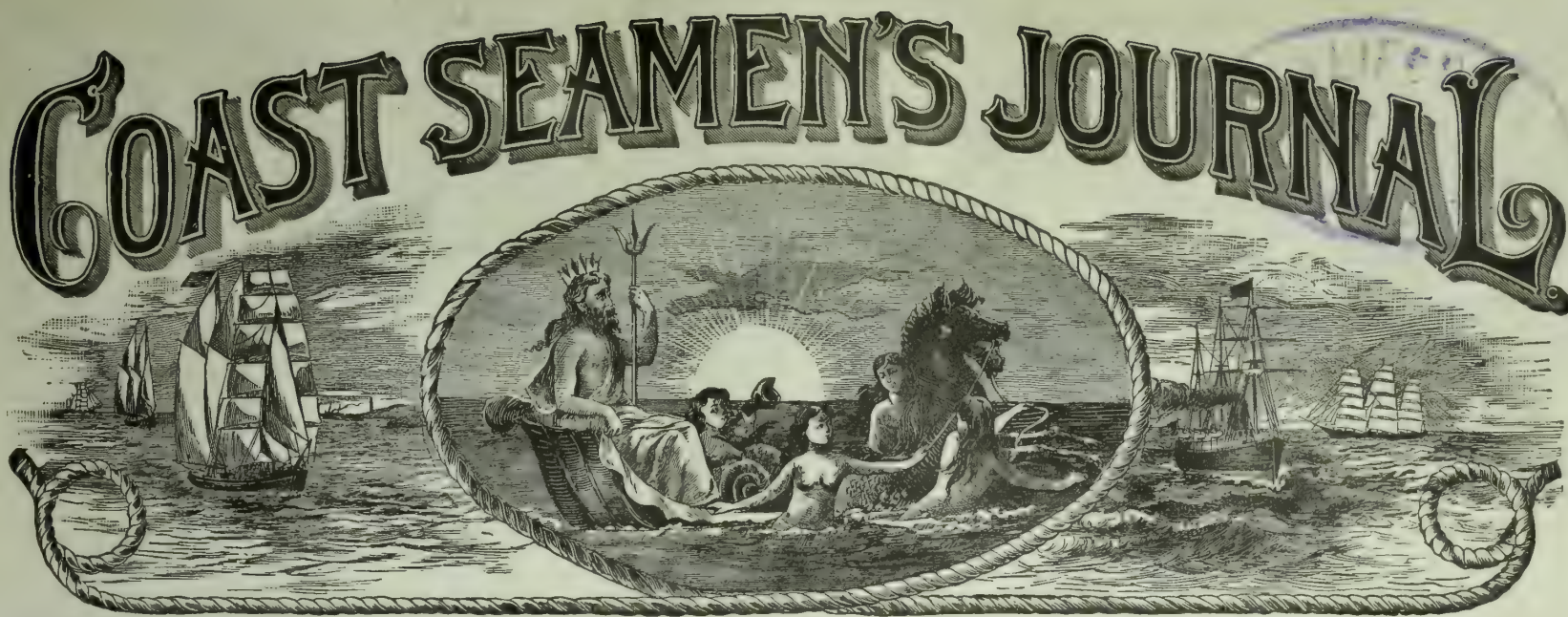
Union Hats

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 49.

SAN FRANCISCO, WEDNESDAY, AUGUST 18, 1915.

Whole No. 2343.

A "BUSINESS MAN'S" REFERENDUM.

Facts Upon the Latest Attempt to Deceive.

That an instrument of popular government, such as the Referendum, can be used to deceive the public is very clearly demonstrated by the farcical Referendum procedure recently inaugurated by the National Chamber of Commerce in attempting to discredit the new Seamen's law.

Andrew Furuseth, in a contribution to The Survey, strips the mask from that Referendum (?) and pierces the biased and untenable argument which was the sole information furnished to the "business men" who were asked to pass an opinion upon the La Follette Seamen's Act. To quote from Furuseth's article in The Survey:

The Seamen's Act is not yet in force. It has had no trial. Yet a campaign to discredit it is now in full operation. The same claims that are now being made by the press from the Atlantic to the Pacific were made with much greater force to the Committee on Merchant Marine and Fisheries of the House of Representatives and to the Committee on Commerce of the Senate in hearings which lasted for several weeks during the Sixty-second and Sixty-third Congresses. Under the searchlight of analysis and investigation, the charges were found to be wide of fact, and were as a result overridden when the act was passed and signed.

A "One-Sided" Referendum.

Now the National Chamber of Commerce has referred the Seamen's Act to its constituent members for a referendum vote. It publishes an extended statement in the issue of the Nation's Business for July 15 as a basis for the votes of the business men of the country. Not only are partisan statements by shippers presented in this issue (to which no chance for reply is given the advocates of the legislation), but the chamber's own statement is thoroughly biased. When a national policy is at stake that will affect this country's place upon the ocean, such treatment of a subject is inexcusable.

Under the heading, Restrictions by Law, the Nation's Business says: "There was up to the first of March, 1915, nothing in the statutory provisions of our navigation law which could be demonstrated definitely to put the ships flying the American flag at a disadvantage in competing for foreign trade with the ships of other countries" except perhaps that the vessels must be manned by American officers and that some of them were compelled to give those officers a three-watch system.

Here the statement of the National Chamber of Commerce deliberately ignores our treaties with foreign countries, under which we have up to now been bound to use our police power to arrest, detain, and surrender back to them any of the men who may desert from their vessels; in other words, we are compelled to use our police power to keep the wage cost of the operating expenses of our competitors from 25 to 200 per cent. below our own. It ignores the fact that Sections 5280 and 4081 of our Revised Statutes make it the duty of our officers to hunt down deserters and bring them back. These treaties and sections of our law, dating from the early part of the last century, have

made the wage cost of operation so different that Americans invested their money in foreign vessels in preference to vessels under their own flag. This is the crux of the present condition and of the Seamen's Act, and a clear statement of it is left out of the article published for the guidance of the business men of the country, who are to vote upon this subject.

That Sacred "Contract to Labor."

Under the caption "The Question of Desertion," the article says:

"Up to the time when the Seamen's Act was passed, the penalty for desertion was imprisonment. The Seamen's Act has abolished this penalty. To-day the only remaining penalty for desertion, however, is the forfeiture of wages and effects left on board ship. In other words, the liberty of seamen would appear to be carried to such an extent as to justify breach of contract made with the master of the ship for the voyage. For the forfeiture of wages and such effects as the seaman may not be able to desert with, half a crew may leave a ship—having previously drawn half the wages due them—and imperil the success of the voyage and possibly the safety of the ship. The right of personal liberty, the right of the seaman "to own himself and dispose of his own body," in the words of those who advocated the Seamen's bill, is not to be considered contrary to law or in any way a criminal offense, even when carried to the extent of breach of contract."

The article seems to suggest that there may be something criminal in violating a contract for labor. The suggestion is unfair, because there is no penalty under the American flag, except that applicable to seamen, for violation of a contract to labor. The injured party may sue for damages in a civil court, get such award as judge and jury shall determine; whereupon, execution may be levied and the judgment collected if the party has any property that is subject to attachment.

Many years ago Congress passed the act under which imprisonment for debt was abolished. Some of the southern States contrived very ingenious laws, the inspiration of which were the laws governing seamen, under which they used the freedom of contract to compel a person, usually a Negro, to continue to labor against his will. The Supreme Court of the United States, in the case of Bailey vs. Alabama, swept away the laws, the contracts and the whole penonage iniquity.

Similarly the Seamen's law will sweep away the iniquity of enforced labor at sea: of American authorities haling alien and American seafarers before the courts on charges which could never be brought against American landworkers.

Facts About Existing Differences.

As things have stood, American seamen and American shipowners have had to compete with crews hired for round trips in low-wage countries—a difference of from 20 per cent. in England to 200 per cent. in the Orient. The Seamen's bill will create real labor markets for sea-workers in the ports of the United States.

When two or more free men are engaged on the same labor in substantially the same place,

the wage which they receive is the same. When importation of contract labor was permitted and the laborer was working out the expense of his passage under a contract signed in a foreign country, he and the freeman working with him had different wages. When the power to enforce the contract on pain of imprisonment ceased, the difference in the wage rate ceased immediately. This was the experience here, and it was the experience in Hawaii after its annexation to the United States.

When two vessels lie, one on each side of the dock, the crew of one receiving \$12 to \$16, the crew of the other receiving the wages of the port—\$30 to \$40—the result is inevitable. The men receiving the lesser wage, if they be free to do so, will leave the vessel paying the lesser wage and obtain the higher wage in that port. The vessel which they leave must in sailing pay the wages of the port, hence the equalization of the two vessels in leaving that port. But the equalization will proceed much further.

The foreign shipowner, knowing that the men employed by him may release themselves in ports of the United States will, in the home port, pay to those men such wages and give them such conditions as will take away from them any desire to desert, and from himself any danger of delay. Thus the wages of the European and Asiatic ports must come up to, or nearly up to, the wages in the ports of the United States. No organization among the men is necessary to bring this about. The inherent tendency of human nature will be quite sufficient.

Hostility of Shipowners Explained.

This accounts for the hostility of foreign shipowners. American shipowners in the coastwise or lake trade are opposed to this act because it compels them to furnish more boats, which take up the space which could otherwise be used for passengers, and because it compels them to carry more highly skilled men. This means increase in wages, hence in the expenses.

Under the title, "The Language Test," the article in the Nation's Business takes the position that 75 per cent. of the crew in each department must be able to understand the orders given by their officers. To quote:

"American ships operating on the Pacific are understood to be largely manned by Chinese crews, and their successful operation, it is claimed by shipowners, depends upon the cheapness of the labor thus obtained. The shipowners claim that the terms of the Seamen's Act practically preclude employment of Chinese labor in large numbers on their ships, and that consequently the American flag on the Pacific must give way to the Rising Sun of Japan. It is further urged that while the case of the 'Rio de Janeiro' furnishes a good example of having an insufficient number of interpreters, or other means of communication between officers and crew, it provides no basis whatever for a sweeping condemnation of the employment of Chinese labor in order to enable American ships to compete with those of other nations which follow the same practice."

The case referred to is entitled, In Re Pacific Mail Steamship Company—the same company (Continued on Page 7.)

I. S. U. A. IN ANNUAL CONVENTION.

Conclusion of the Daily Proceedings.

Fourth Day—August 5.

The convention was called to order by President Furuseth.

The Committee on Audit reported as follows:

Report of Committee on Audit.

To the Nineteenth Annual Convention of the International Seamen's Union of America.

Comrades:—

We your Committee on Audit have carefully examined the books and accounts of the Secretary-Treasurer, for the period from May 31, 1914, to July 31, 1915, and find all figures and accounts correct.

The system of bookkeeping in use is both clear and simple, and is kept in a neat and efficient manner.

The financial statement follows:

Income.

Appropriations	\$ 1,500.00
Charter fee.....	10.00
Per Capita Tax.....	10,122.26
Miscellaneous	7.50

Total Receipts.....\$11,639.76

Expenditures.

Federation	\$ 1,967.33
Legislation	2,059.85
Printing	615.50
Expense Union.....	309.93
Salaries	1,400.00
Travel	432.63
Expense Organizing.....	2,541.19
Conventions	1,012.23

Total Expenditures.....\$10,338.66

Recapitulation.

Cash on Hand May 31, 1914.....	\$ 572.41
Total receipts for fourteen months....	11,639.76

Total

Total expenditures for fourteen months \$10,338.66

Cash on hand July 31, 1915..... 1,873.51

Total

Respectfully submitted,

(Signed) J. Vance Thompson, Chairman; H. M. Lornsen, Andrew Pryal, H. P. Griffin and Chas. M. Albrecht.

The report of the Committee on Audit was adopted and the committee discharged.

Report of Committee on Resolutions.

The Committee on Resolutions in reporting upon the A. F. of L. Convention delegates' report recommended a continuance of the efforts to establish a Marine Hospital at Seattle.

The committee also reported favorably upon a change in the laws for the admission of foreign vessels to American registry in line with the resolution on that subject adopted by the recent A. F. of L. convention.

On motion, both of the foregoing recommendations were adopted.

The committee continued its report, as follows:

Resolution No. 5, by I. N. Hylen of the Alaska Fishermen's Union.

Whereas, the Appropriation Committee of the National House of Representatives has failed to include in the Sundry Civil Bill adequate provision for the carrying on of the arduous and important duties with respect to the fisheries of the Pacific Coast and Alaska laid by Federal law upon the U. S. Bureau of Fisheries; and

Whereas, the product of the commercial fisheries of the Pacific Coast sell for an aggregate sum of nearly \$50,000,000 while over 35,000 persons are employed in all branches of the industry; and

Whereas, the present equipment of the Bureau for carrying on this important work is totally inadequate for the proper performance of it. One small steamer alone is available for guarding the 25,000 miles of coast line in Alaska, when at least eight additional vessels, with the necessary agents, crews, etc., should be provided. More salmon hatcheries should also be built, not alone in Alaska, but also in the States of Washington, Oregon and California. There is no marine biological laboratory available anywhere on the coast for working out the many problems which beset our fishermen and such is urgently needed. Therefore, be it

Resolved, By the Nineteenth Annual Convention of the International Seamen's Union, that our Senators and Members of Congress be earnestly requested to exert themselves to the utmost in securing from that body necessary funds required by the U. S. Bureau of Fisheries for conserving and perpetuating the great commercial fisheries of the Pacific Coast.

The committee reported favorably upon Resolution No. 5, and the resolution was adopted.

Resolution No. 10, by Thomas A. Hanson, of the Lake Seamen's Union.

Whereas, More than one thousand people died as result of overloading of the steamer "Eastland" in the Chicago River; and

Whereas, Section 4464 Revised Statutes seem to make inspectors responsible for the number of passengers to be permitted on board of

passenger vessels in the domestic trade and on excursion vessels; the sections of the law reading as follows:

R. S. 4464. "The Inspectors shall state in every certificate of inspection granted to steamers carrying passengers, other than ferryboats, the number of passengers of each class that any such steamer has accommodation for, and can carry with prudence and safety."

R. S. 4466. "If any passenger steamer engages in excursions, the inspectors shall issue to such steamer a special permit, in writing, for the occasion, in which shall be stated the additional number of passengers that may be carried, and the number and kind of life-saving appliances that shall be provided for the safety of such additional passengers; and they shall also, in their discretion, limit the route and distance of such excursions"; and

Whereas, This organization has at its last convention protested against the number of passengers permitted as being utterly unsafe and has asked for an investigation of the Inspection Service; therefore,

Resolved, By the International Seamen's Union in convention assembled that we hereby renew our protest and our prayer for a thorough investigation of said service, such investigation to be conducted by some parties outside of the service and not interested in finding some particular scapegoat but in making the vessels as safe as they reasonably can be made.

The committee reported favorably upon Resolution No. 10, and the resolution was adopted.

A resolution by Andrew Furuseth, of the Sailors' Union of the Pacific, being an appeal for "Fair Play" with reference to the attacks upon the new Seamen's Act, was reported favorably and adopted (this resolution was published on the editorial page of last week's issue of the Journal.)

Resolution No. 17, by Paul Scharrenberg and Harry Ohlsen of the Sailors' Union of the Pacific.

Whereas, Recent events have again conclusively demonstrated that in practical application there is one criminal law for the rich and another criminal law for the poor; therefore, be it

Resolved, By the International Seamen's Union of America in annual convention assembled at San Francisco, Cal., August 5, 1915, that we earnestly and solemnly warn the judiciary and the entire legal fraternity against the obvious grave consequences of a prostituted justice which sends an innocent workingman like John R. Lawson to the penitentiary for life and permits a guilty, degenerate millionaire like Harry Thaw to purchase his way to freedom by liberal use of mammon; further

Resolved, That for the sake of free republican institutions, which cannot possibly be maintained except through a free and untrammeled judiciary and an impartial administration and enforcement of the law against rich and poor alike, we earnestly plead with all liberty-loving men and women to protest against the incarceration of John R. Lawson and to insist upon even and exact justice for every man, no matter how lowly the accused may be and no matter where the trial may be held.

The committee reported favorably upon Resolution No. 17, and the resolution was adopted.

Resolutions Nos. 18 and 19 express the appreciation of the organized seamen of America to Senator La Follette and Secretary of Labor Wilson for their invaluable assistance in securing the enactment of the new Seamen's Act. Both resolutions were adopted unanimously and engrossed copies of same were ordered forwarded to the gentlemen in question.

The Convention then adjourned at 5:35 p. m.

Fifth Day—August 6.

The Convention was called to order by President Furuseth.

Report of Committee on Legislation.

The Committee on Legislation submitted certain important official documents and recommended that said papers be made a part of the published Convention proceedings.

The papers in question contain valuable data on the United States Steamboat Inspection Service and Safety of Life at Sea in general.

The Convention then adjourned to have the photograph of the Convention taken at the Panama-Pacific International Exposition; also to enable the various committees to complete their work.

Sixth Day—August 7.

President Furuseth called the Convention to order at 9 a. m.

The Committee on Legislation continued their report, as follows:

We approve of the printing of the pamphlet entitled, "The Seamen's Act—A Summary of the New Law," and recommend that a number of copies be forwarded to the various Seamen's Unions of the world to the end that they may become acquainted with the law; further that the executives of these Unions be requested to give due publicity to the new legislation and in particular acquaint their respective membership with the fact that the law will apply to all ships when in American ports.

The recommendations of the committee were approved.

With reference to the report of Vice-Presi-

dent Hylen the committee recommended favorably upon the suggestions made relative to the extension of the Inspection laws so as to cover all fishing and whaling vessels. Approved.

Resolution No. 12, by Andrew Furuseth of the Sailors' Union of the Pacific, contains a comparison between the new Seamen's Act and the existing law and regulations of the Inspection Service; also the following:

Whereas, The Act, as above appears, does not provide seaworthy life-boats for all persons on board and does not furnish two able seamen or men of higher rating in the deck department for each boat—the irreducible minimum for safety; and

Whereas, The work of the engineer, cook or waiter does not in any way give any opportunity to learn how to handle a life-boat in a seaway, to lower it down the side of the vessel in rough weather, to get it away from the side of the vessel, to manage it with safety in a rough sea or in any way to work with the sea; therefore,

Resolved, By the International Seamen's Union in Convention assembled that in the interest of safety at sea, we urge upon Congress to so amend the law that it shall provide seaworthy life-boats for all persons on board and at least two able seamen or men of higher rating in the deck department for each boat.

The committee recommended favorably upon Resolution No. 12, and the resolution was adopted.

Resolution No. 20, by Paul Scharrenberg, of the Sailors' Union of the Pacific.

Whereas, One of the principal causes for the maintenance of large military and naval establishments, which have proved a standing menace to peace between nations, is to be found in the fact that the manufacture and the patent rights in arms, munitions and implements of war are in the hands of international combinations of capitalists; and

Whereas, Current events have demonstrated that these iniquitous combinations of financiers sell their products indiscriminately to the Governments of the world and promote the sale of such products by arousing and encouraging feelings of national prejudice and jealousy and by employing the press and the officers of the army and navy to produce periodical war scares in different countries; and

Whereas, This menace to international peace can be eliminated and the ultimate disarmament promoted by having the Government manufacture its own equipment and articles used for war purposes; therefore, be it

Resolved, By the International Seamen's Union of America in Nineteenth Annual Convention assembled, that all patent rights for arms, munitions and other equipment to be used for war purposes should be acquired by the Government, and all such equipment should be manufactured in Government establishments.

Upon the favorable report of the committee, Resolution No. 20 was adopted.

Resolution No. 21, by H. M. Lornsen, and I. N. Hylen, of the Alaska Fishermen's Union.

Whereas, The special privileged parties in the salmon industries in the States of Oregon and Washington, the salmon packers operating fish-wheels and seines on the upper Columbia River, where no commercial fishing should be permitted, some of which are also interested in the deadly fish traps on the lower river, managed by means best known to themselves, to have a law passed during the 1915 legislative session in both States, which provides for a treaty in which it is stipulated "that neither of the States can alter or amend its salmon laws, covering the Columbia River, unless the other State consent thereto; also that the next session of the U. S. Congress be petitioned to ratify this treaty, thus taking away from the citizens of the two States their right to avail themselves of the Initiative and the Referendum, on the very much-needed legislation for actual salmon protection; therefore, be it

Resolved, By the I. S. U. of A., in Convention assembled that proper steps be taken, by every means possible, to prevent this attempt of the aforesaid packers to prevent proper salmon legislation.

The committee reported favorably upon Resolution No. 21, and the resolution was adopted.

Resolution No. 22, by the delegation of the Marine Firemen, Oilers and Watertenders' Union of the Pacific.

Whereas, Under existing laws, the owner of any vessel is entitled to limit his liability to the value of his interest in such vessel and her freight then pending for any embezzlement, loss or destruction, by any person, of any property, goods or merchandise, shipped or put on board of such vessel, or for any loss, damage or injury by collision, or for any act, matter or thing, loss, damage or forfeiture, done, occasioned, or incurred without the privity or knowledge of such owner, notwithstanding that such loss or damage may have been caused by the negligence or fault of the servants of such owner; and,

Whereas, In case of such loss or damage by such negligence, the owner of such vessel usually goes practically free of all liability, as the value of the vessel and her freight pending are

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Brutality of Long Hours.

A restaurant keeper in Cheyenne, Wyo., has attacked the validity of the women's 56-hour law, passed by the last Legislature. In defending the law the State Leader says:

"The man or woman who is compelled to work excessive long hours is brutalized and incapable of enjoying any except the coarsest and most degrading pleasures, while the worker who has not exhausted all vitality and energy by over-exertion instinctively makes a better use of leisure time, and looks to pleasures and amusements that are on a higher plane and have a tendency to still further elevate them along the moral scale. Wherever shorter working hours have been introduced license is replaced by ambition for self-improvement and this ambition reacts on the entire organism of the worker most favorably, inclining him to be and become a better citizen, and therefore raises the standard of the community as well as of the individual.

"Shorter hours of labor for both men and women is the only protection society can possibly have against the brutalizing and devitalizing of humanity; and, no matter what the occupation may be, long working hours are a menace to the health of the individual and therefore a menace to society. The lightest work becomes most exhausting when carried on for an excessive length of time."

Otis Must Pay Damages.

After three hours' deliberation a jury awarded Joseph Scott, an attorney in Los Angeles, a verdict of \$30,000 damages against Harrison Gray Otis, and the character-destroying campaign of this well-known union hater has been temporarily checked.

The attorney conducted his own case, and in pleading to the jury that Otis's attack entitled him to damages, said:

"Has it come to this in this country, that a man can't make a living, that he cannot practice his profession unless, like the serf of old, he bends his back and bows himself before the Los Angeles Times in order that he may have a chance to do it? Has it come to a place in this town that a person outside of authority, without any legal or official title to give orders, shall say to me or to you or to anybody else that we shall not make a living in this community and must go hence?"

Records Broken in Steel.

The announcement that wages of the Bethlehem Steel Company's 17,000 employees has been increased created no surprise to those acquainted with present conditions in this industry. These conditions are most sensational, and it is agreed that concessions are necessary if non-unionism is to continue in this industry.

The remarkable turn in steel, because of war and railroad orders, is shown in the report of the United States Steel Corporation for the quarter ending June 30. The earnings for this period were \$27, is no place better for him than a labor or-

950,055, and are an advance of \$15,492,246 over the first quarter of the year. It is predicted that the figures for the third quarter will equal, if not exceed, the highest quarter (in 1909) ever registered by the steel corporation.

It is known that trade unionists who are scattered throughout the steel industry are quoting these figures as a reason why workers should organize and demand substantial wage increases and improved working conditions.

Why Convict Labor Harms.

President Gompers, accompanied by President Call, of the New York State Federation of Labor, and other unionists, visited Sing Sing prison last week for the purpose of securing first-hand information on the question of prison labor in that institution and to aid in the reforms now being initiated at that place.

President Gompers commended Warden Osborne's plan of enabling every inmate of the prison to learn some useful trade. The unionist declared that the contract labor system is unfair both to the convicts and to free labor, and that the New York system, which calls for use by the State of prison-made articles was the best scheme yet devised.

In urging that convicts be permitted to learn useful trades President Gompers called attention to the number of men in the prison making stockings and sewing buttons on underwear. He referred to this in no spirit of criticism of the work now being attempted by prison officials, but cited these employments to show that knowledge of a trade was necessary, and that after being discharged from the penitentiary men could not earn a living sewing on buttons.

Later the A. F. of L. executive addressed the Mutual Welfare League, whose membership consists of inmates of the prison. He again took occasion to declare that organized labor's only objection to prison labor was the manner of disposing of the products.

"We men in the labor movement," he said, "realize that the inmates of penal institutions should work, because their own best manly interests demand it, but the products of prison labor should have the least damaging influence upon free labor.

"Organized labor has opposed the contract system of prison labor under which the labor inmates of the prison were used for the private profit of contractors because its influence on the inmates was pernicious in the extreme. Employers of outside labor were placed at a disadvantage, not so much because of the quantity produced in the prisons, but because contractors could sell at a very low figure, which depressed the general selling price of the article and consequently had a depressing effect on the wages of the workers in that line of industry."

John J. Manning, editor of the Garment Worker, said the trade union movement only asks that a man be a good mechanic and willing to make good, and that "there

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engel- ufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

After a 13-months' strike, the coal miners at Whitburn (New South Wales) have resumed work.

The second annual congress of the National Union of Railwaymen was held lately at the Mechanics hall at Nottingham, England, 60 delegates attending from various branches throughout the country. In his presidential address A. Bellamy said that organization of industry, so far as the railway service was concerned, was rapidly becoming an accomplished fact. Today their membership was practically 302,000.

In an address at Fernie, B. C., Presidents Watters of the Trades and Labor Congress of Canada urged Dominion workers not to favor the separation plan advocated by the Canadian Manufacturers' Association, which is calling upon workers to be "patriotic" and form Canadian unions, instead of associating with "those wicked Yankees." President Watters referred to the solidarity that now exists between workers in the United States and Canada and urged that this be more strongly developed. These sentiments were given hearty applause.

A recent issue of the Spanish Gazette (Gaceta de Madrid) contains a decree, dated 10th April, having for its object the regulation of prices of certain articles of food. The decree provides that the National Food Committee shall inform the various district food committees of the prices at which it has made purchases of foreign wheat. The district food committees are required to take steps for ensuring that the price of flour shall bear a specified ratio to the price of the wheat from which it has been ground. It is also provided that in any locality the price of a kilogram of bread of the usual quality shall not exceed the local price of a kilogram of flour. The district food committees are, furthermore, required to supervise the retail sale of other articles of food, such as rice, peas, potatoes, French beans, olive oil, butter and bacon, and to ensure that, after taking into account the cost of transport and wastage, the profits of the retail dealer shall not exceed 15 per cent.

For several years the Swedish Department for Social Affairs has collected monthly returns of retail prices of articles of household consumption from a large number of towns. In a recent issue of Sociala Meddelanden, the official journal of the Department, particulars are given as to the rise in the cost of living throughout the kingdom caused by the European war. It is stated to be difficult to indicate the effect of this general rise in the cost of necessities on the expenditure of working-class families in Sweden as a whole, since it is not known in what proportion each article enters into the consumption of such families. Data for the construction of a standard household budget are available only in respect of Stockholm. Taking the case of a family of four persons in that city with an income of about £111 per annum, it is estimated that the advance in prices represents an increased household expenditure in comparison with the first quarter of 1914 of 14.1 per cent. for food, light and fuel. For the country as a whole it is stated that the percentage increase may be assumed to be somewhat less than that computed for Stockholm.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS

FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND

UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Anyone knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, John	Johnson, Edward A.
Anderson, Arvid	Johansen, Leonard
Anderson, G. B.	Johansen, Chas.
Altanen, Chas.	Kallberg, Arvid
Anderson, Oscar	Kolodzie, Geo.
Anderson, Ernest	Kron, E.
Andersson, Enkan	Lancoske, J. C.
Apelquist, Otto	Lauritzen, Ole
Anderson, David C.	Lutzen, Valdemar
Baxter, Arthur	Lister, W.
Bergh, Borge	Lalan, Joe
Bredberg, H.	Lindsberg, C.
Bergquist, W.	Larsen, L. K.
Bunick, L.	Lindholm, A.
Brin, Hans	Lindholm, Chas.
Bringsrud, Marald	Matson, Johan
Carera, Pete	Mikalsen, Andreas
Contrera, John B.	Martin, John B.
Christensen, Martin	Mourice, F.
Chilton, Harry	Muh, Gustaf
Dahlgren, Pete	Moberg, Karl
Doyle, William	Nyhaugen, Julius
Duval, William	Nohr, Niels
Ellison, Sam	Nilsen, Hans L.
Engstrom, M. R.	Olsen, John
Eriksen, Otto	Olsen, Ludvig
Felsh, Harry	Olsen, Olaf
Fisher, Wm.	Owen, Fred
Fasholz, Dan	Olsen, Harald
Hendricksen, Henry	Pettersen, A. K.
P.	Peterson, K. E. -903
Hansen, Oskar	Petersen, Hugo
Holmstrom, F.	Peterson, N.
Hansen, Charly	Petersen, Aage
Hansen, John	Pearson, Ben
Hansen, M.	Parsons, Olaf
Hansen, Sigvarth	Pettersen, Oscar F.
Johansson, Algot	Rogis, A.
Johanson, Gunnar	Renvall, Anshelm
Jensen, H. -1555	Skaanes, Elgil
Johansson, Victor	Svenningsen, S. N.
Jensen, Jens	Stromsberg, Ivar
Jordan, Henry S.	Svenson, Nick
Johanson, T.	Sevenson, Paul
Jacobs, August	Strahle, Chas.
Johansson, Geo. W.	Slevers, G. P.
-1219	Thompson, Tommy
Jensen, Edward	Tamlsar, P.
Johansen, Emil	Toren, Gustaf A.
Johanson, Geo.	Uhlig, Richard

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Langwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-15.

G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.

Pacific Coast Marine.

The German sailing ship "Steinbek," which has been interned at Eagle Harbor, Wash., since the European war, has been sold to New York shipping interests, which will transfer her to the American flag. The price paid is given as \$70,000.

The United States submarine tender "Bushnell," completed at a cost of \$1,000,000 by the Seattle Construction and Drydock Company, has returned to the plant after successfully completing her second builder's trial off Vashon Island.

The licenses of Captain H. Michelson of the steam-schooner "Hardy" and Captain A. A. Langkilde, of the steam-schooner "Shasta," which collided off Point Bonita July 14, were both suspended for thirty days by United States Inspectors of Hulls and Boilers. The captains were charged with negligence and unskillfulness.

The formal resignation of President L. J. Simpson of the Coos Bay Harbor Commissioners was presented and accepted at the last regular monthly meeting and Charles Winsor of North Bend was chosen by the Commissioners to fill the vacancy. Winsor is a banker and capitalist and one of the leading citizens of Coos Bay.

Evidently the Chinese boycott against the Japanese is as strong as ever. The arrival and departure of Japanese ships shows this, as the occasion is rare when a Chinese name is found on the manifest of a Japanese liner. This applies in a large measure also to freight. The Japanese vessels are handling very little Chinese cargo.

The Peruvian bark "Alliance" arrived at Port Angeles, Wash., from Callao, Peru, during the week with all the members of the crew except the captain suffering from beri-beri. During the voyage five of the crew died of the disease and were buried at sea. The "Alliance," which is loaded with sugar, experienced bad weather throughout the voyage.

Due to the light pack of salmon in the Alaska canneries this season, several of the windjammers of the fleet are already on their way back to San Francisco. The schooner "Prosper" and ship "Santa Clara" have left Kvichak. The schooner "Premier" has sailed from Nushagak and the ship "Bohemia" has got away from Naknek, all bound for San Francisco.

The Capital Refining Co., of San Francisco, shipped to Portland July 7, 1913, on the steamer "Rochelle," three drums of gasoline. These were washed overboard from that vessel and eighteen months later were picked up on the Mauri coast of the Hawaiian Islands. As they were submerged their travel must have been influenced solely by the Japanese current.

Captain Mareno of the dredge "Chinook" has received official notification of his appointment as master of the new dredge "San Pablo," which is being built at Baltimore for operation in San Francisco Bay. She is a craft of about the size of the dredge "Clatsop," and will be ready for service this fall. Captain Mareno will leave within the next few weeks for Baltimore to assemble the crew and bring the dredge to this Coast.

American masters leaving this country for ports of Great Britain must have passports with photographs attached, according to a recent British ruling, which applies not only to masters of ships but to all officers and crews. Such is the information received by Collector J. O. Davis from Washington recently. In case of naturalized citizens, they should carry naturalization certificates. Owners of all ships clearing for Great Britain are required to be notified of the new regulations.

The figures supplied by the Government engineering office on the survey of Coos Bay shows there is twenty-eight feet of water from the ocean across the bar and a mile inland. The map of the survey has been finished and it shows the dredge "Colonel P. S. Michie" has done very effective work since it was returned to Coos Bay under charge of Junior Engineer James Polhemus. There is not a sounding in the channel less than twenty-eight feet and the width is from 400 to 500 feet.

A contract for the construction of a 6000 gross tons steel steamship for the New York and Cuba Mail Steamship Company, operating the Ward line, has been awarded to the Seattle Construction and Dry Dock Company, according to a telegram received by J. V. Patterson, president. The vessel will be 368 feet long and will ply between New York, Cuba, West Indies and Gulf ports. It is the first contract in Puget Sound history to build on the Pacific a vessel for the Atlantic trade. Work will begin immediately.

The schooners "Glendale" and "Sequoia" arrived at San Francisco during the week from Unimak Pass laden with codfish. They are the first sailing codfishers to arrive from the north. They report that the catch is unusually heavy this season. The "Glendale" brought 161,000 codfish and the "Sequoia" nearly as many. Six members of the crew of the "Glendale" remained in the north, having provisioned one of the ship's boats and started for Unga, Alaska, a distance of 120 miles. They will winter in the latter place and spend the time prospecting.

Competition offered by the American-Hawaiian. Grace and Luckenbach steamers has caused a reduction in railroad freight rates on canned salmon and canned goods to the Eastern seaboard. The first cut has been announced by the Union Pacific Railroad. On canned salmon the rate will be 60 cents instead of the former 70 cents to the Atlantic seaboard, Pittsburgh, Cincinnati and Detroit territories, where the minimum shipment is 70,000 pounds. On canned goods the rate will be 62½ cents on a minimum of 60,000 pounds, whereas the former rate was 85 cents.

The commanding officer of the steamer "Yukon," of the Coast and Geodetic Survey, engaged in continuation of the survey of the Kuskokwim River, Alaska, reports that the steamer "Alliance," which transported the "Yukon's" party to Goodnews Bay, has just returned from Bethel, at the head of ocean navigation on the Kuskokwim, having navigated the river drawing nearly 17 feet, which makes a new record for deep-draft navigation on the Kuskokwim River. The deepest draft heretofore known to have been carried to Bethel was 14 feet. Bethel is about 155 miles above Cape Newenham at the entrance to Kuskokwim Bay.

Olson & Mahony, of San Francisco, alleging ownership of the schooner "Annie Larsen," held at Hoquiam by the Federal Collector of Customs since she put in at that port with a cargo of rifles and ammunition, filed a lien in the Federal Court at Seattle last week against the 4,334 cases of arms and ammunition for payment of the charter price due from M. Martinez & Co., of San Diego, charterers of the vessel. The libelants also filed a copy of the charter agreement, effective from January 15, 1915, which shows that the San Diego firm agreed to pay \$1250 a month for use of the schooner for a trip to the Mexican coast and return, with delivery of the vessel on Puget Sound. The libelants assert that the charter money was paid up to July 3, and they filed a claim for rent of the vessel since that date and for pilotage, port charges, commission and consular charge, including charges of the United States to the amount of \$260.19.

Extra precautions were taken by British officials at San Francisco that the sacks of beans going into the hold of the bark "Andrew Welch" did not contain ammunition or any other war supplies which might be of use to Germany. To see that there were no such shipments hidden in the sacks, two inspectors were on hand at Lombard-street wharf during the loading of the vessel, and with long probing irons examined each sack as it was put aboard the vessel. The "Andrew Welch" for many years flew the Matson house flag and was in the sugar trade to Hawaii, but has been sold recently by the Matson Company to George W. McNear, Incorporated, the price paid being \$45,000. The new owners are loading the vessel for Scandinavia, and the possibility of guns or ammunition in the sacks of beans led secret agents from the British consulate to examine each one before it was placed in the hold. To complete her cargo by taking on several thousand tons of barley, the "Welch" went to Port Costa. She is now being towed to the canal by the "Stanley Dollar," making her way from Cristobal to her destination under sail.

The Honolulu-San Francisco service of steamships may be greatly curtailed in the near future with the re-routing of the Matson steamers, if the residents of Honolulu and Hawaii carry out their present purpose of petitioning Congress for a repeal of the coastwise shipping law as far as it is applicable to Hawaii. Such was the guarded statement of an official of the Matson line, partly confirmed by Captain William Matson, president of the company. So acute is the situation felt to be, that there is to be a large meeting of the Honolulu Chamber of Commerce to discuss the question of the suspension of the coastwise law as far as Honolulu is concerned. Under the present law none but American ships can carry either passengers or freight between the islands and San Francisco. With the law suspended it would mean that the crack turbiners of the Toyo Kisen Kaisha could enter the field, and the possible rerouting of the larger liners of the Union Line of New Zealand to come to San Francisco instead of to Vancouver. The Matson Company has developed its fleet for the Hawaiian service and its steamers are some of the finest that fly the American flag. With them taken off, it is pointed out by shipping men, Hawaii would be in sore straits for shipping unless some other company entered the field. To help out the present rush of travel, the "Hilonian" and the "Enterprise," the former of which has not carried passengers for four years, are both being pressed into the service to and from Honolulu.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass, 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2197
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 806 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass, 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 South Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 190 West St. Phone 4126 Worth.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 81 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 18, 1915.

ABOUT "OUR FLAG."

The nation-wide publicity campaign against the new Seamen's law is not without a humorous aspect.

It is not denied by the most unreasonable opponent that the new law contains many good and commendable features. But, say these wise men, the Seamen's law is driving "American" ships from the oceans—it is hauling down our flag.

As concrete examples we are then told about the "Dollar line," already "forced out of business"; and about the Pacific Mail Steamship Company, which concern has just announced the transfer (or sale?) of its five transpacific steamers to a subsidiary of the International Mercantile Marine Company.

Therefore, we are told, and retold morning, noon and night, "it is self evident" that the new Seamen's law is "hauling down our flag."

So much for the allegations of the boughten press. Now, what are the plain facts?

To begin with, the Dollar "line" never existed, hence it could not be driven out of business. The Dollar fleet consists of seven steamers. Three of these are engaged in the coastwise trade carrying lumber. The Dollar coastwise vessels always were under the American flag; they are still under the American flag and they will remain under that flag probably as long as they float. The other half of the Dollar fleet are known as off shore tramps who will go anywhere and everywhere whenever a profitable charter is offered. The off-shore Dollar steamers always were and are still coolie manned and they always sailed under an alien flag—at least until a few stray German raiders induced the management of the Dollar Company to seek protection for two of these alien vessels under "our flag." Captain Robert Dollar himself made the statement that this transfer was for the "time being" only.

When the "time being" had passed, i. e., when the German cruisers had been sunk or interned, "our flag" had no further attraction to the management of the Dollar

fleet. Then one of these two coolie manned, foreign built steamers changed flags for the second time. And this simple commercial transaction has brought forth more soul-stirring, patriotic editorials about "our flag" than any event in current American history, although not a single American was employed on that vessel either before or after the transfer.

Now for the actual facts involved in the reported sale or transfer of the Pacific Mail Steamship Company's transpacific steamers.

The Pacific Mail Steamship Company is railroad owned. Railroad owned vessels cannot pass through the Panama Canal by the terms of the Panama Canal Act. This made it difficult or impossible for the Pacific Mail to compete with foreign lines not railroad owned, because the latter are able to use the Canal while the Pacific Mail is not. Obviously the Pacific Mail would have to be sold or transferred to other ownership, and thus acquire the privilege of using the Canal. And this is precisely what has happened during the past week.

To be sure these plain facts were deliberately shamefully distorted when the daily organs of misinformation announced the Pacific Mail Company's decision in the matter. Again it was held that the new Seamen's law was hauling down "our flag" and yet there was less justification for this statement than in the case of the so-called Dollar "line."

The Pacific Mail Company's transpacific vessels are and have always been coolie manned. Apart from a few officers and petty officers, and "our flag," they are to all intents and purposes alien from stem to stern.

The transfer of these steamers to a subsidiary of the International Mercantile Marine Company and the subsequent announcement that at least two of these five vessels are to be used in the New York-San Francisco run, via the Canal, means that there will be no hauling down of "our flag." But it means much more than that. It means that these vessels will soon furnish employment to white seamen instead of servile Asiatics. It means that they will carry more real Americans than ever before during all their years of service. For all of which every true American ought to be deeply grateful even though righteous indignation and genuine resentment is expressed by the poison press because "our flag" and five coolie crews will part company.

There is another phase of this affair that needs "setting right." The daily press professes great concern over the disastrous consequence of the Pacific Mail Company's withdrawal from the trade to the Orient. It is said that trade to the Orient is possible only with coolie manned vessels. But again the facts are somewhat at variance with the manufactured arguments. Some years after the inauguration of the United States Transport Service on the Pacific the Pacific Mail promoters sought to abolish that service. One of the arguments made was to the effect that private enterprise was well able to take care of the transpacific trade and that our Government was taking the bread and butter from legitimate and established business. Fortunately, the Pacific Mail Company pleas were not taken for granted. An investigation was made and it developed that there were two sides to the promoter's plausible contention.

It was found, for example, if the U. S.

Transport Service had charged to its credit account the voyage fares demanded by the Pacific Mail between San Francisco and Manila then the transport service would have done well and realized handsome profits. And it should be understood that the running expense of the transport service was very much higher than the Pacific Mail Company's could possibly be. For the transports employed white crews and paid reasonable wages while the Pacific Mail employed Asiatics at Asiatic wages.

This then brings us squarely to the issue now confronting the American people. It seems to be the universal opinion that we MUST have an American Merchant Marine in the foreign going trade as well as in our coastwise trade. The sole question is how to bring this about.

Now if American shipowners CANNOT operate American vessels in the foreign-going trade unless they are permitted to run their ships just as they please without regard to the safety of passengers and the welfare of seamen, and if the U. S. Government IS able to do so then why not do it?

Why not? Why did not the last Congress pass the McAdoo Ship Purchase bill?

Well, simply because the influence of the big transportation companies and other public-service corporations was too strong. And let it be understood that those interests were fairly unanimous upon this subject.

But will that same influence be strong enough after this?

We think not. In fact we are rather confident that this hue and cry against the new Seamen's law has paved the way for the enactment of a law authorizing the Government to operate American Merchant vessels in competition with foreign ships and with due regard for the safety of passengers and the welfare of the crew, whenever private enterprise sets up the claim that it can not be done!

THE CONVENTION'S WORK.

This issue contains the second and final instalment of the I. S. U. of A. Convention proceedings.

The Nineteenth Annual Convention of America's organized seafarers was a remarkable and a successful gathering. There was a marked absence of petty squabbles and there was no airing of personal grievances. But there was very much in evidence a dogged determination to meet the onslaught of the Seamen's old-time exploiters by closing up the ranks—by organizing all the men who seek a livelihood upon the waters, East, West and on the fresh water Lakes.

Of course, there were other "Resolutions." There was, for instance, much debate as well as action upon purely constructive work, such as the establishment of a universal membership book for all Districts, universal dues and benefits, the unrestricted transfer of membership, and finally, the sentiment was practically unanimous for a universal, low initiation fee. There were resolutions dealing with the "Eastland" disaster, and the pending investigation; the Union Label; the Lawson trial and conviction; the question of Cement dust; the conserving and perpetuating of the great commercial fisheries; the menace in the private manufacture of arms and munitions of war; the limited liability of American shipowners, together with a suggested change in the law; the tangled situation with reference to certificates of citizenship for seamen; and

other questions and problems of importance to seamen.

But the main issue, the big problem before the Convention, was how to best meet the attacks upon the new Seamen's law and how to bring the organized as well as the unorganized seamen to a realization of their position, how to bring the latter into the camp of their organized Comrades and show a solidified front to the common enemy.

That this problem was met with a will, that it received the best thought and all the attention it was possible to give to the subject at a convention, goes without saying.

It remains for the membership at large to carry out the plans suggested. And let it be understood that no member of the I. S. U. of A. is too humble to lend a helping hand. Officers and organizers alone can never carry this great work to successful conclusion. They must have the most active and energetic support of every man within the ranks.

Comrades, there is work before you. It is work that must not be shirked; it must be done now—and every man must do his share.

A HEARST GEM.

Willie Hearst's San Francisco daily contains the following lucid contribution:

There are several statutes which restrict American shipowners in the management of their business.

They can not buy ships when they like. They can not hire crews when they like. They can not prevent crews from deserting their ships.

The advocates of these laws insist that they are for the benefit of American commerce.

The owners of ships insist that these laws have crippled American commerce and will eventually drive American ships from the sea.

These are theories. The facts are that American ships have disappeared from the Pacific in such numbers that even the United States mails for the Orient must henceforth be carried by Japanese ships.

As between theories and facts, our own inclination is to heed facts.

We just wonder who told little Willie that American shipowners can not buy ships when they like?

Who whispered into Willie's ear that they can not hire crews when they like?

And who informed this wonderful little man that they can not prevent crews from deserting their ships, except in the coastwise trade?

It must have been the same little bird who once whispered in his ear that he would make an ideal President of the U. S. A.

Poor little Willie was fooled again, for everybody with even a passing knowledge of maritime affairs knows that the American shipowners can do all these things. And even Willie's office boy knows that they have done it and are doing it now—right now!

Tell us, Willie, we pray: How could these laws have crippled American commerce when they did not exist?

Take a day off from your arduous tasks, Willie dear, and study the facts.

American commerce was crippled and strangled by laws made at the shipowners' dictation. This crippling and strangling process has been going on for many, many years, long before you, little Willie, saw the light of day.

The La Follette Seamen's law was enacted on March 4 of this year and has not yet gone into effect. This law, it is true, was not enacted solely for the shipowners' benefit, but it was so drafted as to enable him to run his ships profitably, and yet give some consideration to the safety and welfare of the traveling public and the seamen.

And if you, Willie Hearst, had been joy-riding on the "City of Rio de Janeiro" when

her coolie crew was directly responsible for the drowning of many men, women and children, why, then you would not have the nerve to print all that silly drivel about driving coolie-manned American (?) ships from the Pacific.

The facts are, little Willie, that the particular American ships on the Pacific for which you shed such salty tears are to all intents and purposes Chinese ships. And when it comes to a choice between a Chinese-manned ship flying the American flag, and a Japanese-manned ship flying the Japanese flag, take our tip, Willie dear, and patronize the latter, for the chances of survival in case of accident are very much better.

A "BUSINESS MAN'S" REFERENDUM. (Continued from Page 1.)

which is now so prominent in the news dispatches. The judgment was handed down by the Court of Appeals of the Ninth Judicial District of the United States; it was taken to the Supreme Court of the United States on a writ of certiorari, and the Supreme Court refused to interfere with the decision of the court below.

The Court of Appeals, of the Ninth Judicial District, in dealing with this case, followed a list of previous decisions in insisting that any vessel must be manned not only for ordinary occasions, but to meet emergencies as they arise. The court found and so stated, that the voyage went well enough with the kind of crew on the vessel until the accident came, when the fact that the crew could not understand the language of the officers resulted in the death of the people; and the court, therefore, denied to the company the right of limitation of liability. It was not the number of interpreters, it was that interpreters were needed, which caused the decision of the court.

"Using" the Titanic Disaster.

Another point of attack is the provision of the law with respect to able seamen and their qualifications. Under the caption, "The Question of Able Seamen," the article sent out by the National Chamber of Commerce suggests, with respect to the "Titanic" disaster, "that the lowering of some fifteen or twenty life-boats in the open sea at night and taking off over 700 persons in about two hours is in itself a creditable performance." The Senate appointed a committee to investigate the loss of the "Titanic," and it would have been fair to have called the attention of the voting organizations to the report of the Senate committee on that subject.

As a matter of fact the "Titanic" disaster was so discreditable to the ship, the owners of the ship and the crew of the ship, that it served as a basis for calling an international conference in London, where it was intended to remedy the glaring evils which investigations conducted by England and the United States had shown to exist. With boats enough and men to handle them, every person could have been saved from the "Titanic," and it could have been done in half an hour instead of in two hours.

Under the caption, "Foreign Treaties," this article suggests that the abrogation of the treaties which include the "fugitive seamen's" provisions, may cause embarrassment to our government. This newspaper campaign, and a negative vote of the business associations of the United States, may well result in embarrassing the President in the negotiation of new treaties, because foreign shipowners may use the newspaper clippings, news items, editorials and resolutions to show to their own governments that there is a very large body of respectable public opinion in the United States ready to back protests by foreign governments against the law.

To the foreign shipowners, this American law is an iniquity, because they believe that the men employed by them will make use of this legislation to liberate themselves in ports of the United States; they believe further, and they are right in so believing, that they will be compelled to raise the wages and improve the condition of the seamen employed by them until the American standard is approached sufficiently to take away from these men any desire to desert from the vessel. They are in the position of men who are the masters of bondsmen and see their grip loosening.

The Cost of Transportation.

It is urged that the American law will increase the cost of transportation, and, so it is claimed, will put the American exporter at a disadvantage in sending goods to Rio, as compared with goods sent from England or Belgium, because of the difference in the wage that will exist between New York and Antwerp. The difference in wage between New York and Antwerp will largely vanish under any honest administration of this act; but aside from that, the wages paid the seamen have nothing whatever to do with the cost of transportation by water. That is determined by the proportion of goods to be carried to the bottoms ready to carry it.

The seamen favor this La Follette law because it gives to them, wherever possible, the same

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 16, 1915.

Regular weekly meeting came to order at 7 p. m., Frank Johnson presiding. Secretary reported shipping dull. Upon recommendation of the I. S. U. of A. Convention, a resolution providing for the appropriation of funds for organizing work was referred to a referendum vote of the Coast. It was decided to send the full quota of delegates to the annual convention of the California State Federation of Labor. Nominations for delegates are to be made in the next regular meetings at San Francisco, San Pedro and Eureka; the election to be held at the same places the second regular meetings in September.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Aug. 9, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 9, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 9, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 9, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 9, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 9, 1915.

Shipping medium; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 9, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128 1/2 Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 2, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 14, 1915.

No meeting; no quorum. Shipping good; few men ashore.

E. F. BURKE, Secretary pro tem.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 4, 1915.

No meeting; no quorum. Agent reported shipping good; few men ashore.

JOHN MEADE, Agent pro tem.

Room 203, Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 4, 1915.

No meeting. Shipping fair; few men ashore.

DAVID JONES, Agent pro tem.

P. O. Box 54.

Portland Agency, Aug. 9, 1915.

No meeting. Shipping fair; no men ashore.

C. NELSON, Agent pro tem.

89 Second St. N. Phone Broadway 2306.

rights of personal liberty and the same recognition of their citizen's rights as is granted to other workmen. It is to the seamen what the Emancipation Proclamation by Lincoln was to the Negro in the United States, and the Somerset case was to the slave in England. They further favor it, because it gives to them the opportunity to struggle for better conditions—it gives hope.

The traveling public should favor this law, because it improves safety of life at sea; it does not go as far in that as it ought to. It leaves a large body of passengers on the ocean, on the coast and on the lakes, without any means of escape or safety in case of disaster, but it does make a considerable advance on existing provisions.

The American people should favor it and when they understand it, no amount of persuasion will prevent it from being favored, because, for the first time in sixty years, it gives to the American flag such chance upon the ocean as comes from equality in the wage cost of operation.

I. S. U. A. IN ANNUAL CONVENTION. (Continued from Page 2.)

in such cases usually very little or nothing; and,

Whereas, The owner of such vessel can, and almost always does, protect himself further from loss in such cases by insurance upon his vessel and her freight, and that not a dollar of that insurance can be reached by anyone who has suffered loss or damage because of the negligence of such owner's servants; and,

Whereas, the liability of all land carriers is, in similar cases, practically unlimited; and,

Whereas, Practically every other nation in the world with any commerce by water permits a vessel owner in such cases only to limit his liability to a definite and reasonable amount proportionate to the tonnage of the vessel; and,

Whereas, The mere recital of these indisputable facts should be sufficient to cause the Congress of the United States to take from the statute books a law that blots them and disgraces the people of the United States; therefore, be it

Resolved, That the International Seamen's Union of America in Convention assembled hereby petitions the Congress of the United States of America to enact into law the following:

"That section forty-two hundred and eighty-three of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4283. The liability of the owner of any vessel for any embezzlement, loss or destruction by any person of any property, goods, or merchandise shipped or put on board of such vessel, or for any loss, damage or injury of such property, goods or merchandise when occasioned or incurred by collision or in any other way without the privity or knowledge of such owner or owners, shall in no case exceed the sum of forty dollars (\$40.00) per ton of the vessel's registered gross tonnage; and that the liability of the owner of any vessel for the death of or personal injuries to any person or persons caused, occasioned or incurred by said vessel or by any of her officers or crew without the privity or knowledge of such owner or owners shall in no case exceed the sum of eighty dollars (\$80.00) per ton of the vessel's registered tonnage. That in all cases where any officer or member of the crew of any vessel is killed or injured by accident arising out of and in the course of his employment and without reference to whether such accident be caused by negligence or not, except that it must not be caused by wilful fault on his part, he or his heirs, or the personal representative for the benefit of such heirs, as the case may be, shall recover either in rem from the vessel or in personam from her owner or owners the sum of five thousand dollars (\$5,000.00) where said injuries result in death, and in case said injuries do not result in death the recovery shall be such an amount as, in all of the circumstances, may be just, but in no case to be less than sixty-five (65) per centum of the monthly wages of the injured person during the period of his probable total disability and the full estimated amount of his living expenses for such period and his expenses for surgical and medical care and attention and nursing; and the lien against the vessel therefor shall be a maritime lien of the same rank as that heretofore existing for personal injuries that were caused by the unseaworthiness of the vessel. That all acts and parts of acts in conflict herewith be, and the same hereby are, repealed, in so far as the same are inconsistent with or opposed to this section."

Upon the favorable report of the committee Resolution No. 22 was adopted.

The Committee on Legislation also made the following recommendations:

Having learned that the Federal Trade Commission is to hold hearings in San Francisco and that among the subjects to be considered the Seamen's Act is likely to be included, we recommend that the Chairman of the Legislative Committee be authorized to be present during these hearings.

On motion, the above recommendation was adopted.

The committee reported further: We recommend that so many of the Legislative Committee as may be needed be authorized to proceed to Washington, D. C., whenever it shall become necessary for them to do so and to incur such expenses as may be indispensable for this purpose subject to supervision of the Executive Board.

On motion, the foregoing recommendation was adopted.

This completed the report of the Committee on Legislation, which was signed: Patrick Flynn, Chairman; Thos. Baker, Thos. Farrell, Aug. Seaman, Peter E. Olson.

On motion, the committee's report was then adopted as acted upon and the committee discharged.

Report of Committee on Organization.

The Committee on Organization reported as follows:

We have examined the reports, from the Secretary-Treasurer, Vice-Presidents Griffin and Pryor, and the report upon the organizing trip

to the Atlantic by Comrades Furuseth and Flynn. (The reports of the Secretary-Treasurer, and the report of Comrades Furuseth and Flynn were published in last week's issue of the Journal.)

Your committee desires to express its regret over the attitude of the ship-owners on the Atlantic.

Their hostility and lack of understanding of the new conditions is unfortunate.

It is plain that they will neither do, or permit to be done, anything to improve either the skill or the working conditions of the men employed by them.

It is evident that they are going to use their power to make the execution of the new law as difficult as they can; and that they are using the time for preparation granted by Congress for the opposite purpose.

This will make the work that must be done, especially on the Atlantic, more difficult.

The seamen must depend on their own efforts exclusively, except such assistance as may come from Federal officials, both in the preparation for the new conditions arising under the act as well as for its enforcement.

We are informed that the Seamen's Mission on 422 West street, New York, and 332 South Front street, Philadelphia, permitted meetings to be held there and we recommend that letters of thanks be sent to the gentleman in charge of the Mission in Philadelphia; also to Father McGrath in New York, the latter letter to enclose a check for \$20.00 as a contribution to his work.

On motion, the recommendation of the committee was adopted.

The committee continued to report, as follows:

The opening of the Panama Canal has already brought to life several lines of steamships trading between the Atlantic and the Pacific Coast and there is no doubt that this trade will be materially increased in the near future. This will result in either lowering the wage and present working conditions on the Pacific or in raising the wages and working conditions on the Atlantic to the Pacific standard.

Nothing but the most serious efforts can bring about the latter alternative.

We must therefore be prepared to take such action and to bear such expenses as shall be needed to bring the wages and working conditions of the Atlantic as near to that of the Pacific as we possibly can.

The Atlantic and the Pacific are now placed in substantially the same position to each other as existed previously between Seattle and San Pedro on the Pacific, or New York and New Orleans on the Atlantic.

To meet this condition it is necessary that the Atlantic and the Pacific Unions come closer together, in fact as close as two ports on the Pacific or on the Atlantic have been in the past.

This suggests the same initiation fee, the same dues, the same benefits and the opportunity to participate in the government of the district in which the seaman happens to be at the time, as well as in furnishing him with the same protection regardless of the place in which he happens to need it.

Your committee realizes that we cannot at this convention reconstruct our laws so as to provide for these changes; but we most earnestly recommend to the districts that these questions be earnestly considered and discussed during this coming year to the end that the next Convention may be in a position to make the necessary changes in the Constitution of the International; we further recommend that the Executive Board be authorized to inaugurate so much of these changes as shall seem wise during the present year and that it make such recommendations for changes in the Constitution as shall appear necessary and submit them to our next Convention.

After a lengthy discussion this part of the committee's report was adopted.

The Convention then adjourned at 6 p. m.

Seventh Day—August 9.

The Convention was called to order by President Furuseth.

The following communication from the General Secretary of the National Sailors' and Firemen's Union of Great Britain and Ireland was read, and ordered made a part of the proceedings:

London, England, June 25, 1915.

Mr. Andrew Furuseth, President,

International Seamen's Union of America,
San Francisco, Cal., U. S. A.

Dear Comrade Furuseth:

Your invitation addressed to our General President to attend your Convention as fraternal delegate, or in the event of Mr. Wilson being unable to attend, that the Rev. Father Hopkins should represent our Union was discussed at our Executive Council meeting held on 23rd inst.

I am instructed to thank you for your invitation, but owing to the state of affairs in Europe it is impossible for either Mr. Wilson or Father Hopkins to leave the country at present. Our Executive Council send you their fraternal greetings, and wish the Convention every success and hope that a fraternal dele-

gate from our Union may be able to attend on a future occasion. I am,

Yours fraternally,

(Signed) E. CATHERY,
General Secretary.

The Committee on Organization then continued to report, as follows:

While your committee realizes that there is a serious struggle ahead to protect the legislation that we have obtained, we hope that we may be able to give most of our energy to the work of organization during the coming year, and whatever action shall be needed, or expense incurred must be cheerfully taken and borne to the end that we may be able to bring into our organization all the men who follow the sea for a living either in the United States or in Canada.

We recommend that an organizing campaign be inaugurated and maintained on the Pacific and the Atlantic simultaneously and also on the Great Lakes so that the men in the inter-coastal vessels may be appealed to at both ends of their route and that they be furnished with suitable literature that they may study and digest while on the voyage.

We recommend that the vessels be visited in every port that they touch in so far as that shall be possible and that this be done on the Atlantic as well as in the intercoastal trade.

We realize that these recommendations will necessitate a considerable expenditure of funds.

These funds must come from those who are able to furnish them.

The main purpose in collecting these funds is to organize the unorganized, and to protect those who are organized. Our opportunity is here and our success in organizing will be in proportion to the energy expended and the amount of our funds wisely used.

We therefore recommend that the Executive Committee be authorized and directed to call upon the several unions for the necessary funds, apportioning such call as nearly in proportion to the funds held and the membership in each organization as possible and that they be given full authority in the use of such funds, furnishing to each unit in the International proper reports upon the progress made and the expenses incurred in a properly itemized manner as provided by our laws.

In conclusion, we recommend that the various unions affiliated with our International be urged to support our Journal to the best of their financial ability.

(Signed) I. N. Hylan, Chairman; Luke Wallace, Jack Edwardson, L. J. Norkgauer, Russell Kearley, D. W. Paul.

After a thorough and general discussion of the foregoing recommendations the committee's report was concurred in.

A number of resolutions dealing almost wholly with various phases of organizing work, already covered in the recommendations of the Committee on Organization, were then disposed of.

The Convention then adjourned at 5:30 p. m.

Eighth Day—August 10.

President Furuseth called the Convention to order.

Report of Committee on Constitution.

The Committee on Constitution reported favorably upon several amendments to the Constitution relating to the deposit and withdrawal of funds.

After an explanation by several members of the committee, in which it was made clear that the proposed amendments would further safeguard the funds in the treasury of the I. S. U. of A., the committee's report was adopted.

The committee also reported favorably upon a proposed amendment to the Constitution, enlarging the Legislative Committee from three to five members. Adopted.

The committee then continued to report, as follows:

Resolution No. 6, by Jack Edwardson, Chas. M. Albrecht and D. W. Paul, proposed to bar from membership, in the I. S. U. of A., all persons, except office holders in the Unions, who have for a period of more than 12 months followed any other occupation than those over which the International Union claims jurisdiction.

The Committee on Constitution recommended non-concurrence in this resolution because it is a matter that should be dealt with locally by the various District Unions. On motion, the committee's report was adopted.

Resolution No. 9, by Chas. M. Albrecht and Jack Edwardson, proposed a referendum vote on the following question: "Shall the I. S. U. of A. hold a convention every year?"

The committee reported as follows:

With reference to Resolution No. 9 your committee does not think it is to the best interest of the I. S. U. of A. to discontinue the annual conventions. In fact, under present conditions it would seem as if such a step must be decidedly detrimental to the seamen's movement. However, we see no objection to having a referendum vote upon this subject if such a referendum should be asked for by either the Pacific, Lakes or Atlantic District or by one or more of the Unions in either District. But no such request has been made. In fact, in only one instance was a former convention requested

by one single Union to consider the advisability of eliminating the annual conventions. The request for the referendum in the resolution before us does not come from any one union, or even a majority of its delegates. Therefore, we submit that the request in this resolution should be complied with only when made by one or more unions.

On motion, the committee's report was adopted.

Resolution No. 16, by Jack Edwardson, of the Sailors' Union of the Pacific.

Whereas, The relations of the different Districts of the International Seamen's Union of America have materially changed in the past years and to the best interest of the organization it will be necessary to amend the Constitution and the policy of the different Districts, that it will bring harmony with the changed conditions; therefore, be it

Resolved, That the President and the Secretary-Treasurer shall devote their entire time to the business and affairs of the International Seamen's Union of America; further

Resolved, That a uniform membership book shall be adopted for all members of the International Seamen's Union of America, said book to be issued by the International office; further

Resolved, That one uniform initiation fee shall prevail in all branches of the International Seamen's Union of America.

Upon the foregoing resolution the committee reported as follows:

Resolution No. 16 deals with three distinct and separate propositions. We therefore submit three recommendations.

Your committee recommends non-concurrence upon the first "Resolved," which provides that the President and Secretary-Treasurer shall be permanently employed by the International Seamen's Union of America. On motion, the committee's report was adopted.

With reference to the second "Resolved" providing for the adoption of a uniform membership book we beg to call attention to the fact that this proposition has been fully and comprehensively dealt with at previous conventions. The 1910 convention, held at Detroit, appointed a committee on universal membership book. This committee submitted an exhaustive report to the 1911 convention, held at Baltimore. Certain definite recommendations, made in said report, were adopted and referred to the Executive Board with instructions to carry them into effect.

At the next convention, held in Seattle, in 1913, the Secretary-Treasurer in reporting for the Executive Board stated that all instructions had been complied with but that notwithstanding repeated efforts only one organization had responded to the letters upon this subject. In view of this discouraging situation the Seattle convention then decided that no further action be taken with regard to the universal membership book.

Your committee feels, however, that the time is now ripe for a universal membership book in at least one of the branches of our International. We therefore recommend that immediate steps be taken by the Executive Committee to submit for adoption to the Eastern and Gulf Sailors' Association, the Lake Seamen's Union and the Sailors' Union of the Pacific a universal membership book substantially as approved by a former convention.

On motion, the committee's report was adopted.

The third "Resolved" in Resolution No. 16 provides that a uniform initiation fee "shall prevail" in all branches of the International Seamen's Union of America. Your committee favors both a uniform and a low initiation fee. And we are conscious of the fact that this has been the policy of the International Seamen's Union of America from its inception. Low initiation fees and high dues are essential and fundamental requisites for the permanency and success of trade-unionism.

We realize that much has already been accomplished to bring the initiation fees of all District Unions to a common low level and we urge continued agitation and education along these lines to the end that a low uniform initiation may be established in every unit of our International Union.

This concludes the report of the Committee on Constitution.

(Signed) Paul Scharrenberg, Chairman; J. J. Kelly, Wm. Davock, Harry Pothoff, Edw. Andersen, Harry Ohlsen.

Report of Committee on Organization.

The Committee on Organization then submitted the following supplementary report:

After carefully considering that part of the report of Vice-President P. B. Gill dealing with transfer system and merging of fishermen into one organization, we beg to report as follows:

We are pleased to note the changed laws of the Canadian Government relating to halibut fishing, which changes are unquestionably a great advantage to the American halibut fishermen inasmuch as it gives these men an equal chance with the British Columbia halibut fishermen in securing bait, and places them on even terms with the British Columbia men in the facilitating of shipping and handling their catch.

On the question of transfer system to be es-

tablished between the members of the Halibut Fishermen's Union and members of the Sailors' Union of the Pacific, the committee recommends that this matter be referred to the two unions directly concerned.

On the question of merging all the fishermen on the Pacific Coast into one union, we feel convinced that the only feasible way of arranging for this merger will be for the various fishermen to come together under the banner of the United Fishermen of the Pacific, an organization which was launched by the Alaska Fishermen's Union March 16, 1906, for that very purpose, the fishermen believing this the only way and means whereby the fishermen as a whole would be placed in a position to properly take care of their interests.

Because of the fact that the conditions of the halibut, salmon and cod-fishermen are so varied, and so entirely different from each other as to make it in our opinion next to impossible to take care of the various matters confronting these men in the one and same meeting. We have, therefore, become fully convinced that if successful organization of these men is to be attained, each of these particular groups of fishermen must be given complete jurisdiction over their own particular fishing, and organized under their own respective heads.

The United Fishermen of the Pacific, which body still holds a charter from the I. S. U. of A., being based on these principles, and under which the local options herein mentioned are constitutionally granted, therefore furnishes the only and proper solution in successfully merging these men.

(Signed) I. N. Hylen, Chairman; Luke Wallace, Jack Edwardson, L. J. Norkgauer, Russell Kearley, D. W. Paul.

On motion, the foregoing report was adopted and the committee discharged.

Report of Committee on Resolutions.

The Committee on Resolutions then reported, as follows:

Resolution No. 3, by A. Seaman, of the Sailors' Union of the Pacific.

Whereas, The Union Label is a weapon generally recognized by organized workers as being the most effective in fighting the common enemy; therefore, be it

Resolved, By the International Seamen's Union of America in annual convention assembled, that we urge upon the membership to always demand the "Union Label, Card and Button," and to purchase only union-made articles and commodities, whenever such are obtainable, and to patronize only union shops and establishments, wherever such may be found.

The committee recommended concurrence in Resolution No. 3, and the resolution was adopted by unanimous vote.

Resolution No. 24, by Andrew Furuseth, of the Sailors' Union of the Pacific.

Whereas, The Panama Steamship Company, a corporation under the control of the War Department, has in the past used the seamen from the Navy to overcome any serious protest against conditions on their vessels and,

Whereas, This company has with other companies been urged to permit representatives from this organization to visit their docks and ships, in the seamen's own time, and has refused; therefore, be it

Resolved, That we protest against the use of the Military or the Navy for any purpose as above described; further

Resolved, That the vessel upon which a seaman is employed, is during time of such employment his real home and address; and further

Resolved, That the Executive Committee be instructed to bring the real conditions on those vessels to the attention of the Secretary of War to the end that the Panama Steamship Company may be instructed to place itself in harmony with the intentions of the Government as declared in the passage and approval of the Seamen's Act.

The committee reported favorably upon Resolution No. 24, and the resolution was adopted.

Resolution No. 25, by John Pearson and J. M. Lyons.

Whereas, Freedom is based upon accepted responsibility and understanding of the duties and obligations involved or imposed by our social and commercial structure in which great changes cannot be sudden and very serious without those to whom the freedom is given are prepared to accept loyally all the duties and obligations that go with freedom; therefore, be it

Resolved, By the nineteenth annual convention of the International Seamen's Union of America, that we urge upon the seamen of this and other countries to loyally perform their duties to the country, to the people generally and to their employers; further

Resolved, That the International Seamen's Union of America has no desire to bring about a serious stoppage of commerce except as a last resort to compel ship-owners to remedy existing grievances by complying with the new law.

The committee reported favorably and the resolution was adopted.

Resolution No. 2, by Andrew Furuseth, of the Sailors' Union of the Pacific.

(Continued on Page 10.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION,
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ganization." The speaker said he saw the need in Sing Sing of expert workers to instruct, and he offered to send volunteer garment workers to assist the Warden in training inmates.

In response to the sympathetic addresses by the unionists, William Willets, Jr., speaking for the Mutual Welfare League, said:

"If the doors of Sing Sing were to open to-night and all the men were permitted to go at liberty, one-half of them would not know how to make an honest living."

Unionism Is First.

President Marsh, of the Washington State Federation of Labor, discusses the relative importance of economic and political action in a letter to the State labor press.

He urges unionists to not overlook the importance of political action, but to emphasize his belief in the power of trades unionism, says:

"Were I to have the choice to fight labor's battles, I'd take the industrial. Why? Because I believe thoroughly in organization at the very heart of man's activities, and that heart is the place where man by the sweat of his brow earns his bread. The fundamental part of man's life is his source of food, shelter and clothing and it is there where his material interest beats most strongly. How men differ over politics, divide and sub-divide into schools of political thought and quarrel over the use of political means. But did you ever notice that there are certain recognized laws underlying trade unionism, certain well-defined courses of action, upon which conservatives, radicals and 'in-betweens' absolutely agree?"

Trade Union Methods Win.

The Newcastle correspondent to the Australian Worker, published in Sydney, New South Wales, illustrates the value of setting wages by law and by trade union methods.

The Mechanics' Union, in the northern part of the country, tried the wages by law plan, and after Judge Edmunds, chairman of the wages board, heard both sides, he ruled that "the time is inopportune for the granting of any increase in pay in and about the mines."

Against this decision the correspondent places the trade union method, employed by the Miners' Union of Maitland, which ignored the wages board, and through direct conferences with employers obtained recognition of the right of the men to be paid on the basis of the price obtained for coal. A later conference paved the way for the improvement of wages of certain off-hand workers.

According to the correspondent, the miners "have expressed the opinion, personally and through their officers, that the wages board system has proved most unsatisfactory to them and that this latest decision (Judge Edmunds's) is not such as to make them feel more kindly toward the system."

For fair products of all kinds consult the JOURNAL'S ad columns.

TUNA INDUSTRY GROWING.

Though four years ago the long-finned tuna of Southern California waters was little used as food, so rapidly has the tuna industry developed since then that to-day it is the largest of California's commercial fisheries. About \$1,000,000 worth of tuna was put up by the Southern California canneries the last season, and besides this 1,000,000 pounds was salted, dried, or sold fresh.

This variety of fish comes north from the tropical Pacific waters of Mexico in countless numbers, but until recently had been counted of little value. So abundant is the yearly supply that it is not believed that even so large a take as that of the past season will have any serious effect upon the supply for the present year.

The rapid development of the tuna industry parallels that of the sardine industry. This fish, too, was hardly used a few years ago, but through private enterprise canneries were established and the business has grown by leaps and bounds. Over 100 tons of sardines are put up in a single day, and the amount is rapidly increasing.

Of such importance have the commercial fisheries of California now become that the fish and game commission have created a special department to handle the main problems connected with these fisheries, and to make of further value the work already accomplished by private capital. It is felt that what has been done with the tuna and sardine may be done with other varieties of fish hitherto neglected.

One duty of this special department is the gathering of statistics and data relative to the take of different kinds of fish, and the methods of fishing, handling and marketing. Utilization of fish for other purposes than food is being made the subject of investigation by the department. All information of value will be put on record and used as the basis of legislation regulating the fisheries of California. All this is in line with the growing realization that the marine food supply is one of the State's greatest assets and holds great possibilities of further development.

DISTANCES IN WAR.

War, besides being a great leveler, is also a great educator. Places we had never even heard of previously are now becoming as "familiar in our mouths as household words." The distances so often mentioned in despatches are apt to be somewhat confusing unless understood. It ought, however, to be quite easy to remember that a metre measures about one and one-twelfth yards, or, more exactly, 39.37 inches. A decimetre is ten metres, a hectometre is 100 metres, and a kilometre is 1,000 metres, or a little more than three-fifths of a mile. The Russians express the length of their marches or the distance from place to place in versts. A verst is rather more than a kilometre, the exact distance being 0.66288 of a mile, or between three-fifths and four-fifths of that distance.

The gifted man is he who sees the essential point.—Carlyle.

Demand the union label upon all purchases!

I. S. U. A. IN ANNUAL CONVENTION.

(Continued from Page 9.)

Whereas, Section 2174, Revised Statutes of the United States, provides that seamen of foreign birth serving on American vessels shall be deemed citizens of the United States under certain conditions and for certain purposes, as follows:

1. Full citizenship for all purposes upon declaration of intention, three years' service on American vessels subsequent to declaration, and application to any competent court.

2. Citizenship for the purpose of manning and serving on board any vessel, upon declaration of intention and three years' service on American vessels subsequent to declaration of intention.

3. Citizenship for all purposes of protection as American citizens, upon declaration of intention; and

Whereas, Section 4588, Revised Statutes of the United States, provides that the Collectors of Customs shall keep a record of seamen's citizenship and deliver to the seamen, when so requested, a certificate of citizenship under either of the foregoing provisions; and

Whereas, It appears that no means are at present available for carrying out the provisions of these sections; and

Whereas, It is desirable that seamen serving on American vessels should be enabled to secure certificates of citizenship for the purposes set forth in the law; therefore, be it

Resolved, By the International Seamen's Union of America, in annual convention assembled, at San Francisco, Cal., this 9th day of August, 1915, that the Secretary of Commerce be respectfully requested to take such steps as may be necessary to insure compliance with the law by the Collectors of Customs, in respect to the issuance of certificates of citizenship under R. S. 4588, in order that seamen of foreign birth serving on American vessels shall receive the protection to which they are entitled under R. S. 2174.

The committee reported favorably upon Resolution No. 27, and the resolution was adopted.

The Committee on Resolutions also reported favorably upon two resolutions emanating from the committee, as follows:

First, a resolution urging a continuation of the efforts to secure legislation protecting members against cement dust.

Second, a resolution thanking certain societies and citizens of Portland, Ore., for their efforts in securing justice for seamen on the Norwegian ship "Karmo."

On motion, both resolutions were adopted.

This concluded the report of the Committee on Resolutions, which was signed: Eugene Steidle, Chairman; I. M. Holt, John Pearson, Jack Rosen, John Lyons.

On motion, the committee's report was then adopted as acted upon, and the committee discharged.

Election of Officers.

The following officers were elected for the ensuing year: Andrew Furuseth, President, San Francisco; Patrick Flynn, First Vice-President, San Francisco; Victor A. Olander, Second Vice-President, Chicago, Ill.; Thos. Conway, Third Vice-President, Buffalo, N. Y.; H. P. Griffin, Fourth Vice-President, New York; P. B. Gill, Fifth Vice-President, Seattle, Wash.; I. N. Hylen, Sixth Vice-President, San Francisco; Percy J. Pryor, Seventh Vice-President, Boston, Mass.; Eugene Steidle, Eighth Vice-President, San Francisco; Paul Scharrenberg, Editor, Coast Seamen's Journal, San Francisco; T. A. Hanson, Secretary-Treasurer, Chicago, Ill.

Legislative Committee: Andrew Furuseth, Patrick Flynn, Victor A. Olander, H. P. Griffin, I. N. Hylen.

Delegates to the American Federation of Labor Convention for 1915: Andrew Furuseth, I. N. Hylen, Eugene Steidle, John Carney.

Convention City: New York was chosen as the Convention City for 1916; the Convention to be held during the first week of December.

Delegates to the American Federation of Labor Convention for 1916: Andrew Furuseth, Paul Scharrenberg, Victor A. Olander, H. P. Griffin.

Resolutions of Thanks for the local Union, etc., for the entertainment of the delegates were then adopted.

Delegate I. N. Hylen, Secretary of the Committee on Arrangements, was then presented with a locket, appropriately engraved, in appreciation of his kind and considerate efforts to make the delegates' visit at San Francisco both pleasant and enjoyable. Delegate Andersen made the presentation speech and stated that this little gift came from the delegates' own hearts and pockets.

At 6:10 p. m. the Convention then adjourned with three hearty cheers for the I. S. U. of A.

The annual statement of the United States Geological Survey on the production of mica in 1914 is now available for distribution. The United States produced 556,933 pounds of sheet mica and 3,730 short tons of scrap mica, having a total value of \$328,746.

THE FIRST YEAR OF THE WAR.

The completion of the first year of the war has led to much reviewing of the operations of the past twelve months, and many predictions as to the future. The German advance in the West, which began with the siege of Liege, Belgium, August 4, crossed the Marne River within a few miles of Paris one month later. On the 7th of September the Germans began their retreat to the Aisne River, where they "dug themselves in," and where they have remained since the 15th of that month. An effort to turn the German right wing led to a continued extension of the line north-westerly until it reached the sea at Nieuport, Belgium, October 18. All the heavy fighting of the past nine months has not resulted in any material change in this line. The Belgians still hold the southwest tip of their country, the French retain a part of Alsace, while the Germans hold nearly all of Belgium and a wide strip across the north of France. The eastern campaign covered a much wider territory, with less trench warfare. Three times the Russians invaded East Prussia, each time to be driven back with heavy losses. To the south they overran almost the whole of Galicia, laying siege to Crakow and penetrating the Carpathian Mountains. They have now abandoned nearly the whole of Galicia, and are on the point of giving up Warsaw. The Balkan States, which at one time were on the point of espousing the cause of the Allies, appear to have been overawed by the success of German arms. It is now rumored that Bulgaria and Turkey have come to an agreement, and that Roumania is exchanging wheat for German war munitions. Greece is divided between pro-German and pro-Allies parties, with the latter in the ascendant.

On the sea the Allies have been as successful as the Germans have been on land. Both the German and Austrian fleets and all their shipping are bottled up. Submarines alone venture out of their harbors. These sank a number of warships in the earlier days of the war, and continue to prey upon commerce. They have been unable to dispute the Allies' control of the sea, or to stop British commerce. Of war ships destroyed, Great Britain has lost 32, France 12, Russia 5, Japan 3; a total of 52 ships, of 297,178 tonnage. The losses of the German allies were: Germany 67, Turkey 5, Austria 4; total 76, with a tonnage of 206,100. Since February 18, when the submarine campaign against merchant vessels began, the Germans are credited with sinking 152 steamships of over 500 tons. Counting all ships, large and small, the tonnage lost is estimated at 450,000, a considerable part of which belonged to neutral nations. The British tonnage in operation in 1912 was 11,894,791. The loss of non-combatants in the submarine campaign numbers 1,643.

There is no talk of peace from any official source. On the contrary, the Allies are preparing to finance a three years' war. Germany, being the only nation prepared for immediate action at the time the war began, and having the accumulated supplies and the munition factories necessary to the prosecution of a great war, has won and retained the advantage of position on land, but she has been unable to keep her fleet at sea. The Allies, par-

ticularly England, have been slow to arm themselves. The great stress is now laid upon the manufacture of ammunition and guns. Little military activity of an offensive nature is expected from the Allies, West or East, until enormous quantities of supplies have been accumulated. Every available manufacturing resource of Great Britain is now devoted to munition making.

The American Association of Masters, Mates and Pilots is now conducting a referendum among its members on the question of urging Congress at its next session to modify the existing laws fixing thirteen hours as the legal maximum in which pilots may work during a period of twenty-four hours, so that it shall be reduced to a period of eight hours a day, or fifty-six hours a week, including seven days. It is said that the operators of the tugs and lighters in Atlantic Coast ports, including the railroads which operate fleets of tugs, barges, floats and lighters, are preparing to combat the union efforts to have Congress limit the legal work days for pilots at fifty-six hours a week.

Seventy-eight per cent. of the members of the Marine Engineers' Beneficial Association at New York have rejected a proposition to retain the present wage schedule. The average wage increase favored by the voters who want a change in the entire schedule is about 20 per cent., it is said. Simultaneously with the vote on the wage proposition, the members voted to accept a set of rules establishing uniform conditions in the trade and providing for shorter hours of work. It is said by the representative of the organization that some companies have granted no wage increase since 1901. It is claimed 98 per cent. of the marine engineers in the East are in the organization.

During the year ending July 31, 1915, the net increase in the number of vessels entering the Port of New York from foreign ports, as compared with the year ending July 31, 1914, was 465, the total number being 5,243 and 1,778, respectively. The following nationalities increased in the number of vessels arriving here: American, 480; Norwegian, Swedish, and Danish, 317; Dutch, 171; Italian, 71; all others, 16. The nations which decreased were German, 564; British, 14, and French, 12. Although there is an increase in the number of vessels there is a large decrease in the tonnage of the port on account of the withdrawal of regular liners.

The International Seamen's Union of America has honored itself by unanimously re-electing Andrew Furuseth as its president. He has held the office six years. There are some who don't think much of the Seamen's Union, but that organization has at its head one of the best, one of the truest and most unselfish, courageous and intelligent men in America.—San Francisco Star.

The annual statement on the manufacturing of fuel briquets has been published by the United States Geological Survey and is available for distribution. The production of briquetted fuel in the United States in 1914 amounted to 250,635 short tons, valued at \$1,154,678, an increase of 37.82 per cent. over the production of 1913.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 571.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Several hundred men employed inside the breweries and drivers of brewery wagons, are affected by an agreement signed by the brewers of Baltimore. In some cases hours are reduced from nine to eight and in other cases, where nine hours is continued, an increase of \$1 a week is granted.

The Lake Torpedo Boat Company of Bridgeport, Conn., locked out its pattern makers because these workers demanded a wage increase. Representatives of the Federal Department of Labor assisted the union in opening negotiations with the company, which resulted in the new rates being granted. All pattern makers have returned to work.

The various Carpenters' unions of Boston have organized the Carpenters' Building Association which has completed plans whereby the members of these unions may subscribe \$150,000 for the erection of a headquarters building in the downtown section. The building will be five stories high, with offices and halls on the upper floors.

Miners in the Scotch Valley, Pennsylvania, have won their strike for union recognition and the operators have accepted the anthracite agreement as a basis for settling differences. These workers recently organized, but their employers were unwilling to abandon the good old practice of dealing with individual miners. The strike forced new viewpoints.

At a conference of the Ohio State Board of Health and local health authorities, Dr. H. T. Sutton, president of the State Board, said: "Our country's greatest need to-day is a more effective propaganda against tuberculosis. It is as great as the need of a larger army and navy; if anything, greater." Dr. Patterson, director of the division of public health, of the State Board, declared that the people generally owe it to themselves and to their children to take as much interest in health affairs as they do in matters of education.

At the recent convention of American Flint Glass Workers' Union it was decided to ask manufacturers, with whom they will confer at Atlantic City, for a reduction in hours from 8½ to 8 a day. The press and iron mold department decided to ask for a 10 per cent. wage increase. Other departments will make similar requests, but the percentage varies with the article produced. The convention voted to continue the strike against the Federal Glass Company of Columbus, O., which has been in progress two years, and the strike of cutters in Brooklyn, which has been on for a year.

After a two weeks' strike Mexican miners employed by the Consolidated Mining Company at Ray, Arizona, have returned to work. Wages are increased and thirty minutes for lunch while working underground is also secured. The company promises not to discriminate in favor of non-union miners if the miners agree not to form a local in Ray, but may hold membership elsewhere. This has resulted in several hundred joining the local at Miami, in the next county. The miners are jubilant over their advance. Trade unionists who assisted these workers say the settlement is a distinct gain and the forerunner of future progress.

SEATTLE, WASH.

Office Phone
Elliott 135

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. -1638	Larsen, Albin
Andersen, Hjalmar	Mjones, John
Anderson, A. B.	Mann, Emil
-1802	Moyer, Wm.
Berntsen, Bernt	Martinson, P. A.
Bramley, E.	Meen, Tryger
Brogan, J. P.	Mikkelsen, K. -1620
Beck, Johannes	Newland, E.
Carlson, Herbert	Nelsen, N.
Christensen, Anton	Norlin, Geo.
Chudelow, Geo.	Nielson, Alfons
Ejvards, John	Naro, J.
Eggers, John	Olson, J. E.
Eggebrotsen, Ed.	Olsen, Yugo
Edvardsen, Anton	Olson, E. -966
Edson, Frank	Olsen, Harald
Glademo, Lars	Pabst
Hansen, Fred	Pettersen, Harry
Hatton, Pete	Petersen, Carl M.
Hughes, W. L.	Quigley, Tom
Hansen, C.	Rasmussen, Arthur
Ingebretsen, Olaf	Rosenvald, Isak
Jakobson, Walde-	Rodin, Knut
mar	Ramberg, Barney
Jensen, Oscar	Schwartz, Will
Johnson, A. W.	Smith, Karl
-2186	Sole, Erling
Johnson, Ed.	Speller, Henry
Johnson, Hilmar	Stolsvik, John
Johanson, Jonas R.	Sund, K. A.
Jorgensen, Fred	Strauss, Walter
Jacobsen, Tengils	Strasdin, A. W.
Johanson, Johan S.	Scherman, Karl
Jensen, Jens	Teichert, Karl
Kalning, Jacob	Thostrup, Ludvig
Karlsson, Herbert	Thomsen, Einar
Larson, Olaf	Thompson, W.
Leonard, John	Willi, Max
Livingstone, E.	Williams, Chas.
Larsen, K. -1560	Willen, Toivo
	Wee, W.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Llne, Wictor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-106-107 SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium In
Connection

Broadway at Olive St.

East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH

Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.**WM. JOHNSON**
TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains In Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND
REPAIRING SHOP
French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

**SQUARE DEAL
RESTAURANT**

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Abrahamson, Alex
Anderson, Sam S.
Allan, Frank
Anderson, W.
Bruce, Otto
Bese, F.
Bernhardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Delavauchel, P. M.
Decas, O.
Dolany, Willie
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsch, Henry
Geiger, Joe
Gunther, John
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Holm, Peter
Hellman, Albin
Henriks, Waldemar
Ingelbrigsten, O.
Johnson, Louis
Jensen, Wm.
Jegstrup, Harold
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Knopp, Fritz
Kristiansen, Wm.
Kolk, Mathias
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Keane, M.
Leonhard, George
Larsen, Herman
Lindblad, Konrad
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Molen, Derk
Munchmeier, H.
Miller, Andy M.
Morgan, Tim
Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckermann, Ernst
Meyer, Chas.
Norris, U. P.
Olsen, Ole
Olsen, Arthur
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Palm, P. A.
Pohland, M.
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Oscar
Pensgaard, Emil
Reskran, George
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Samuels, Frank
Shea, Oscar
Svensson, Axel K.
Schacht, H.
Schultz, John N.
Smith, John
Selin, Joe
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Torstenson, Folke
Tarnford, B. A.
Tasnase, E.
Tuhkanen, J. J.
Urso, Geozep
Vickery, Curtis
Wheatcroft, L. E.
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengen, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burmeister, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1804
Ludtke, Emil
Malmberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054
Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION**DEMAND****PERSONAL LIBERTY**

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.**HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.
1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.
5-13-14

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.
1-27-1915

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.
4-3-15

Wilhelm Ekelund, a native of
Sweden, is inquired for by his
brother, Axel Ekelund, New Harbor
Hotel, Drumm street, San Francisco,
Cal. Anyone knowing his where-
abouts please notify the above ad-
dress.
3-10-15

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

George Alexander Sharman, a na-
tive of Brooklyn, N. Y. About 28
years of age, height 5 feet 9 inches,
supposed to have sailed on the Great
Lakes in 1907, is inquired for by
M. L. Kinvan, 1211 Mosher street,
Baltimore, Md.
7-14-15

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

Home News.

Heavy rains have caused floods in
central Ohio, inundating hundreds
of acres and raising many rivers to
the danger point. Many farmers'
crops were ruined; and much dam-
age, with some loss of life, was re-
ported from Kenton and Lima.

The Wisconsin Legislature has
passed a bill increasing wages of
rural school teachers \$5 to \$25 a
month, according to qualifications
and terms of service. There are
about 7,000 rural teachers in the
State.

A gathering to consider the na-
tional defense question will be held
in Washington from October 4 to 7.
It will take place immediately after
the Grand Army of the Republic en-
campment there and will be under
the auspices of the National Defense
League.

The Chicago City Council sub-
committee on harbors and wharves
is formulating plans to inspect every
excursion vessel entering or leaving
that port. It is announced that the
city will inspect these boats for the
purpose of informing the public as to
their stability and carrying capacity.

Hereafter telegraph companies of
Kansas must ask the State Public
Utilities Commission for permission
before they can discontinue offices
in localities that furnish little busi-
ness. The Supreme Court has upheld
the Commission's order to this effect.
The companies, however, will con-
tinue to tell the public they have "the
right to run their own business"
whenever workers ask for better con-
ditions or increased wages.

Working out a system to stand-
ardize the grouping of industrial ac-
cidents and causes, so that the acci-
dent experiences of the various
States will be available for general
use, was the purpose of a three days'
meeting at Columbus, O., by a com-
mittee on statistics and compensation
cost of the National Association of
Industrial Accident Boards and Com-
missions. The committee will make
a written report to the meeting of
National Associations in Seattle next
September.

The Colorado State Supreme Court
has ordered a stay of judgment in
the case of Louis Zancanelli, union
miner, convicted last May, on circum-
stantial evidence, of killing George
W. Belcher, a Baldwin-Feltz gun-
man. The unionist was sentenced to
life imprisonment, but the Supreme
Court's order means that he will not
be removed to the penitentiary until
the case is given further considera-
tion by Colorado's highest tribunal.
Judge Granby Hillyer, ex-coal com-
pany attorney, presided at Zancanel-
li's trial.

That the Federal Government is
determined to lay up for itself an
abundant supply of fuel oil is evi-
denced by the order of withdrawal
for 9,481 acres of land in Natrona
County, Wyoming, about 30 miles
north of Casper, covering what is
known as the Teapot Dome in the
Salt Creek field, and a part of the
petroleum reserve withdrawn July 2,
1910. No wells have been drilled on
this new area, but a careful study
of the conditions indicates that it
will prove to be productive territory.
The setting aside of this new reser-
vation is in line with the policy of
the administration, to improve every
opportunity to provide an adequate,
dependable supply of fuel oil for the
Navy, which is yearly increasing its
fuel oil requirements.

Domestic and Naval.

The Department of Commerce has purchased the power-boat "Ono" from E. P. Swing for use at the Gloucester Immigration Station. The boat will be used for boarding vessels and for the transfers of aliens from vessels and such other purposes as the Commissioner of Immigration may designate.

The new freight service between Philadelphia, New York, San Francisco and Portland, Oregon, will be known as the Oregon-California Shipping Company. L. Rubelli Sons are agents of the new service. The first vessel, the steamer "Eureka," will leave Philadelphia about August 12 and the "Tampico" about August 24.

Nine compartments of the United States battleship "Oklahoma," in process of completion at Camden, N. J., were so badly damaged by a mysterious fire under turret No. 1 that they will have to be rebuilt. Many plates were buckled by the intense heat and it is probable that others were strained by the tons of water poured into the hull in an effort to extinguish the flames. Powerful pumps are still at work getting the water out of the compartments.

The United States District Court has awarded the Atlantic Refining Company \$6000 damages against the Chester Shipping Company for the sinking of the tug "Imperator" of the Refining Company, by the steamer "Riverside." The tug and the steamer collided in the Delaware River September 9, 1912. Judge Dickinson decided that both vessels were to blame and after fixing the value of the tug at \$12,000 decreed that each of the parties must bear half of the damages.

All records for the quick loading of wheat cargoes seem to have been broken at Philadelphia when 250,000 bushels of wheat were loaded on board the British steamship "Pengreep" at the new Girard Point grain elevators in thirteen working hours by Murphy, Cook & Co., stevedores. Included in the working time was the filling of 5050 bags with wheat, which was made necessary in order to comply with the requirements of the underwriters. The "Pengreep" will discharge her cargo at Bordeaux.

The Atlantic coastwise freight market is a little more active. The general asking price for bituminous coal between Hampton Roads ports and Boston is seventy-five to eighty cents per ton, and from Baltimore seven to ten cents a ton more. Anthracite space is strong and unchanged on a basis of fifty to fifty-five cents per ton from New York to Boston. Rates from New York to the Provinces range from \$1 to \$1.50 per ton, and in a few instances a little more has been paid by shippers.

Eighteen muleteers, brought to New Orleans on the British steamship "Anglo-Australian," libeled the vessel July 16 in the United States District Court, to recover wages alleged due them by the master of the ship. The men claim that \$12 of \$15, promised them for their services as mule attendants, was deducted "without any right or reason therefor." The muleteers allege that they were employed June 1, 1915, to take a consignment of mules from New Orleans to Avonmouth, and that they performed their duty in accordance with the terms of their contract.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men

Exclusively

Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase. REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Waino
Abbeys, Arne
Abmeyer, Henry
Abrahamson, A.
Adams, Hugo
Ahrens, Walter
Ahlfors, Arthur
Ahokas, Imari
Almer, John G.
Andersen, Alfred
Oial
Andersen, Anton
Andersen, Chr. F.
Andersen, H. J.
-1620
Andersen, John
Andersen, N. -1549
Andersen, S. P.
Andersen, Chr. -1765
Andersen, D.
Andersen, Ed
Andersen, Ernest
Andersen, H. E.
Bakkenson, P. J.
Bakker, Haakon
Barz, Herman
Bensen, I. -2164
Benter, H.
Bergstrom, Axel
Bergstrom, Imari
Berklind, Gus
Berry, David J.
Bertelsen, Kristian
Beyerle, Rupert
Bilke, E. -2049
Binder, Herbert
Blucher, Johan
Blum, Ernest
Caen, P.
Caison, Fred
Campbell, D. C.
Campbell, George
Campbell, S.
Cane, Arthur L.
Carlson, August
Carlson, C. O.
Carlson, C. R.
Carlson, Heming
Carlson, Joe
Carlson, Julius
Carlson, Martin
Carlsson, John
Carlstrom, Claes
Catt, Frederick
Dahlen, J.
Dahlqvist, Fred
Daly, John
Daniel, J. C.
Danielsen, Louis
De Baer, Harry
De Hayes, F.
De Rose, J.
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckstrand, Frank
Edmann, Oscar
Elenius, Axel
Ekberg, Hugo
Ekhoft, Otto
Ekstrom, George
Ellassen, Sigurd
Fabroviski, Theo.
Fane, James
Ferguson, E.
Ferguson, J.
Finck, John
Fingerling, E.
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Flebbe, Fritz
Follan, Thomas
Forde, S. C.
Fors, Louis
Forshu, Alex.
Gabielsen, Peder
Gallagher, Jas.
Karbourn, Martin
Gart, George
Gerner, Hans
Gillholm, Albin
Gorden, George
Granberg, Fred
Grant, Otto
Grief, E.
Griel, B.
Griffith, Hugh E.
Hakansson, John
Hall, H.
Hallbeck, O.
Halvarsen, Henry
Hammergren, Oscar
Hannus, Alex.
Hansen, Adolph

Anderson, Jon
Anderson, J. R.
-1246
Anderson, Joseph
Anderson, P. T.
-1461
Anderson, R.
Anderson, Walter
Andersson, A. -1782
Andersson, O. L.
-1363
Andreassen, H.
-1477
Annus, Jone
Antonsen, H. -1783
Antonson, Viktor
Arndt, M.
Ashlund, Jas. H.
Auer, Wilhelm
Augustin, Hermann
Aylward, James
Azevedo, Manuel T.
Bock, Jimmie
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Brandt, Birger
Bredemeyer, Elmer
H.
Brown, Geo.
Brown, Thos.
Brown, William
Bruum, Axel
Brunvald, Ed
Buckley, J. J.
Byloff, Charles
Cellan, John
Christensen, Erling
Christensen, Otto
Christiansen, Louis
Christiansen, L. P.
Claus, John R. C.
Clausen, Chr.
Clever, Hugo
Coakley, John
Collier, H. S.
Comstedt, John
Cordia, P.
Costantino, Lay
Countedt, Ernest
Crosiglia, G.
Dennis, I.
Dewetrak, C.
Dignam, Carl
Doan, Chas.
Doan, Charlie
Douglas, G. Sam.
Doyle, William
Dracar, Ed.
Ellefsen, Otto
Ellingsen, Fred
Ellingsen, Wilhelm
Ellingsen, E. R.
Erickson, George
Erickson, Sigurd
Esterberg, Gust
Evans, David, -622
Evans, Stanley C.
Foss, John
Foster, Chas.
Foth, Gustav
Frank, John
Frazer, James
Fredericksen, F. M.
Fredricksen, B. D.
Fredrickson, F.
Freiberg, Peter
Frepte, Alwin
Friedrich, H.
Funk, Burno
Furth, Rik
Gronthal, Arthur
Gross, Ernest
Gudmundsen, B.
Gulliksen, Amandus
Gumas, Nicholas
Gundersen, Kristian
Gundersen, G. A.
Gundersen, J. C.
Gustafson, Tovia
Guthre, R.
Gutman, C.
Hansen, Charlie
Hansen, F. -1735
Hansen, Hans O.
Hansen, H. M.
Hansen, H. P.
Hansen, Henry W.
Hansen, Martin

Hansen, Niels S.
Hansen, Norkard M.
Hansen, Thomas
Hanson, Chas. G.
Hanson, Henrik
Hanson, Harold
Hartog, John
Hass, Wilhelm
Hauan, Karl
Haugen, H. C.
Hawkins, F.
Hedenskog, John
Hein, John
Helberger, M.
Hermanson, Fritz
Ikonom, Joe
Ilvik, Gus
Ingebretsen, Olaf
Jacobs, August
Jacobson, Carl
Jade, Hans
Jakobsen, Alfred
Jameson, D. W.
Jarosinski, Feliks
Jensen, Charles
Jensen, H.
Jensen, Hans
Jensen, Halford
Jensen, Henry
Jensen, Jens
Jensen, John Frank
Jensen, Knud
Jensen, Peter
Jersch, Wilhelm
Jespersen, Christ
Johansen, Axel H.
Johansen, Carl J.
Kaktin, Edward
Kaleva, Gustaf
Kallberg, Arvid
Karlson, Wiktor
Karsten, Hugo
Kenny, James
Kine, Conrad
Kinlock, Wm.
Kipper, Henry
Klrowsky, Adam
Kispte, Chas.
Klebingat, F.
Knohl, Louie
Laakso, Frank
Lahke, John J.
Laine, F.
Lake, A. F.
Larsen, C. A.
Larsen, Finval
Larsen, Herman
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, Alfred
Larsen, Karl
Larsen, K. E.
Laursen, Chris.
Lawson, J. P.
Lee, Anker
Leirevaag, H. J.
Maatta, John
Macke, David
Macomber, H. B.
Madsen, Peter
Magnusson, E. W.
-153
Maki, Ivar
Malland, O.
Manse, Peter
Mariner, R. W.
Marquels, Frank
Martens, H. -1892
Martens, Paul
Martensen, J. C.
2191
Martin, A.
Martin, H.
Martin, J.
Martin, John B.
Martinsen, Ingvald
Mathiasen, Sigurd
Mathiesen, Ludwig
Mathiesen, N. L.
Mathsen, Nils
Mathsen, Fritz
Nedsen, John B.
Nedsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nelson, J. -957
Nelson, John
Nelson, John B.
Nerby, Kristian
Nerkins, Herman
Neuling, George
Nicolaisen, Carl
Nielsen, Edwin N.
O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, E. O. L.
Olson, C. 1315
Olson, Charles A.
Olson, John Arthur
Olson, John
Olson, Marnus
Olson, O.
Olson, O. G. J. -1189
Olson, Otto

Hermansen, C. P.
-1622
Hermansson, G. H.
Higgins, F.
Hilderbranch, A.
Holstad, Hans
Hogan, A.
Holberg, Oluf
Holmquist, F.
Holst, R.
Hord, Charlie
Hoverson, Carl
Hubner, Carl
Huse, Edward
Insunso, Francisco
Iversen, Ivar
Johanson, E. A.
-2247
Johanson, Edward
Johansson, N. Aug.
Johnson, Walter
Johnson, Bernad
Johnson, E. G. -227
Johnson, Eric
Johnson, Henrik
Johnson, John
Johnson, Peter
Johnson, Robert
Johnston, William
Jones, Berthou
Jonson, Einar M.
Jorgensen, Fred
Jungberg, L.
Junge, Heinrich
Knappe, Adolph
Knudsen, Daniel
Kohlmelster, Otto
Kolba, F.
Konstatin, Anist
Korner, Fred
Korsberg, V.
Krishjan, R. W.
Kristiansen, Hans
Kristiansen, K. D.
Kristiansen, Jakob
Kruk, J.
Kylander, H.
Leverridge, H.
Lewald, Harry A.
Lewis, George
Lewis, Robt. W.
Lind, Gus
Lindenau, Ernst
Lindgren, Oscar
Lindroth, Erik
Lorin, Christian
Loren, A. L.
Lundberg, Allan
Lundberg, Charles
Lundgren, Colmar
Lund, J. William
Lunsman, Henry
Lynch, James
Matta, Humberto
Mattson, Charles
Mattson, Harry
Mattson, J.
McCallum, Charles
McKeating, R.
McLaughlin, M.
McMahon, Jack
McManus, J.
Melandar, G. L.
Melder, Albert
Menk, Billy
Mennicke, Fritz
Mersman, A.
Mertensen, Henry
Meyer, Ernest
Meyers, Max
Michaelsen, John
Millard, W. G.
Moller, Hilding
Moller, Louis
Moore, Albert
Muller, Thom
Murphy, J.
Nielsen, H. O. -1229
Nielsen, Waldemar
Nielsen, Nils
Nielsen, Nils
Nielsen, Oscar
Nielsen, Anders
Nielsen, Harry
Nielsen, Hjalmar
Niskanen, Chas.
Nitschke, Karl
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nunner, Albert A.
Nurn, John -1151
Nyman, Oscar
Olson, C. O. -705
Olson, G. F. -562
Olson, J.
Olson, Morten
Olson, O. J. -542
Olson, P.
Olsson, Adrian
Olsson, Eric
Olsson, Carl
Olsson, James
Olund, Ture
Orilling, Gust
Owen, Fred

Para, E. H.
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Paulsen, Martin
Pedersen, Axel
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, P. -896
Pedersen, P. -1093
Pedersen, Petter
Pedersen, W. G.
Persson, John
Persson, Oscar
Petersen, A. -1675
Petersen, Anton
Quigley, Robert E.
Quinn, William
Randolph, J. S.
Randrapp, John
Rank, W.
Rasmussen, P.
Rasmussen, J. -446
Rasmussen, Paul
Reinhardt, Werner
Rickes, G. S.
Riesbeck, H.
Ries, Hun
Rimmer, C. M.
Ritcher, J.
Sanders, Robert
Sanders, S.
Sandberg, John
Sanderson, Alfred
Saunders, James
Savage, Roland
Schager, Ernest
Schachte, A. O.
Schinahl, Jos. P.
Schmitt, F.
Schneider, H.
Scott, A.
Seberg, G.
Senter, W.
Shinomija, N.
Siller, E.
Sinnott, Nickolas
Skoglund, Harry
Smet, J.
Smith, John
Smith, L. K.
Smith, Max.
Smith, W.
Sneider, G.
Soderberg, R.
Solberg, Bernt
Tamisar, P.
Tammann, K.
Tanum, Helge
Tayra, August
Telshert, Karl
Thewas, E. J.
Thompson, Ben
Thompson, John Wm.
Thomson, G. E.
Thoren, Gus
Thoresen, C.
Thorn, A. W.
Uderkull, C.
Ulla, Ole O.
Ulle, Charlie
Van Frank, W. O.
Vickery, Curtis S.
Wagner, Wili
Wadman, Harry F.
Waldman, Edward
Walker, Erick
Wallin, Gustaf
Walther, John
Wanag, J.
Wang, E.
Welsen, F.
Weltz, Ornluf
Weijre, J.
Yejola, Yejo
Zankert, Charles

Petersen, Georg
Petersen, H.
Petersen, J. A. -515
Petersen, Niels
Petersen, Otto
Petersen, C. V.
Petersen, Mauritz
Petersen, M.
Petersen, Tom
Pettersson, O. -1551
Pinkert, C. B.
Plom, Charles
Poknandt, H.
Pommer, Jon
Preusse, Fred
Publicatus, Aug.
Punlis, Antoni
Quistgaard, Carl
Roberts, Frederick
Roberts, Griff
Roberts, John
Rohle, Fritz
Rolland, Lars O.
Rosenfeldt, A.
Rotter, R.
Rudt, Walter
Rundquist, O.
Ryan, James
Ryan, Patrick
Sorensen, Anton
Sorensen, Ed.
Sorensen, Jens
Sorensen, L. A.
Sorensen, Vigo
Sorensen, Wm.
Spanas, Nick
Spanon, James
Spencer, Emil
Steinfart, J. H. F.
Stenberg, Gus
Stintman, J.
Stolzman, E.
Strand, Charley
Strand, Konrad
Strandquist, Louis
Straus, Walter
Stromberg, O.
Svendson, J.
Svenningsen, S. N.
Svensen, Albert
Svensen, C. J.
Swanson, Martin
Swanson, O.
Szallies, Gustav
Thorn, August
Thorsen, Rolf
Thorsen, Theodore
Tierney, Pat
Tillman, Andrew
Tobey, John
Tonzel, R.
Topal, Fred
Totz, Dick
Travner, John
Triedrich, H.
Tuchel, Gustav
Ulman, John
Ulrichs, Chr.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Athanasels, Michal
Berling, J. B.
Brevick, John
Carter, Sidney
Ceelan, John
Dehler, Alfred
Ellefsen, Otto
Finnely, Wm.
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
bart
Jacobsen, Emil
Johansen, Emil
Jorgensen, Oluf
Klatte, E. F.
Olsen, Arne
Olsen, Carl -1101
Pedersen, Elif
Pedersen, H. -1263
Penningrud, Ludwik
Persson, Oscar
Raasch, O.
Raum, Henry
Rarly, Frans
Rathke, Reinhold
Rehusen, A. L.
Roberts, John
Slettemark, Einar
Sorensen, Pete
Strasdin, A. W.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources .. \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney
J. A. Bergerot
S. Bissinger
Leon Bocqueraz
O. Bozio
Charles Carpy
J. M. Dupas
John Glynn
J. S. Godan
Arthur Legallet
Geo. W. McNear
X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)

Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets	\$60,321,343.04
Deposits	57,362,899.35
Capital actually paid up in cash	1,000,000.00
Reserve & Contingent Funds	1,958,443.69
Employees' Pension Fund....	199,164.12
Number of Depositors.....	66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529

Cor. Fourth and Market Sts.

Phone Douglas 315 San Francisco

Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,

Opposite Pacific Coast S. S. Co. Pier

400 large, light rooms. Rates, 25c

per night up; \$1.25 week; \$5.00

month. Baths, Reading Room. Office

open all night. Best place near

waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room

1325 STOCKTON STREET

Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards,

Society and Commercial Printing.

Silk and Satin Banners, Badges, Sashes

and Regalia—All Union Made

Union Label Roll Admission Tickets and

Bar Checks

WALTER N. BRUNT CO.

860 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and

7:30 to 8:30 p. m. by appointment

Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market,

Golden Gate and Taylor Streets

Continental Building, on Second Floor

San Francisco, Cal.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

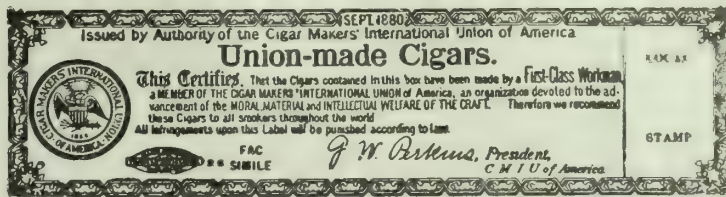
Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl

Ekeland, Will Hj. Thorsen, Ole

Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Island-magee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

A Bern dispatch estimates the German casualties for the war, up to July 1, at 1,504,523, based upon the latest casualty lists.

Baron Kikujiro Ishii, Japanese Ambassador to France, has accepted the foreign portfolio in the new cabinet of Premier Count Okuma. Baron Ishii replaces Count Okuma.

By a majority of almost 2 to 1, the province of Alberta, Canada, in a plebiscite vote under the new direct legislation act, declared in favor of the proposed liquor act, prohibiting the sale of liquor throughout the province.

Chief Forester McMullen of British Columbia was sent on a trip to find markets for British Columbia lumber recently, especially in the Orient. He has been instructed to visit Japan, China, India, Australia, New Zealand and South Africa.

The German Minister of War has issued a warning discouraging the enlistment of youths of 17 in the army, as it has been found that they are unequal to the demands of the campaign, and are apt to become a burden to the authorities. The minister's announcement appears to have given general satisfaction throughout Germany.

The long brewing trouble in the little republic of Haiti that led to the assassination of President Guillaume, who had taken refuge from a mob in the French legation, has been followed by comparative quiet since the landing of American marines from the cruiser "Washington." Two American bluejackets were killed by snipers. These men were part of the landing party of 400. Six Haitians were killed and two wounded. The battleship "Connecticut" has arrived to reinforce the men doing shore duty at Port au Prince. Admiral Caperton is in charge of the military forces at the Haitian capital.

David Lloyd-George, Minister of Munitions, announced that 345 establishments have been declared "controlled establishments" under the munitions-of-war act. As a result of this control, the profits of employers are limited. Any excess over such a limit becomes payable to the national exchequer. "By this provision," said Lloyd-George, "Parliament has assured that sacrifices made by workmen are made for the nation as a whole and not for the advantage of individuals. On the other hand, during the period of the war any rules or shop customs which may have the effect of limiting the output of munitions are suspended in controlled establishments."

The Gazette de Lausanne states that the number of Belgian refugees in Holland at the time of the fall of Antwerp was 720,000. By the end of October half the number had returned to their own country and several thousand had gone to England. In December, 108,400 Belgians were totally destitute and about 100,000 were living on their own resources. At the end of May there were still 80,000 Belgians in Holland, 25,000 of whom were dependent on Dutch hospitality for their means of livelihood. Extensive gifts have been sent for the relief of the Belgians in Holland from abroad, and the Dutch refugee committee devotes large sums to providing for their needs. Many private people have entire Belgian families as their guests.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

BANK OF ITALY

San Francisco

Los Angeles

San Jose

San Mateo

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20

NUMBER OF DEPOSITORS, 53,946

With the Wits.

No Duplicates.—Customer—Waiter, this is the first tender steak I've ever had in your shop.

Waiter—My goodness! You must have got the guv'nor's.—Tit-Bits.

Why.—"Are you going to the Exposition?"

"Nope; can't afford it."

"But your wife bought an entire new outfit to wear at the Exposition."

"That's why we can't afford it."—Houston Post.

"You seem gloomy," said the steely-eyed constituent.

"I am gloomy," said Senator Sorghum.

"The old band wagon isn't what it used to be, then?"

"Oh, it's about the same. But it seems to me that every time it comes around my way it strikes up a funeral march."

Signs of Spring.—Dock Hocks, our enterprising blacksmith, who cuts hair on Saturdays, is preparing to open his spring and summer barber business, and will go to Tickville to buy the calico for the long apron that goes around the neck of the customer. He used a skirt to fit down over the patrons last season, but some of them objected to it, as they want to have their hands free for protection while the work is going on.—Hogwallow Kentuckian.

Willie's Doubts.—William's uncle was a very tall, fine-looking man, while his father was very small. William admired his uncle, and wished to grow up like him. One day he said to his mother:

"Mama, how did uncle grow so big and tall?"

His mother said: "Well, when uncle was a small boy he was always a very good boy, and tried to do what was right at all times; so God let him grow up big and tall."

William thought this over seriously for a few minutes, then said: "Mama, what kind of a boy was papa?"—Associated Sunday Magazines.

An Invitation

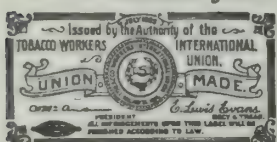
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888



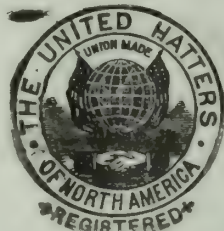
Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE

SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO

(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

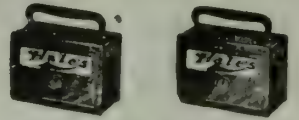
715 Market Street, San Francisco

NEAR CALL BUILDING

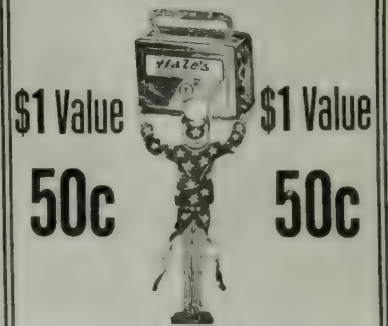
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen,
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET

SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 50.

SAN FRANCISCO, WEDNESDAY, AUGUST 25, 1915.

Whole No. 2344.

COMMENT ON THE SEAMEN'S LAW.

A Symposium of Thought and Opinion from the Independent Press.

The Seamen's Act Must Be Maintained. (Sacramento Bee.)

The Fresno Republican in an editorial concerning the La Follette Seamen's bill holds that such law should be kept on the books; but that in order to keep it and at the same time maintain an American merchant marine, it might be necessary that one of two things be done—either we must have Government-owned ships, or we must have Government subsidy.

That goes upon the theory that American ships cannot obey the provisions of this Seamen's Act and, at the same time, make a profit upon their investment. That may or may not be true. It would require very competent expert examination to determine the fact one way or the other. And the average citizen is no more competent therein than he would be to measure the canals of Mars.

But, in discussing this proposition, it is well to remember that organized capital, whenever it wants to fight any humanitarian proposition connected with its own activities, always rushes to the front to declare that it cannot possibly comply with the measure and, at the same time, make a profit on its investments. That has been its course in every reformatory, humanitarian statute since the dawn of history.

And, in nearly every case, time and experience have proved either that organized capital was not telling the truth—that it easily enough could comply with all the provisions of the law it had fought and at the same time make an excellent profit; or that it could, without much inconvenience, re-adjust its operations to the new law and thus continue in profitable business.

If, however, it can be shown that this Seamen's bill would sap the profits of the American merchant marine, the remedy is not to kill the Seamen's law—for that is a measure that should have been passed long ago—but to solve the problem by Government subsidy or Government ownership as the Fresno Republican suggests.

A Government subsidy is a very dangerous, if not a vicious, thing. It has been the parent of much of the corruption and corrupting evils that have shamed this country in the past.

The solution to the problem would then evidently be in the line of Government ownership.

And the probability is that with Government ownership it would be established that American merchant vessels could be run under each and every condition of the La Follette Seamen's bill, and yet these vessels return a profit.

"The Seaman Row." (Harpers' Weekly.)

When the Seamen's bill passed Congress, and was signed by the President, it was provided that eight months were to elapse before the act should take effect. Were those eight months spent by the steamship companies in preparing to work under the act, in a cordial spirit, to make it successful? Do not all speak at once. The eight months were not so spent. They were spent in agitating to kill the principle of the act. By agitation in the interim they hoped to get the President to recommend amendments

to Congress, although he had had all the arguments before him when he signed the bill. They hoped also by noisy prophecy of misfortune (the Tory answer to every change) to make less probable a renewal of the fight for a revival of our merchant marine with the Government as a stockholder. Be it noted to their account, they have succeeded in inspiring numberless editorials, all just alike, in all the Tory papers and in some of the others, with no new arguments, but with a generous rehash of those put to the committees in Congress. For the interests it can be said that they at least do not sleep at the switch.

The primary attack is from the foreign ship-owners, as they are threatened with lessened control of their sailors. They feel that they cannot long escape a raise in wages. They will be compelled to come nearer to the American standard. What opposition there is from American shipping is caused mainly by the overlapping of interests. There is perhaps \$300,000,000 of American money in foreign shipping and conversely there is foreign capital in our coast-wise shipping. Hence in the present social, political, business, and newspaper campaign, appears our old friend the Interests in another of its Protean forms, with quite distinguished organization and with a technique in honorable contrast to that of its opponents in the liberal ranks.

Driving Them "Out of Business"? (Los Angeles Tribune.)

It is worth while to note that the very time various Pacific Coast steamship companies are declaring that the new Seamen's law will drive them out of business, foreign ships are being bought for registration under the American flag. Their owners voluntarily submit these newly purchased ships to the operation of the same law that the Pacific Mail Steamship Company asserts is too drastic to be endured. Twelve foreign-built steamers have been purchased for the American Transatlantic Company and Secretary Lansing has decided "that neither international law nor policies stand in the way of the transfer."

These twelve vessels have an aggregate tonnage of 44,251 gross tons, being nearly the tonnage of the vessels owned by the Pacific Mail Steamship Company, that, it is asserted, will be driven from our flag by the new law. It is to be assumed that the Americans who have bought these twelve foreign ships for which they are seeking domestic registry are fully as cognizant of the provisions of the new law as even the Pacific Mail Steamship Company possibly can be.

It is evident that the true reason behind the threats some of our steamship owners are employing has not yet been disclosed. Certainly the traveling public can find nothing objectionable in such provisions that 75 per cent. of the crew shall understand the language of the officers. Those who go down to the sea in ships will not find fault with the law, even though shipowners do, because it requires that suitable provisions shall be made for the safety of the passengers.

Note this fact—that if the new law had been in effect before the "Eastland" disaster occurred in the Chicago river the lives of nearly 1000 men, women and children would have been saved. The new law would have made that tragedy impossible.

Let the Shipmasters Explain. (The Public, Chicago.)

Judgment on the "Eastland" disaster should be withheld until all the facts are known. The personal responsibility for such a toll of death is so great that it should fall upon none but the guilty, and upon them only in proportion to their guilt.

It may seem unkind at this time to remind the shipmasters of their opposition to the safety provisions of the Seamen's bill, but the fact is too obtrusive to be ignored. Their objections to that law were directed largely against the requirements of efficient seamen and life-boats, and particularly as these provisions apply to Lake traffic. While it is true that life-boats had little to do with the heavy toll of life taken in this disaster, the same shipmasters who object to the provisions of the Seamen's bill are responsible for the building and the operation of this ship. And if they lacked the judgment that is clearly evident in this case, what assurance can they give the public that they are any better qualified to pass upon the life-boat requirements, and the necessary number of efficient seamen? Here is a clear case of failure in good judgment. The men who designed and built the "Eastland" were at fault, and the Government inspectors who permitted her use condoned the first mistake. It is not necessary to question the motives of any of those who are responsible for the disaster. They may all have acted from the best of intentions. But among them all they have arrived at a pitiful end. This much, however, may be said: The seamen have maintained for years that the Government's inspection service has not been stringent enough, and that the law has been tempered to fit the requirements of the shipowners. Whether or not this is true will doubtless be made clear in the investigations that will follow. But this fact is evident. The shipowners stand discredited as persons qualified to pass upon the question of safety at sea; and the least they owe the public is to give the new Seamen's bill an honest trial. We are still probably far from the end of disasters at sea. The practical limits of marine architecture, both as to size and shape of vessels, are yet unknown, and it ill becomes any one to be too cocksure in the matter of safety requirements. Men may dispute and wrangle over a question of wages, but in the presence of these victims they should be dumb until they know.

Has Providence Intervened? (Stockton [Cal.] Record.)

Can it be a mere coincidence that the "Eastland" horror came at a time when the big shipowners have just completed a powerful alignment to bring pressure to bear on Congress at the next session to repeal the Seamen's law?

Did some higher power have a hand in this horror?

The Seamen's Act, passed after a twenty-year battle with greed, will go into effect on November 1st. Had its provisions been in effect already, the steamer "Eastland" would not have gone down. Even though the act only requires the carrying of life-boats and life-rafts for fifty per cent. of the passengers and crew, under this requirement the "Eastland" would have had on board only 1552 instead of the 2570 she was actually carrying.

And what kind of a case will the Lake Carriers' Association have now when it comes to Congress and asks the repeal of this act which would have prevented the disaster?

This is not the first time that profit-making ship-owners have been checkmated by what the law calls "an act of God." For years the Seamen's Union had been contending that the employment of foreign-speaking crews who did not understand the language of the officers was dangerous. Their claims were scoffed at. But on February 22, 1901, the steamship "Rio de Janeiro," returning from Hongkong to her home port at San Francisco, struck a reef near the Golden Gate, and within twenty minutes sank, carrying down with her most of the passengers. The crew consisted of 84 Chinamen, officered by white men, none of whom could speak Chinese. The only two interpreters on board saved themselves and no orders could be given to the crew.

For years the Seamen's Union had been contending that the manning of ships with an insufficient number of able seamen would some time result in a horrible disaster. Then came the "Titanic" disaster, with its enormous loss of life and the proof of the fact that although the sea was as calm as a lake, the life-boats were handled inefficiently and half-manned. There were too few able seamen.

The burning of the "Volturno" came at a time when the seamen's legislation was just about to fail in Congress, and emphasized the need for able seamen, and more life-boat equipment. The bill languished again, and just as it was about to die in committee, the steamship "Monroe" went down in a collision off the Chesapeake capes and the evidence showed that just two men were on deck on watch beside the watch officer.

Finally the act passed, against the bitter opposition of the ship-owners, among whom none were more active than these same owners of the "Eastland." And these men, with the other lake owners, were just preparing a nation-wide campaign, with a press agent and all the usual accessories, to secure the repeal of the Seamen's Act.

The "Eastland" Catastrophe. (United Mine Workers' Journal.)

Maclay Hoyne, Chicago's State's attorney, expresses the conviction that the Federal inspectors were derelict in their duties; that their complacency was responsible for the loss of over 1,000 lives of workmen, women and children when the excursion boat "Eastland" sank at her moorings at the pier in Chicago.

Let us see; how are these inspectors appointed?

By whose favor do they hold their jobs?

We assert here that no man could be appointed to the position of Government Steamboat Inspector who was not absolutely satisfactory to the companies that own the boats on the Great Lakes. We assert that no inspector would be allowed to hold his position one week who dared to interfere with the possibilities of profits for these companies.

The facts are too evident; this particular ship was long known to be unsafe. The officers and crew knew it was unsafe, especially when overloaded; the proof is in the fact that not one member of this crew, not even a stoker, who might be expected to be in the depths of the fire-room, was lost. Evidently they foresaw the probability of this catastrophe.

The inspectors knew this steamer was unsafe. The fact known to the inspectors could not have been a secret to the owners and managers of this line. They knew the danger; they knew the greater danger of overloading this death trap, yet they elected to take chances with the lives of the thousands of people who, without any knowledge or suspicion of the danger, entrusted themselves in their care. Is it too much to say that these lives were sacrificed to possible profits?

The company that owns the steamboat line, through its manager, W. H. Hull, was one of the loudest protestants against the enactment of the La Follette Seamen's bill, which was passed at the last session of Congress, and which is now under fire from the shipowners of the Great Lakes, as well as the owners of ocean-going ships.

The Seamen's bill, the complaint was made, would cut down the number of passengers that would be permitted on such boats; in fact, according to Mr. Hull's letter of protest to Secretary of Commerce Redfield, would have allowed less than half the number on the "Eastland" that swamped that ill-fated craft. It also provides for better life-saving equipment; more life-boats, and an adequate crew.

There was to have been a determined effort to repeal this law before the time arrived for its going into effect, January 1, 1916, and there is still danger, in spite of this terrible object

lesson pointing out the absolute necessity of enforcement of the provisions of this wise law, that it may be repealed, or emasculated, in the sacred name of profits.

We in the mines have experienced how difficult it is to secure adequate laws for the safeguarding of life, when the same would interfere with possible profits; how strenuously we have to strive for the enforcement of such laws when they are on the statutes.

With grief for the victims, and sympathy for the bereaved families of those who were sacrificed, we recognize in this calamity one more object lesson that will inspire us to combat the present tendency towards government only for the conservation of profits.

A Reply to the "Howlers." (The Garment Worker.)

The maritime interests of this country are certainly making a very loud howl about the alleged evil effects of the Seamen's bill, which goes into effect in November. To read of the work that is being done by the Chambers of Commerce to nullify this law one would be convinced that there is a strong probability that the maritime and business interests will finally triumph in securing its repeal. The cry is that the measure means the death knell to American shipping. Whether such will be the case we are not in a position to know. But we are suspicious that all the clamor and all the direful predictions that are being made get their inspiration from the fact that the shipowners are convinced that they will be forced to do their duty to the sailor under the law in all respects, a condition from which they have been immune so long that they have come to the conclusion that what the sailors ask is an invasion of their rights. Whatever reforms have been enacted in favor of the sailor have been opposed by those whose interests were affected. Even so manifestly a humane measure as that projected by Mr. Plimssoll in the British Parliament years ago met with great opposition. Direful results were predicted in its enactment. But it had behind it the public sentiment of the world and it became a law recognized by all nations, and it has been wonderfully beneficial. The American sailor must be protected. His cry has been too long unheeded, and we want to see the Seamen's law stand until experience has demonstrated that in its present form it is impractical and detrimental in its effect on our commerce to such a degree as to warrant its modification or annulment.

Safety vs. Dividends. (Vallejo Evening Tribune.)

Profits and dividends—the alleged "rights of property" against human life—that is the whole story of the "Eastland" horror in Chicago. There is notable consistency in the activities of the Steel Trust which dominates the steamship business of the Great Lakes. It is making shrapnel to kill the people in Europe, and, as if this were not enough to satisfy its blood thirst, it debauches the inspection service in order that it may operate rotten ships on American waters and kill helpless women and children. Some of our citizens go into a fine frenzy when the Germans do this thing, but we allow it to be repeated in our own country. An Iroquois holocaust is followed by a "Slocum" disaster and a "Slocum" disaster by an "Eastland" horror, all because profits must be considered before safety for life. How long will it be before the next?

THE WAR-LOSSES IN SHIPS.

Statistics are at hand as to losses during the war in ships for ten months. Approximately 2 per cent. of the world's shipping was lost in that time. This loss embraces 509 ships of all kinds, with a gross tonnage of 915,457. When the war began, the world's gross merchant tonnage was 48,000,000, of which Germany had 5,082,000 tons and England 20,751,000 tons. From a summary of these statistics printed in the Journal of Commerce the following additional facts are taken:

"England's gross tonnage in the first ten months of war has been reduced 609,934 tons. A total of approximately 327 vessels flying the Union Jack had been destroyed by submarine, mine, and similar war-operations in that time. The losses were divided about as follows: One hundred and seventy merchant steam-vessels and 157 trawlers, fishing smacks, ketches, and sailing vessels.

"The detailed tabulations of the merchant tonnage losses by the respective nations to date, given below, indicate in striking manner the power of the subma-

rine in destroying commerce, practically half of the vessels given in the list having been lost by such warfare. The serious danger to shipping of all classes from mines is also to be noted. Neutral tonnage of the Scandinavian countries, adjacent to Germany, being exposed to mine-danger to the greatest extent, has suffered extremely heavy losses from such weapons of war.

"How the various nations have suffered in loss of tonnage is shown in the following especially prepared tabulation, giving the number of steamers and their aggregate gross tonnage lost by each of the thirteen countries:

Nation	No. of Ships Lost	Gross Tons
England, including 170 merchant steamers and 157 trawlers, sailing vessels, etc.	327	609,934
Germany, including merchant vessels of all types	34	102,062
Norway, including merchant vessels of all types	30	47,771
France, including all types	24	42,233
Denmark, including all types	17	26,521
Sweden, including all types	22	22,903
Holland, including all types	13	18,132
Russia, including all types	17	16,024
Italy, Greece, Persia, and Spain, all types	7	11,879
America, all types of vessels	5	9,601
Austria, including all types	4	5,631
Turkey, including all types	9	2,706
Total	509	915,457

"With the shipping losses as a direct consequence of the war approaching 1,000,000 gross tons in ten months, and the ship-building yards of the countries engaged in war turning out very little, if any, new vessels, some shipping interests entertain the fear that there must be a serious decrease in the tonnage of the world at the end of the present year. The importance of the fact that the shipyards of the United Kingdom, France, Germany, and Austria in 1913 launched merchant vessels aggregating no less than 2,635,231 tons gross is not being overlooked by owners of shipping property, who find encouragement therein that the value of their holdings will show no decrease at the end of the war.

"The tables showing the tonnage losses of the respective nations given in this article, it is believed, are complete up to June 30. They were compiled from records supplemented by official reports of the State Department at Washington, the British Admiralty, and German War Office announcements. In addition to the type of vessel the immediate cause of destruction is given, as well as the detailed and respective total gross tonnages."

The United States is the greatest producer of tobacco in the world, and the greatest exporter, the greatest importer, and the greatest consumer. Our production of leaf of all sorts averages somewhat more than 1,000,000,000 pounds a year, having a value to the producers of about \$100,000,000. An enormous quantity is exported—considerably more than a third of the production in normal years—for the sales of tobacco abroad are excelled by only seven of the many products America sends to other countries. These tobacco exports exceed in value such items as cotton manufactures, electrical machinery, paper and paper products, and leather and leather manufactures.—United States Commerce Reports.

The U. S. Geological Survey now has available for distribution copies of the annual statement on the recovery of secondary metals in 1914. It is reported that \$57,039,706 worth of secondary metals was recovered in the United States last year.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

No Amalgamation of Miners' Unions.

No amalgamation of the United Mine Workers of America and the Western Federation of Miners is the report signed by committees representing the two organizations, which have been making a study of this question for some time.

The report, signed by both committees, is as follows:

"After having made an exhaustive investigation of the question of amalgamation between the United Mine Workers of America and the Western Federation of Miners, and after giving full consideration to the present condition of each organization, we are forced to the conclusion that because of the many obstacles that now present themselves, and which will be explained in the reports hereinafter provided for, that any attempt to consummate an amalgamation at this time would be premature.

"While we jointly agree that to effect an amalgamation of the two organizations at this time would be impracticable, in consideration of the views expressed by the representative committees, we hereby decide that each committee prepare a separate report, stating in detail the result of their findings, and that the same be submitted by each committee for the consideration of their respective organization."

In its supplemental report the committee representing the United Mine Workers say its reasons "for our not agreeing upon a plan for an amalgamation between our organization and the Western Federation of Miners at this time are purely reasons of policy occasioned by present circumstances affecting both organizations."

The committee calls attention to the harmonious relations that have existed between their organization and the Western Federation of Miners, and urges that this continue even though "an official amalgamation has not been consummated." The committee also calls attention to the exchange of cards between the two unions and urges all United Mine Workers now in Butte to deposit their cards with the Western Federation of Miners.

Gains Made by Machinists.

The past month has been one of the most successful in recent years, is the report just issued by the International Association of Machinists, from its headquarters in Washington, D. C.

The eight-hour day without wage reductions has been secured in the following plants:

Remington Arms Company, Bridgeport, Conn.

Winchester Repeating Arms Company, with 10 per cent. wage increase.

Bliss Company, New York City, and the Remington Arms Company, Ilion, New York.

Scott Printing Press Company, Hall Printing Press Company, Vitaphone Company, Bosch Company, all of Plainfield, N. J.

Bullard Machine Tool Company, Bridgeport, Conn.

The Hendee Manufacturing Company,

Springfield, Mass., grants a 50-hour week with a 10 per cent. wage increase.

Pond Tool and Machine Company of Plainfield, N. J., with a 25 per cent. wage increase.

Sauer plant of the National Motor Company, Plainfield, N. J., with a 20 per cent. wage increase. This also applies to this concern's Mack Truck Company, Allentown, Pa.

The National Tool Company, Boston.

The Wheeling Can Company, Wheeling, W. Va., has signed a union shop agreement which calls for a 37½ cent minimum.

The strike at the American La France Fire Engine Company, Elmira, N. Y., has been settled on a compromise basis.

Under the terms of the agreement all strikers are to return to work at their former positions; nine hours to constitute a day's work; time and one-half for overtime up to midnight, after which double time is to be paid; work on holidays recognized by the union at the rate of time and one-half; company agrees to recognize committees. After all men return to work, or have been given an opportunity to return, the wage question is to be taken up with the company by a committee, and in the event they fail to agree the matter will be submitted to arbitration.

End Strikes by Force Is Hinted in Canada.

The British Columbia Federationist, official newspaper of the Trades and Labor Council at Vancouver, B. C., raises a warning cry against the plan of compulsory arbitration which, the public press states, is to be urged before the incoming Manitoba Legislature, by W. H. Reeve, fair wage officer of that province.

The British Columbia Federationist says: "The opinion of those who have had close experience of similar legislation in Australia does not tally with the glowing approval which we understand Mr. Reeve expressed concerning it.

"We do not think that organized labor in this country will show any enthusiasm to be muzzled with such a measure. We already have on the statutes a law enforcing arbitration of industrial disputes which involve public utility enterprises. But even at that, the findings of the board of investigation cannot be enforced by law. Their acceptance by either party to the dispute is purely optional. With only that element of compulsion in it, the act has met with very strenuous criticism at the annual conventions of the Trades and Labor Congress of Canada, and from the unions separately.

"But when it comes to compelling workmen by law to submit all disputes of an industrial nature to arbitration, we feel certain there will be vigorous opposition. If it should pass, there is still the matter of enforcing the penalties for striking in face of the act. This is not so easy to do where a mass of men is involved as where it is only one or two persons. That difficulty has already arisen in respect to the industrial disputes investigation act, in cases

(Continued on Page 10)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiras, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal

World's Workers.

While Queensland, Australia, workers have found that compulsory voting makes political victory possible, the British Columbia Federationist does not enthuse over the plan. Editor Wilkinson says: "That does not strike us as a very useful foundation for any political party to rely upon. The importance of the political franchise is no small one, but it is doubtful if people who are forced to use it are fit to use it."

George Fredericks and Hans Christensen recently sued the Fremantle (Australia) Wharf Lumpers' Union for damages caused by the union's prohibition of members working with Germans, whether naturalized or not. Both plaintiffs are naturalized Britishers, married to Australian women, and had forfeited their rights to German citizenship. A verdict was given for Fredericks for £128 7s. and for Christensen for £97 13s.

Under the New South Wales arbitration laws courts have the power to order that preference be given unionists by employers. In a recent case Judge Cussen of the arbitration court ruled: "I give preference to unionists in this case because I am convinced that the man who gives a considerable portion of his time each week, and a considerable portion of his earnings each week, to try to improve the conditions in which he lives, is justly entitled to more consideration than the man who remains outside and will not give a portion of his time or a fraction of his money to better the conditions of himself and those who are dependent upon his earnings."

The effect of the European war on Canadian trade unionism is one of the features of the fourth annual report of the Dominion Department of Labor. It is shown that the loss in trade union membership last year was 9,636. A table is furnished showing the expenditure during the year 1914 on account of benefits paid by central labor organizations operating in Canada. Of the 102 international bodies whose activities extend into the Dominion 79 have benefit features on a varying scale. The total disbursements during 1914 by the various international organizations amounted to \$12,837,987, divided as follows: Death benefits, \$8,864,631; strike benefits, \$1,953,350; sick benefits, \$963,353; accident benefits, \$635,580; old age pensions, \$266,395; unemployed benefits, \$97,392; traveling benefits, \$47,286.

The state of employment in the United Kingdom continues to improve, and at the end of June the percentage idle was the smallest for more than three decades. Trade-unions with a net membership of 921,825 reported 1 per cent. of their members as unemployed at the end of the month, compared with 1.2 per cent. at the end of May and 2.4 per cent. at the end of June, 1914. Another indication of the improvement is found in the reduction in the number of paupers. On a given day in June, thirty-five selected urban districts found it necessary to grant relief to only 172 persons per 10,000 of population, indicating a decrease of 23,446 when compared with the total number of applications for assistance on the same date a year before, and a decrease of 7,948 compared with the preceding month. The returns from Germany and Denmark also show improvement.

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP
It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERY

Los Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14
John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, John	Johnson, Edvard A.
Anderson, Arvid	Jonsen, Leonard
Anderson, G. B.	Johansen, Chas.
Altman, Chas.	Kallberg, Arvid
Anderson, Oscar	Kolodzie, Geo.
Anderson, Ernest	Kron, E.
Andersson, Enkan	Lancoske, J. C.
Apelquist, Otto	Lauritzen, Ole
Anderson, David C.	Lutzen, Valdemar
Baxter, Arthur	Lister, W.
Borgh, Borge	Lalan, Joe
Bredberg, H.	Lindsberg, C.
Bergquist, W.	Larsen, L. K.
Buamik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Matson, Johan
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mourice, F.
Chilton, Harry	Malm, Gustaf
Dahlgren, Pete	Moberg, Karl
Davie, William	Nyhaugen, Julius
Duval, William	Nohr, Niels
Ellisen, Sam	Nilsen, Hans L.
Eugström, M. R.	Olsen, John
Eriksen, Otto	Olsen, Ludvig
Folsch, Harry	Olsen, Olaf
Fisher, Wm.	Owen, Fred
Fesholz, Dan	Olsen, Harald
Hendricksen, Henry	Peterson, A. K.
P.	Peterson, K. E. -903
Hansen, Oskar	Petersen, Hugo
Holmstrom, F.	Peterson, N.
Hansen, Charly	Peterson, Aage
Hansen, John	Pearson, Ben
Hansen, M.	Parsons, Olaf
Hansen, Sigvarth	Peterson, Oscar F.
Johansson, Algot	Rogis, A.
Johnson, Gunnar	Renvall, Anshelm
Jensen, H. -1555	Skanes, Emil
Johansson, Victor	Svenningsen, S. N.
Jensen, Jens	Stromberg, Ivar
Jordan, Henry S.	Svenson, Nick
Johanson, T.	Sevenson, Paul
Jacobs, August	Strahle, Chas.
Johansson, Geo. W.	Slevens, G. F.
-1219	Thompson, Tommy
Jensen, Edvard	Tammar, P.
Johansen, Emil	Toren, Gustaf A.
Johanson, Geo.	Uhlig, Richard

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekkelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.

A SAILOR'S BANK.

With Branches Throughout the World
In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the
INTERNATIONAL BANKING CORPORATION
is particularly well equipped to give service to
SEA-FARING MEN

IN THE
SAVINGS DEPARTMENT
of its San Francisco Branch
it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the
SWEDISH AMERICAN BANK
and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed
Head Office—60 Wall Street, New York
Resources over \$40,000,000
MILLS BUILDING :: BUSH and MONTGOMERY STREETS
Uptown Branch, Geary and Fillmore Streets
Open Saturday Evenings, 6 to 8
E. W. WILSON, Manager

Pacific Coast Marine.

The steamer "Thor," which recently ran ashore off Cape Flattery, has been repaired and resumed her run as a coal carrier between Nainaimo and San Francisco.

High officials of the Alaska Steamship Company are said to have asked the New York headquarters for permission to buy or build two additional freight steamers to be used in the Alaska service. It is possible these vessels may be built in Seattle. They are to cost \$250,000 each.

Effective August 9, pilotage rates into and out of San Francisco will be reduced from \$3 per foot draft on all vessels under 500 tons to \$2, and on vessels over 500 tons from \$3 per foot draught and 3c per ton for each and every ton registered measurement, to \$2 and 2c, respectively. This action has been taken voluntarily by the pilots themselves and is deserving of a great deal of credit, as it must inevitably redound to the benefit of the port of San Francisco.

A new oil company has been incorporated as the Shell Company of California, with \$35,000,000 capital stock, shares \$100 par value. The incorporators are W. Meischke-Smith, the Royal Dutch-Shell representatives at San Francisco, B. D. Adamson, J. C. Van Eck, and H. R. Gallagher. The name of the American Gasoline Company, the Royal Dutch-Shell subsidiary, has been changed to the Shell Company of California, Inc. This company's stock has been increased from \$750,000 to \$4,000,000.

Astoria's new municipal wharf was formally initiated into the public service during the past week, when the first big ocean carrier berthed there for cargo. The steamer was the Grace liner "Santa Cruz," which, after discharging about 100 tons of miscellaneous cargo and loading 500 tons of canned salmon at the Sanborn wharf, shifted to the municipal wharf, where she loaded 500 tons of canned salmon for New York, making 1000 tons of this freight which she is to carry from Astoria to Atlantic ports.

Three new oil carriers for service on this Coast and to compete with the companies already in the business, have been ordered by the Shell Oil Company of California to be ready for service next January. The vessels are being built in Delaware by Harlan & Hollingsworth, are of 8000 tons and are to have a carrying capacity of 60,000 barrels of oil. Each of the vessels is to be 426 feet long, 53.4 feet beam and 24.8 feet depth. Names for two have already been selected, one the "Gold Shell" and the other the "Silver Shell," while the name for the third has not been decided upon.

The old Pacific Mail steamer "Barracouta" has been sold to George Mendelson & Son, a local firm of junk dealers, who will break her up. She was for many years operated by the Pacific Mail in Central American waters, picking up coffee at "outside" ports to be transhipped to San Francisco, coming up here only occasionally. The "Barracouta" was built at Glasgow and launched in 1883. She is of 2,152 tons gross, and originally flew the British flag, later being changed to the Hawaiian flag, and then getting American registry on the annexation of the Hawaiian Islands by the United States.

In order to care for the heavy volume of freight offered in the service between the North Pacific and Atlantic Coast ports, the American-Hawaiian Steamship Company has announced four extra sailings from Tacoma and Seattle, and have rearranged their schedule. The extra sailings will include the steamship "Montanan" from Puget Sound September 16, and the steamship "Iowan," sailing October 28, the latter vessel to take in Norfolk, Va., on the east-bound run. The steamship "Honolulan," sailing October 10, and the steamship "Panaman," sailing November 15, will carry salmon to Charleston, S. C., in addition to the usual freight for the North Atlantic ports, by way of the Panama Canal.

Five million five hundred and seventy-five thousand dollars in English gold, the largest shipment of gold ever brought to San Francisco from Australia and the largest amount ever exported from the Commonwealth, arrived in San Francisco during the week in the specie tank of the Oceanic liner "Ventura," Captain J. H. Dawson. This gold was consigned to four local banks. It is to pay for the immense amount of supplies which have been bought in California during the past few weeks and sent forward to Australia. The "Ventura" had an uneventful trip from the Antipodes and Honolulu and brought in a total of 249 passengers, 101 of whom joined the vessel at the Hawaiian port. Cargo on board amounted to 2616 tons, and was made up principally of wool and skins from Australia, some copra and the usual island fruit from Honolulu.

Of more interest than any other item in the cargo of the Danish freighter "Indien," which arrived at San Francisco during the week, was the royal yacht "Nordug IV," the entry of King Christian X of Denmark in the race for President Woodrow Wilson's cup, at the Panama-Pacific International Exposition. Accompanying the yacht were two of the men who will sail her, Edgar Martin and George Francis. She

will be in command of Captain H. H. Madsen, who came overland and has been in San Francisco several days. The "Indien" brought 600 tons of general cargo and left on August 21 for Shanghai and Vladivostok. This trip started the direct service of the East Asiatic Company from San Francisco to the Far East, a service which is to be continued, with the departure of a vessel every four weeks from San Francisco. From Vladivostok the steamers will go home via Suez.

The Japanese training ship "Taisei Maru," Captain M. Kanno, arrived at San Francisco during the week on her second visit. The "Taisei Maru" is an auxiliary four-masted bark, but used her engines only three days in leaving Japan and two days in making San Francisco, and on account of headwinds and calms, made a long passage of seventy-two days from the Japan coast. The "Taisei" anchored in man-of-war row, and will be in port here two weeks before starting the homeward trip, during which time the cadets will visit the Exposition. The return to Japan will be made by way of Honolulu, the only stop. This nautical training for the merchant marine is supported by the Japanese Government. Cadets enter the school at the age of 18. For two years they are given instruction at the Imperial Nautical College at Tokyo, then they have two years on the "Taisei Maru," six months of gunnery instruction to fit them for naval reserves and then a period in the regular merchant service, at the end of which time, they are eligible to take examinations for second officers. The "Taisei" has thirteen officers and instructors and 107 cadets on board, besides the crew of thirty-six and two wireless operators, making a total on board of 158 persons. The "Taisei" is 277 feet long, 43 feet beam and 24 feet depth. She is 4400 tons displacement, 2439 tons gross and 1741 tons net. She was built in 1904.

Collector of the Port J. O. Davis and Supervising Inspector of Steamships J. K. Bulger have started an investigation of the ferry-boats operated by the railroads, with a view of inducing the companies to make improvements for better safeguarding passenger traffic and to eliminate some of the conditions that have been complained of. In a recent conference between the Government officials and W. R. Scott, vice-president and general manager of the Southern Pacific, the latter suggested this course. "While I have no desire to work any undue hardship on railroads operating ferry-boats, I am convinced that a maximum limit should be placed on the number of passengers carried," said Collector Davis. "I believe that the steamship inspection laws should be changed to prevent the overloading of passenger ferry-boats, as it now applies to excursion steamers. During heavy fogs the boats, running on forty-minute schedule, carry double loads of passengers. While I have no knowledge that they exceed in the number of passengers the number of life preservers aboard, it is obviously a matter of prudence that the law should fix positively the maximum number of passengers to be carried on any one boat. Generally speaking the ferry-boats are well managed and precautionary measures are being observed in many respects, but the time to advocate additional safety precautions and reduce hazard is before accidents occur."

Five million, two hundred and fifty thousand dollars is the price the Pacific Mail Steamship Company will receive for the five vessels reported sold to the Atlantic Transport Company of West Virginia, according to advices received recently from New York. The advices state that this price was fixed by Federal Judge Hough in an order filed in the United States District Court in New York, on the petition of the New York Trust Company, complainant in the receivership suit against the International Mercantile Marine Company and its subsidiary companies, of which the Atlantic Transport Company is one. At the time the prospective sale was announced, a few days ago, it was rumored that the price to be paid the Pacific Mail was \$12,000,000, but officers of the purchasing company denied this, and in Eastern shipping circles the general belief was that the price was between \$6,000,000 and \$8,000,000. In the court order the apportionment of the \$5,250,000 to each vessel is as follows: "Korea," 11,276 tons, built in 1902, \$1,000,000; "Siberia," 11,284 tons, built in 1902, \$1,000,000; "China," 5060 tons, built in 1889, \$250,000; "Manchuria," 13,639 tons, built in 1904, \$1,500,000, with interest at 5 per cent. per annum from July 31, 1915, and "Mongolia," 13,639 tons, built in 1904, \$1,500,000, with interest on \$1,400,000 thereof at 5 per cent. per annum from August 25, 1915. The approximate cost of the five Pacific Mail liners, according to a petition filed with the court, was \$10,400,000.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½ A. Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 806 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ A. Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 South Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 190 West St. Phone 4126 Worth.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1811 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 168 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 81 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 41 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 61.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG Editor
L. M. HOLT Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 25, 1915.

A JOLT FOR THE STAND-PATTERS.

The report of the Federal Commission on Industrial Relations has been completed and will be submitted to Congress. There is much to be said and written upon the work of this Commission. Advance notice is hereby given that this sheet will have its full, frank and free say upon the subject when all the material is in print and available for distribution. In the meantime there are submitted herewith a few excerpts as startling, appalling and "outstanding" facts, certified to by a Federal Commission:

Of the millions and millions of workingmen in this country one-third are poverty stricken.

Thirty-seven per cent. of wives and mothers of workingmen are forced to do hard work themselves to help keep the wolf from the door.

Five hundred dollars per year is the income of half of the wage-earning fathers.

Less than \$15 per week is the wages of two-thirds of the adult male workers.

Nearly half the women workers earn less than \$6 per week.

Three or more persons occupy every sleeping room in 37 per cent. of the workers' homes.

Babies of the poor die three times as fast as those of the rich.

Nearly 20 per cent. of the school children of this country are underfed and undernourished.

One out of every twelve corpses in New York is buried in the potter's field.

Economic pressure forces two-thirds of all children to leave grammar school before graduating, and only 10 per cent. finish high school.

Farm tenancy increasing at an appalling rate. Landlordism is therefore increasing at an appalling rate.

Workers in basic industries are out of jobs one-fifth of the time.

There are 44 families with incomes equal to the earnings of 100,000 workingmen.

The "Rich" 2 per cent. of the people own 60 per cent. of the wealth of the Nation.

Sixty-five per cent. own less than 5 per cent.

Industrial conditions are responsible for our biggest crime problems.

Labor and living conditions in this country are such to-day that immigrants come only from Italy, Russia, Austria-Hungary and other "backward" nations of Europe.

There is sufficient meat in the foregoing to preach a radical sermon, make an agitator's speech or write a red-hot editorial every day of the year for many years to come. Still, there are men and women who constantly urge upon us "to leave well enough alone." But more of this later!

THE SAME OLD VOICE.

The San Francisco Chamber of Commerce has just issued a statement clearly defining its attitude toward the new Seamen's law.

If any one has ever harbored a doubt upon the JOURNAL's frequent assertion that the local commercial organization is not working for the growth and development of an American Merchant Marine, such doubt ought to be removed by a perusal of the statement just issued. Whatever masquerading may have been done in the past by the San Francisco Chamber of Commerce need hardly concern us at this moment. We have now been furnished with a document which is frankness, candor and clarity combined.

It is indeed pleasing to note that the San Francisco Chamber of Commerce does not desire the repeal of the La Follette Seamen's Act—as a whole.

It is also extremely gratifying to observe that the San Francisco commercial interests are not "trying to force a condition of slavery upon sailors in our merchant marine and permit an inhuman treatment of them."

All that is asked for is the repeal of Sections 4, 13 and 16, and the elimination of sub-Section "e" in Section 11.

Now, there are twenty sections in the new Seamen's law, and the San Francisco Chamber of Commerce seems to fully approve sixteen of these.

So far, so good.

It is a most remarkable coincidence, however, that the four sections to which exception is taken were especially designed to equalize the cost of operation between American and foreign ships touching at our ports. In other words, these four sections impose upon foreign vessels coming to American ports the same rules and regulations regarding efficient manning, etc., as will be required on American ships. And these are the parts of the new law which our local Chamber of Commerce wants repealed in the name of "American" shipping.

Was there ever a more remarkable case than this?

Can any rational being be led to believe hereafter that the San Francisco Chamber of Commerce really wants an equal chance for American ships? Nay, nay, not after this. Everything has been made quite plain. The San Francisco Chamber of Commerce loves the American sailor and gladly approves all parts of the La Follette law which will improve his condition. But the same Chamber of Commerce has a warm spot for the owner of foreign ships. Therefore the latest statement.

Verily, "the hands are the hands of Esau, but the voice is the voice of Jacob."

MORE ABOUT "OUR FLAG."

Just because Captain Dollar found it profitable to sell one of his foreign-built, coolie-manned steamers to British ownership, every plutocratic newspaper of our country has taken one or more kicks at the poor Seamen's bill.

But we have yet to find a publication which gave any credit whatever to that same Seamen's bill when twelve foreign vessels, having an aggregate tonnage of 44,251, were transferred to American registry by one single concern, the American Transatlantic Company.

Now, if that horrid Seamen's bill forced the Dollar "line" (consisting of one (1) for-

eign-built, coolie-manned steamer) to haul down the American flag, what, in the name of common sense, forced the American Transatlantic Company to hoist the American flag on twelve (12) foreign steamers?

Will not the New York Times, the Portland Oregonian, the San Francisco Chronicle, and other champions of the common people, be good enough to enlighten their readers upon these most intricate and complex transactions?

If something is not done very soon to "properly" explain the transfer of twelve foreign ships to American registry, some of the poor simpletons residing in the interior will begin to look upon that Seamen's bill as a regular wizard. So let us have an explanation, gentlemen, and let us have it soon. The suspense is agonizing. It can not be endured. "Our Flag" must not be trifled with. We want to know, you know, why they are hauling it up and down?

One of the oldest and most valued contributors to the JOURNAL is Mr. Robert Starkey, of Marshfield, Oregon (see current contribution on page 9). Mr. Starkey has just celebrated his 85th birthday and takes pride in the fact that as a boy and young man he followed the sea. He was in New Orleans when the call for volunteers came for the Mexican War, and he enlisted in the Navy and served on the frigate "Potomac," which was one of the fleet sent to Vera Cruz. He took part in the siege of Vera Cruz. Later, he was transferred to the sloop of war "St. Mary's," and in that vessel went around the Horn to Monterey, Cal., reaching there in 1848, thus being a little ahead of the gold rush in '49. On the Pacific Coast he was transferred to another vessel and got his discharge in 1849. During his services he was on the same vessel with Admiral Porter, then a mere beginner, and on another occasion was on a vessel with General Grant when he was a lieutenant. Mr. Starkey is still hale and hearty, and is perhaps the most vigorous of the few surviving Mexican War veterans on the Pacific slope.

The faultless and masterly logic displayed in the San Francisco Chronicle's editorial columns is without a rival. In lambasting the new Seamen's law a few weeks ago our distinguished contemporary found it necessary, for the purpose of driving home a weak point, to make it "perfectly clear" (?) that China could not maintain a merchant marine because the Celestial empire is not able to give the necessary "protection" to shipping. This week the same versatile department of brains, in order to "drive home" an entirely different contention, supplied a matchless argument for the editorial page showing beyond a question of a doubt that far from being a help a navy had actually been a hindrance to the upbuilding of Germany's big merchant marine. We doff our hat to the Chronicle. It has solved the problem of proving that black is white and white is black. And the difficult trick is done with such easy grace! Really, everything is "easy" if you only know how.

Upon reflection it will be observed that the difference between the good and the bad politician is merely the difference between the politician on the platform and the politician in office. In this, as in most other matters, opportunity is the final test.

BUSINESS VS. HUMANITY.

Some of the anti-Seamen's law interviews with "substantial" business men, published just prior to the "Eastland" tragedy, read very strange indeed "after" the disaster.

The President of the Buffalo Chamber of Commerce, had himself quoted in the "Buffalo Courier," as follows:

I believe that the entire measure should be rescinded—thrown out bodily. The whole bill grew out of the agitation that followed the sinking of the "Titanic" and was designed primarily to affect ocean-going vessels. We have never had a serious accident to a passenger boat on the Great Lakes and even the minor accidents are few and far between.

If this bill goes into effect it will be necessary to retain a certain number of hands during the season simply for purposes of operating life-boats. They would have to be certified to, as special life-boat hands. How could you take care of this when you had to ship a crew in a hurry? It provides that all men employed for such purpose be able bodied seamen. How could you take care of this feature? Why, passenger boats would have to carry so many men that they could not accommodate them except by furnishing them with passenger's quarters.

This business man wanted the Seamen's law rescinded—thrown out bodily, safety feature, and all—because there had been no "serious" accident to a passenger boat on the Great Lakes.

Well, the "Eastland" affair removed the very foundation from that particular argument.

The other grievance which this business man holds against the Seamen's law is that it will compel owners to employ a sufficient number of competent men to operate the life-boats in case of accident. What are life-boats for, anyhow? Are they ornaments or are they self-operative? Why not discharge the thousands upon thousands of men employed in the City Fire Departments? If it is bad business to have a number of skilled men on each ship to operate the life-boats in an emergency, why waste good American dollars in keeping trained men hanging about the fire-house, waiting for a blaze? Or is the protection of property ashore of greater importance than the safety of life at sea?

The last complaint of this Buffalo business man is, of course, the most serious of all. Just think what it means to a struggling Lakes ship-owner to sacrifice some of the passengers' quarters in order to accommodate the crew. Why the very thought of such a proposition is outrageous. It is a deliberate attack upon the earning capacity of money invested in ships. And who ever heard of making concessions to safety of life at the expense of the sacred dividends?

Rescind it; throw it out bodily! Never mind the "Slocum" and the "Eastland"! Let "business" be served—first, last and all the time!

Who said America stood for humanity?

The International Seamen's Union of America has issued a pamphlet giving a summary of the new Seamen's law. A copy of this pamphlet should be in the hands of every seaman. If you have not yet secured a copy, don't fail to ask for it at once. It can be had at any of the District Union's headquarters and branches. A careful study of that little pamphlet is advisable—nay, it is necessary to acquaint yourself fully with your opportunities and responsibilities under the new law. Do it now. Remember, the law goes into effect in American vessels on November 4, 1915.

JUST PLAIN FACTS.

(By Andrew Furuseth.)

There are some facts concerning the American merchant marine that are not disputed by anybody. The United States had its fair share of merchant vessels; the tonnage has dwindled in the oversea trade until it was so small as to be negligible at the opening of the present European war.

There has been much investigation and many hearings by commissions and congressional committees to ascertain the cause, and by general consensus of opinion it is now generally agreed that the chief causes are:

1. Greater cost of building vessels in American than in foreign yards.

2. Greater wage cost of operation of American than of foreign vessels if the crews of vessels be hired and signed on in American ports.

All the witnesses brought before commissions or committees and representing the ship-owners have testified to these facts. In testifying on the difference in the cost of construction and operation the witnesses have given different figures, but there has been no disagreement in the testimony that there was a considerable differential against the American vessel, and that this differential had driven the American vessels from the ocean trade.

This was ship-owners' testimony at all times, whether they wanted Congress to pass a law to permit them to discharge seamen shipped in ports of the United States in foreign ports in order to hire cheaper men—the Act of June 26, 1884—to give them a subsidy, to exempt them from local or Federal taxation, or when they opposed any remedial legislation for the seamen or to improve the safety of life at sea, the testimony was in substance the same.

When it came to find the causes for the differential the extra cost of building was charged up against the higher wages of the men working in American shipyards. On the question of higher operating cost it was charged it had its origin in "antiquated navigation laws." When the witnesses were asked to state what part of the navigation laws were responsible, they would usually begin with the food. When the scales of food were compared with those of other nations it was found that they were so similar that it could not be in that item. It was, in fact, found that there were more scurvy and beri-beri in the small merchant marine of the United States than in the larger one of Germany. Comparing England and the United States it was found that we had thirty-six cases of scurvy and beri-beri in about 9 per cent. of world's trade, while England had sixty cases in about 80 per cent.

Then it was claimed that it was the larger space given to the seamen on American vessels for the forecastles. Upon investigation it was found that most nations gave a larger space than was given under American law. It was then claimed that our vessels carried more men. When this was likewise exploded it was finally admitted that it might be because of the higher wage level of unskilled labor here in this country than in Europe or Asia when the law of 1884, already referred to, was enacted. The purpose of that law was to equalize the wage cost by reducing the wages of men on American vessels to

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 23, 1915.
Regular weekly meeting came to order at 7 p. m., A. Seaman presiding. Secretary reported shipping dull. The Secretary was authorized to appoint a special patrolman for incoming Alaska ships.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Aug. 16, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.
213 Hastings St. E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 16, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 16, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 16, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 16, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 16, 1915.

Shipping medium; prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 16, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 9, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 18, 1915.
No meeting; no quorum. Shipping good; few men ashore.

E. F. BURKE, Secretary pro tem.
42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 11, 1915.

Agent reported shipping fair; few men ashore. Paid Shipwreck Benefit to two men off steamer "Bertha."

JACK MEADE, Agent.

Room 203, Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 11, 1915.

Agent reported shipping fair; few men ashore. DAVID JONES, Agent pro tem.

P. O. Box 54.

Portland Agency, Aug. 9, 1915.

No meeting; no quorum. Shipping fair; few men ashore.

C. NELSON, Agent pro tem.
89 Second St. N. Phone Broadway 2306.

DIED.

Cornelius O'Reilly, No. 783, a native of Ireland, age 49, died at Spokane, Wash., Aug. 7, 1915.

John McManus, No. 1880, a native of Scotland, age 25, was killed at Nak-Nek, Bristol Bay, Alaska, July 17, 1915.

Max Soad, No. 2881, a native of Russia, age 32, died at Los Angeles, Cal., Aug. 17, 1915.

The youngest child and only son of I. N. Hylen, Secretary of the Alaska Fishermen's Union, died on August 20, near Calistoga, Cal., age 2 years 6 months and 15 days. A multitude of friends have extended heartfelt and boundless sympathy to the bereaved parents. The Journal can only add its mite of condolence and beseech the Ruler of the Universe to assuage the grief which has so suddenly settled upon a happy family.

MORE ABOUT THE "EASTLAND."

The American people have been told in great detail what happened to the employees of the Western Electric Company after they went aboard the steamer "Eastland."

While National, State and municipal governments are investigating all the facts concerning the awful loss of life, it might be in order to find out why many of the employees went on that excursion who didn't want to go.

The Chicago Day Book presents the testimony of relatives of some of the victims, who claim that foremen under whom they worked, and on whom they depended for their jobs, made them feel that the company wanted all employees to go, and that those who refused to go were in danger of losing their jobs.

It may be that officers of the company didn't know of this. It may be that foremen were not instructed to impress it upon employees that they might lose their jobs if they didn't go on the excursion. It may be that the company didn't know that employees had to pay for their own excursion tickets, and buy uniforms, canes, etc., to use in a parade in Michigan City advertising the Bell concern and its subsidiary, the Western Electric Company. But relatives of some of the victims make the charge that employees felt that they had to go, or had better go, whether they wanted to go or not. And this angle of the horror is worth investigating.

A young man came to the office of the Day Book. He didn't want to give his name, because he has a job and doesn't want to lose it. But he told the substance of the story that follows, and suggested that the Day Book investigate, because he felt that this angle of the story would not be touched by the other newspapers. Out of this visit grew the following story:

Western Electric Company employees were often forced to start on the excursion to Michigan City for fear of losing their jobs.

This, the most startling information developed since the notoriously top-heavy "Eastland" carried its hundreds to strangulation in the fifth of the Chicago River, is the result of an independent investigation.

"Who is to blame?" Chicago asks. The men who stood beside the biers to-day and heard mothers, fathers, children, tell how their loved ones were forced by foremen's threats to go upon the trip point an accusing finger in the direction of the general offices of the Western Electric Company.

The picnic was part of the Western Electric's advertising campaign. The bigger the crowd, the more publicity for the company.

The Western Electric's yearly picnics have gained fame throughout the country for their highness. The trust newspapers have gone beside themselves to say nice things about it. The impression was abroad that the company furnished the trip free.

The trip was not free. The employees were charged 75 cents each for the tickets, and foremen sold the tickets.

Neither have the picnics in other years been much fun for those who went. In Michigan City they have always had to take part in a gigantic parade. Every man, woman, boy and girl was supposed to march. Most all had to buy caps, canes or uniforms. If they didn't march, things became mighty unpleasant for them.

The parade was part of the advertising scheme. In the parades were floats to demonstrate the efficiency of Bell-used telephones, Hawthorne motors and other products. Last year girls were asked to parade wearing overalls.

This year's parade was to go out of the park and through Michigan City. Men and women would spend the energy of a day's work, being in line for perhaps hours. But it would be a big thing, and a great thing for the company. It would be the finest sort of advertising for the Western Electric. It would cost the employees \$10,000 to pay for their boat tickets and buy regalia.

Turn from the picture of the parade that

was to be and go stand by the bier of Helen Greszowiak.

The father, Anthony Greszowiak, has just finished the story of his daughter telling him she did not want to go, but must because she had been told she would lose her job if she did not. She was so pretty they wanted her in the lead of the parade. That is why they insisted she should go on the "Eastland," the first boat to leave. The prettiest girls and the manliest looking men were assigned to the "Eastland."

"I begged her not to go," sobbed the mother. "I pleaded, I was afraid. But she said: 'Mother, I must.' They told her she must go or she would lose her job. The foreman told her. They told her she must go on the 'Eastland.'"

"At the boat her friends begged her not to go on that boat. 'Let's take another boat,' they said. And they say she said: 'No; my boss told me I must go on the "Eastland." I don't want to lose my job.'

"Oh, they forced her to go—they did. She was a good girl. She always obeyed. And she was afraid to lose her job."

The woman's voice arose to a shriek. She bent over the bier till her loosened hair mingled with the golden strands of her baby girl.

George Knuth keeps a delicatessen store at 4058 West 26th street.

"All day I have heard the same story," said Knuth. "They made her go because they wanted her in the parade," a mother would say. 'My husband went to keep from getting discharged,' another would remark. I hear it everywhere that the workers were forced to go."

James Van Cleve, 2416 Karlov avenue, says a foreman told him he was told he would have to "get busy" because his ticket sales were not strong enough.

"My wife worked for the Western Electric last year," said Arthur Schumacher. "We were not married then. She refused to go on the picnic last year. Shortly after she was discharged."

He said stories of people being intimidated into going were common. His father, Alfred Schumacher, proprietor of a cafe at 4157 West 26th street, said likewise.

"I spent the day in the homes of the dead," said George Franz, of Crawford and 26th streets. "Scores who perished were my personal friends. Everywhere I heard the story of coercion by foremen."

At the home of Frank Streit, 2510 South Millard avenue, three daughters perished—Ella, Emma and Jennie. "Because Emma refused to buy a ticket last year the foreman fired her," said the father. "Ella was told the company would have a grudge against the girls who did not go," said Frances, sister of the three who perished.

Anna Levick and Alexia Worchack borrowed the money to buy the tickets. They told friends they had been warned they would lose their places if they did not go.

"Last year Anna did not go and the foreman gave her an awful calling down. This year she was afraid not to go," said Ernest Anderson, 2340 South 50th street, as he stood over the dead body of his sister.

Among the many others who told the same story was Cornelius Hoeksman, 4124 West 26th street. His stepdaughter, who had been with the Western Electric for eighteen years, had talked to him about it.

This is a bit of the testimony of those who loved ones perished. The testimony of other scores of employees yet living will not be repeated here, for if their names were used they would undoubtedly be fired immediately.

"Times have been dull," said one man who was pulled from the water. "I would be fired if you used my name in telling what I know."

The company denies, of course, that force was used to get a turnout. "That's all rot," said P. W. Bergquist, financial secretary of the Western Electric.

But listen to the story of Miss Emma Grossmann, 2408 West 12th street, told Charles W. Bedford, 2221 South Springfield avenue, whom she was soon to wed. Miss Grossmann perished.

"Three weeks ago last Thursday," said Bedford, "the foreman in Miss Grossmann's department called all the girls together. 'You will have to buy tickets for the excursion,' he told them. 'We want every girl there.' He told them if they did not go they would be discharged."

"Miss Grossmann's sister, Mrs. Gus Schuller, was to be taken to the hospital the next Sunday for an operation, from which the surgeon said there was not one chance in a hundred of recovery. She is still in the hospital."

"Miss Grossmann told the foreman she did not want to be on a pleasure trip, with her sister at the point of death. 'We've heard that story before,' he replied."

"Last week he rounded up his girls again. He then reminded them that it was necessary for them to buy tickets if they wanted to hold their jobs."

"I'll buy a ticket, but I do not care to go with my sister so ill," said Miss Grossmann.

"You'll buy a ticket and you'll go on the excursion, or you soon won't be working here." That's what Miss Grossmann said the foreman replied.

"Miss Grossmann bought the ticket. She also had to buy a paper hat, cane and paper bell

They charged her 35 cents for them—the company did. They were not worth three pennies. The bell which was to have been carried by Miss Grossmann in the parade bore the name of the 'Bell Telephone Company.' Arrangements had been made for movie films of the parade, which would have been shown all over the country advertising the Bell telephone and Western Electric."

None of the big bosses of the Western Electric perished on the "Eastland." They were going to Michigan City by train.

Every one who knew a thing about boat conditions on the Great Lakes knew the "Eastland" had been condemned, had tipped before. Complaints have been made about it for twelve years.

Western Electric's officials should have known whether the "Eastland" was seaworthy or a slaughter-tub. It was their business to know.

They had sent their employees aboard the "Eastland" in other years. Did they never think? Did they never realize that they were in measure responsible for the safe return of every man, woman and child who went upon the picnic? The picnic was primarily an advertising feature to benefit the company at the expense of its workmen, anyway.

This fact remains: The soft-handed, silk-shirted gents who sit at mahogany desks were not on board the "Eastland." Neither were the big or little superintendents. They were going by train.

ABOUT LAW AND ORDER.

Personally I think that the Seamen's law will die without going into effect. In many ways it is impractical.

So says John C. Hatzell, member of the Board of Governors in charge of the New York State school-ship "Newport," which is in San Francisco Bay. The purpose of the school-ship is to train officers for the American merchant marine, but here is one of the Board of Governors of the ship who evidently believes that sailors should be slaves. He says this is "the time for the American people to build up the merchant marine, instead of throwing such obstacles in its way as the Seamen's bill."

It seems that the order has gone forth from the "financial district" of New York to knock the Seamen's law. Common sailors have no influence in financial districts; besides, sailors are accustomed to the present law—which is inhuman—and there's no telling what they might do if they were treated as men. Anyway, the financial interests that are trying to break down the Seamen's law have a large flock of well-trained parrots, which never miss an opportunity to say something against the law.

When working men and women strike against low wages and bad conditions, we hear a good deal from the New York financial district about "law and order," and "respect for law" and "obeying the law." But those nice shibboleths are forgotten when the Seamen's law is discussed. Mr. Hatzell does not tell why or how the Seamen's law is impractical. Perhaps he doesn't know. —San Francisco Star.

A recent publication of the Japanese foreign office states that 358,711 Japanese subjects were reported as living abroad on June 30, 1914, divided among the following countries: United States (proper), 80,773; Hawaii, 90,808; Philippine Islands, 5,179; Guam, 119; China, 121,956; Hongkong (including Macao), 1,555; Singapore, 5,166; Saigon, 161; Siam, 218; British India, 845; Dutch Indies, 2949; Australia, 6661; Canada, 11,959; Brazil, 15,462; Argentina, 683; Chile, 305; Peru, 5,381; Mexico, 2,737; Spain, 8; Portugal, 2; France, 129; Great Britain, 478; Belgium, 15; Netherlands, 5; Germany, 434; Austria-Hungary, 37; Switzerland, 11; Italy, 17; Sweden, 6; Russia (in Europe), 89; Russia (in Asia), 4,563.

Demand the union label upon all purchases!

AMERICAN "HOMES"?

Landlordism is a widespread institution in the United States.

The last census shows that more than half of the homes in the country are rented outright and that only 29 per cent. are owned free from mortgage.

In the fifty cities of more than 100,000 inhabitants, 74 per cent. of homes are rented and only 13 per cent. are owned free of incumbrance.

In New York City more than 88 per cent. of homes are rented and only 3½ per cent. owned free.

In Chicago 73.8 per cent. are rented and only 12 per cent. owned free.

In Philadelphia conditions are practically the same.

In the Eighteenth Ward of Chicago there are 4905 homes and only 105 of them are owned free.

In New York City, in the Eighth Assembly District of Manhattan, there are but six homes owned free, while 11,962 are rented.

In the year 1880, 25 per cent. of the farms were operated by tenants. In 1910 the percentage had increased to 37 per cent. Only 42 per cent. of farms worked by their nominal owners were free of incumbrance.

In seven States a majority of the farms are worked by tenants. These are Alabama, Arkansas, Georgia, Mississippi, Oklahoma, South Carolina and Texas. These contain 29 per cent. of all farms in the Union.

In twenty-four other States rented and mortgaged farms combined exceed those owned free from mortgage.

In only seventeen States are a majority of farms owned free, and these contain but 22 per cent. of all farms in the Union. They are Arizona, Colorado, Florida, Kentucky, Maine, Massachusetts, Montana, Nevada, New Hampshire, New Mexico, Oregon, Pennsylvania, Rhode Island, Utah, Virginia, Washington and West Virginia.

The most striking example of growing landlordism is to be found in Oklahoma. It is only 26 years since the first lands in that State were opened to settlement by white citizens and only 21 years since the first of these settlers were able to get title to their lands. Yet in this State, which so few years ago was a State of small landed proprietors, only 24 per cent. of farms are worked by owners who hold free of incumbrance.

This tendency is not surprising when it is remembered that farm land values more than doubled in the decade from 1900 to 1910. That such rise in land values must result in increase of landlordism was shown more than thirty years ago by Henry George. In the chapter of Social Problems, entitled "The American Farmer," he shows how in England increasing land values changed the farmers, a majority of whom in 1685 owned the lands they cultivated, into tenants. Then he added: "This process must go on in the United States as land rises in value." And further he said, "The typical American farmer, the cultivator of a small farm of which he is the owner, is the product of conditions under which labor is dear and land is cheap. As these conditions change, labor becoming cheap and land becoming dear, he must pass away as he has passed

in England. . . . So far from it being to the interest of the working farmer to defend private property in land, its continued recognition means that his children, if not himself, shall lose all right whatever in their native soil; shall sink from the condition of free men to that of serfs."

Henry George's reasoning was clear enough to have made needless the practical demonstration of its correctness, which the census returns produce. His reasoning as to the remedy needed is no less clear.

THE SEAMEN'S ACT.

The Portland Oregonian of August 16th contains a lugubrious whine when referring to the above act. I quote:

The purpose of that law was to ameliorate the condition of American seamen and to increase safety of life at sea. In fact, it accomplishes neither purpose. The Dollar will be operated by non-American seamen, or, if American seamen obtain employment on her, they must work under British law. It is more likely that Asiatics will be employed and that the American seamen will be out of a job.

On Coos Bay, previous to the war, the only Dollar steamships loading lumber were manned by Chinamen, and they carried the British flag.

If the vessels of the Pacific Mail Steamship Company and the so-called Dollar "line" are prohibited from manning with Chinamen, there will be no less employment for American seamen, because, given their own way, those companies would not employ American seamen. The newspapers that propagate misleading statements in reference to the Seamen's Act offer a clear demonstration of the fact that, in their case, mendicancy and mendacity are welded together. I am a seaman, dating my experience from June, 1843; service in all kinds of vessels, fishing smack to ships carrying royal stunsails, and, I believe that the seamen's life at sea will be improved by the Seamen's Act. I also believe firmly that the opposition is a campaign of lies.

STAR KEY.

Marshfield, Ore., Aug. 20, 1915.

A JOKE OR A YOKE?

In reports of real estate during the past week is sale of a lot at 374 Fifth avenue, New York, for \$450,000 or at the rate of \$5,500,000 an acre. The owner who sold was a granddaughter of one William Astor who, in 1835, bought a farm of which this lot was a part, paying \$3,000 an acre. Mr. Astor was laughed at as a fool for paying such a price. It happens, however, that the joke was not on Mr. Astor nor on the person from whom he bought the farm. The joke in 1835 was on the people of New York who allowed a private individual to appropriate a value of \$3,000 an acre which they had created and which rightfully belonged to them. The joke to-day is on the present inhabitants of New York who are content to endure unemployment, poverty and distress, while values of \$5,500,000 created by them on a single acre, and of over five billions of dollars throughout the city are legally appropriated by a few favored individuals to whom they do not morally belong. But is it not a very tragic joke? The Public.

For fair products of all kinds consult the JOURNAL'S ad columns.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION,
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

where the workmen in the employ of a public utility corporation have gone on strike in violation of the law as set forth in the act.

"No proceedings were taken against them by the Government, doubtless because political sagacity suggested that in such a case discretion was the better part of valor. One case of this kind locally was the electrical workers in the employ of the British Columbia Telephone Company. They were well organized. They knew exactly what they wanted. And they got it in five days by going on strike."

Why Miners Organize.

President White of the United Mine Workers' Union has closed his organizing campaign in anthracite district No. 1, and is now engaged in a two weeks' appeal to the miners of district No. 9 to join the union that a solid front may be presented to the operators at the wage conference next spring.

During the district No. 1 campaign lasting three weeks, President White made 35 addresses and was listened to by approximately 125,000 people. In many localities stores were closed and the occasion made a general holiday.

The miners' executive continually dwells on the necessity of organization, and in one of his closing speeches in district No. 1, said:

"Annually, hundreds of your fellow workers succumb to the dangers of the mine, and thousands die premature deaths from disease by reason of the illy ventilated condition of the mines. No class of people are engaged in a more hazardous occupation than you are. In the space of nine years in the anthracite coal fields nearly seven thousand men and boys lost their lives, and during that same period nearly twelve thousand men and boys were seriously maimed and injured, an army of twenty thousand of the Nation's best bone and blood sacrificed on the altar of greed in order that greater dividends might be meted out."

Expose Fake Benevolence.

So-called "welfare work" is handled in the following vigorous manner by the United Mine Workers' Journal:

"Large employers of labor, who, in the language of John D. Rockefeller, Jr., 'preserve the liberty of their employes' by persecuting such of them who dare to show an inclination to place himself and his fellow workers in position to demand just treatment, through organization, are ever long on what they are pleased to call 'benevolence,' as a substitute for just treatment.

"We have heard of their sick and accident funds, which prove on examination to be supported by the employes themselves, with a margin left for the company or their favored employes who manage such fund; also, we find, that in order that they may receive the benefits provided by the fund they have subscribed to it is generally demanded of them that they give the company a clearance of responsibility for the cause of the disablement.

"Their free (?) hospitals are generally a graft on the envelope of the employes.

Their cheap lunch rooms another source of revenue to which the unfortunates who work in their factories are forced to subscribe. Their doctors are assured pay from the envelopes, and give indifferent attention. And then, they have their annual excursions!

"It is while enjoying this munificence of the employers that they are expected to show to the outside world how happy they are in their service; to sing in unison 'Let us keep our proper stations: Bless the squire and his relations,' while the wicked agitator for unionism stands aloof, and impotent."

Defend Seamen's Law, Now.

Says the Racine Call: "How strange it seems to read commendations for the La Follette Seamen's bill. One scarcely believes his eyes when he picks up a paper which a week ago was picturing the most disastrous results to American shipping because of the new law, and finds therein strong editorial demands that the La Follette law be enforced and strengthened if need be, or criticism of Government officials for not putting it into effect sooner.

"As usual, there is a scurrying for padlocks after the horse has been stolen, a terrific demand for investigation after it is too late to investigate. The probe of the 'Eastland' disaster has shown the cause to be overloading and now comes the horrifying information that Federal inspectors had authorized a larger passenger list than even our present archaic laws permitted.

"If the fifteen hundred who went down in this old tub, sacrificed on the altar of personal greed, serve to arouse the Nation to a sense of its duty regarding protective navigation laws, they will not have died wholly in vain. But let the dividend pirates who have fought against proper regulation carefully regard the horrible price which they have compelled the Nation to pay for such laws."

Theory of Compensation.

The Indiana Industrial Board has started an educational campaign to acquaint employers and employees with the provisions of the new State compensation law. In its first bulletin—No. 1—the Board, in showing the advantages of the law, says:

"It secures promptly to the injured workman, and, in case of his death, to his dependents, a certain compensation instead of the often long-delayed and very uncertain final result of a lawsuit.

"The compensation, in the first instance, is made to fall upon the employer, not as a punishment, not because he was at fault, but in order to throw the burden ultimately upon those who enjoy the product and who pay the compensation, thereby render to the injured workman what is justly due him and prevent him and his dependents from becoming the objects of a most undesirable charity.

"Under the old system only a small per cent. of the injuries resulting from industrial accidents were actually compensated. The premiums paid for liability insurance, and which was considered a legitimate item in the cost of production, were largely expended in defending lawsuits. This system resulted in actual waste.

"Under the compensation system it must be expected that the number of payments will be greatly increased, but the elimina-

tion of the waste incurred in the litigation of claims under the old system will certainly have a material effect in keeping the cost of compensation within reasonable limits."

Employers Change Front.

The Cloak, Suit and Skirt Manufacturers' Protective Association of New York has accepted the award of the board of conciliation, appointed by Mayor Mitchel.

The employers reached this decision after the result of a strike vote of the garment workers was found to be practically unanimous in favor of tying up this industry if the manufacturers' association rejected an award that does not favor them.

Last May the employers abrogated their agreement with the union. A strike involving 60,000 workers seemed imminent when the employers were induced to refer the matter to a board of conciliation. The board not only raised wages but upset the plans of the employers to disrupt the union by the following declaration in favor of a joint board to consider appeals of unjust discharges:

"No human being is wise enough to be able to trust his sole judgment in decisions that affect the welfare of others; he needs to be protected, and, if he be truly wise, will welcome protection against the errors to which he is liable in common with his kind, as well as against the inspirations of passion or selfishness. For this reason, a tribunal of some kind is necessary, in case either of the parties to this covenant believe itself to be unjustly aggrieved."

This unqualified denial of an employer's "right to run his own business"—to have the sole right to discharge workers because of union activity—was in direct contrast with the manufacturers' plan and they began devising ways to reject the award.

The workers' answer to this attitude was a declaration that 60,000 unionists would strike if the award was not accepted. There will be no strike.

The "Sea Call," a schooner yacht, which was launched April 30 at a cost of \$600,000, was taken from the water at Lawley's shipyards, Neponsit, Mass., August 11, and workmen began to reduce her to junk. Electrolysis had made such rapid progress on her Monel metal hull that the plates became spongy and it would have been dangerous to continue her in commission. Built for Alexander Smith Cochran, the "Sea Call" made only one voyage, and that was from Neponsit, where she was built, to City Island July 1. A few days later it was noticed that electrolysis already had attacked the hull and was making such rapid progress that the expensive yacht might have to be broken up. The "Sea Call" was designed by W. Gardner, New York, and was heralded as the finest schooner yacht afloat. Her owner intended going around the world in her. The destructive electrolytic action is ascribed to the fact that heretofore when Monel metal has been used for sea cocks and other parts exposed to salt water it was not in contact with steel. The steel posts at the bow and stern of the "Sea Call" set up an electrical current through the Monel metal hull, which resulted in electrolysis.

Demand the union label upon all purchases!

JUST PLAIN FACTS.

(Continued from Page 7.)

wages paid by competing vessels, whether that was European or Chinese wages.

This was a success in all ports except American ports. It failed in ports of the United States because here it had the whole trend of American life against it. It succeeded in one trade only; the trade between ports on the Pacific Coast and ports in China. The Pacific Mail was able to ship the Chinese as seamen in Hongkong and to hold them to the vessels as Chinese in ports on the Pacific under the Chinese Exclusion Act. The result, however, was the complete elimination of white seamen from this trade except the officers of the vessels. The officers and the crew did not understand each other; there could be no direct command; all orders had to be given through interpreters. This was all right until there was trouble, as in the case of the "City of Rio de Janeiro," and then it was found that the failure of the crew to understand the language of the officers was the cause of a serious loss of life. The Court of Appeal so decided. The Supreme Court, when appealed to, refused to interfere with the decision of the lower court. The downward trend of the merchant marine continued, and so far no remedy was in sight.

It was then suggested that the fault was with our treaties with foreign nations under which treaties we are using our police power to keep the wage cost of our competitors below our own. Men are shipped in the Mediterranean, in the Baltic or in the Orient, at the wage ruling there; the men are, on pain of imprisonment, compelled to fulfil their contracts to labor and the vessel takes away cargo and passengers from our ports at the wages of Fiume, Riga or Hongkong.

Nothing but a very big subsidy could overcome such handicap, unless we can cease arresting, detaining and returning deserting seamen; unless we cease to execute the fugitive slave law that exists as between nations with regard to seamen.

When the seamen are permitted to release themselves from the vessel upon which they are serving and are thereby placed in position to demand the wages of the port, the difference in wage will gradually but automatically cease.

It is contended that the Japanese will not desert and thereby the vessels of Japan will have all the advantage.

To this we answer that the Japanese are as eager for better wages and better conditions as are any other men; they prove that by deserting whenever they have any chance at all. The critics say that the Japanese Government will punish them when they come back. That is not done now. There is no evidence that it will be done. The Government of Japan is not punishing its subjects for going to other countries and to other races to gather knowledge and then bringing it back. The vessels of Japan get as much freight as other nations' vessels, and the Government of Japan has not yet come to the conclusion that the best advisers upon great national questions are the men financially most interested in immediate gain. To penalize the men for having deserted would only tend to keep them from coming back; several European nations have realized this

fact and have ceased to punish their people for coming home.

The ship-owners went to Congress and said: "We cannot run in competition with the Japanese; they pay only \$25 Mexican and they get a subsidy from the Government besides. We must have a subsidy to equalize the cost of operation."

The American Congress answered: "You cannot have a subsidy, except for carrying the mail; we will give you free ships, we will permit you to buy your ships where they are cheapest and sail them where you can make the most money. We will release the law of supply and demand regarding the men employed; we will let you hire any men from anywhere, insisting that you hire at least some men that understand their work and that they understand the language of the officers, and we will make this law applicable to all vessels leaving our ports, so that you may get your men as cheap as your competitor in foreign ports and your competitors will at least have to pay the same wages as you do in American ports."

But the ship-owner protests. He will not permit a leveling up, not even in American ports. The ship-owner either does not understand or he will not understand or he is so tied up with the foreign ship-owners that he cannot afford to sanction anything that will be likely to increase the labor cost of the foreign vessel. In other words, they are not competitors at all; they are partners.

Back of this agitation against the Seamen's Act we, if we look carefully, shall find "The Shipping Federation, Limited," with headquarters in London, agents in every maritime country and members of its executive board in most. One of the declared purposes of that federation is to prevent any legislation hostile to the ship-owners in any country, another is to promote favorable legislation in all countries, third to hold down the wages of seamen and longshoremen everywhere.

If the United States has any real desire to get back upon the ocean, if there is a desire to participate in the sea power and in the wealth that comes from marine transportation, the American must be induced to go to sea, and he will not go upon old conditions. Such is the lesson of experience.

The A. F. of L. is guided by the history of the past. It draws lessons from history in order to interpret conditions which confront working people so that it may work along the lines of least resistance to accomplish the best results in improving the conditions of the working men, women, and children, to-day, to-morrow, and to-morrow's morrow, making each day a better day than the one which went before. That is the guiding principle, philosophy, and aim of the labor movement.—Samuel Gompers.

The annual report on the production of chromic iron ore in 1914 has just been issued by the U. S. Geological Survey and is now available for distribution. A production of 591 long tons, valued at \$8,715, is reported for 1914, which compares very favorably with the production of only 255 tons, valued at \$2,854, for 1913.

Demand the union label upon all purchases!

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Biekle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

At Massena, N. Y., 2,400 employees of the Aluminum Company of America struck for higher wages. Riots ensued and Governor Whitman at the request of the sheriff sent three companies of State Militia to the town, who charged and dispersed the workers.

The Bethlehem Steel Works have ordered a general wage increase to affect all employees. The Colt Patent Fire Arms Company of Hartford, Conn., arranged for a bonus to employees, and the Locomobile Company of Bridgeport, Conn., gave notice of a profit-sharing plan on the same day.

The California Industrial Commission has awarded benefits, under the compensation law, to the heirs of a worker who was suffocated in a tank, even though the worker had contributed nothing to the support of his mother and sisters during the nine months preceding his death. The board held that this was probably due to lack of employment. Benefits were awarded based upon his average contributions for three years prior to his death.

A local arbitration board has awarded the Indianapolis Typographical Union a \$3 weekly increase in pay and several minor changes in working conditions. The new rates apply to newspapers and the publishers have refused to accept the decision. They will appeal to the international board of arbitration, provided for in such cases by an agreement between the International Typographical Union and the National Publishers' Association.

Editor O'Neill of the Trinidad Free Press figured up George Kaurakis' profits after ten days' employment in one of the Victor-American Fuel Company's mines. The company's statement to Kaurakis was: For ten days' labor, \$17.47. Deductions: Board, \$10.50; doctor, 50 cents; blacksmithing, 25 cents; identification check, 25 cents; acceptances, \$3; caps, 20 cents; total, \$14.70. The miner's balance of \$2.77 is an answer to the question, "Why do Southern Colorado miners strike?"

Trade unionists in New Orleans have inaugurated a "labor forward" movement. Resolutions are being passed at the various meetings condemning the managers of the Times-Picayune, States and Item for their opposition to organized labor. These newspapers locked out their union printers several months ago. The daily newspaper—the New Orleans American—started by the printers is being given generous support and the strikers are determined to win their fight for the right to bargain collectively.

Magistrate Dolan of Jersey City, N. J., has ruled that strikers have the right to picket and has dismissed several girls and men employees of the Riegel Sack Company. There are about 200 girls among the strikers, who have formed a union and are being assisted by A. F. of L. organizers. The workers' grievances include a system of fines, "speeding up," wage reductions, and other poor working conditions. Jersey City trade unionists have joined the strikers in protests against officious police methods which have resulted in numerous arrests. The decision of Magistrate Dolan will tend to check the intimidating tactics of these guardians of the law.

SEATTLE, WASH.

Office Phone
Elliott 135

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. -1638	Larsen, Albin
Andersen, Hjalmar	Mjones, John
Anderson, A. B.	Mann, Emil
-1802	Moyer, Wm.
Berntsen, Bernt	Martinson, P. A.
Bramley, E.	Moen, Tryger
Brogan, J. P.	Mikkelsen, K. -1620
Beck, Johannes	Newland, E.
Carlson, Herbert	Nelsen, N.
Christensen, Anton	Norlin, Geo.
Chudelow, Geo.	Nielson, Alfons
Edvords, John	Naro, J.
Eggers, John	Olson, J. E.
Engelbreten, Ed.	Olsen, Yugo
Edverdsen, Anton	Olson, E. -966
Gladson, Frank	Olsen, Harald
Glademo, Lars	Pabst
Hansen, Fred	Petterson, Harry
Hatton, Pete	Petersen, Carl M.
Hughes, W. L.	Quigley, Tom
Hansen, C.	Rasmussen, Arthur
Ingebretsen, Olaf	Rosensvald, Isak
Jakobson, Walde-	Rodin, Knut
mar	Ramberg, Barney
Jensen, Oscar	Schorzlien, Will
Johnson, A. W.	Smith, Karl
-2186	Sole, Erling
Johnson, Ed.	Speller, Henry
Johnson, Hjalmar	Stolsvik, John
Johanson, Jonas R.	Sund, K. A.
Jorgensen, Fred	Strauss, Walter
Jacobsen, Tengils	Strasdin, A. W.
Johanson, Wm.	Scherman, Karl
Johanson, John S.	Telchert, Karl
Jensen, Jens	Thostrup, Ludvig
Kalning, Jacob	Thomsen, Einar
Karlsson, Herbert	Thompson, W.
Larson, Olaf	Willi, Max
Leonard, John	Williams, Chas.
Livingstone, E.	Wilen, Toivo
Larsen, K. -1560	Wee, W.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Persson, Fritz L.
Johannsen, Christian	Thomas, Paul
Iinea, W.	Ullman, Emil
Iinea, Wilcor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 } SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS
Private Ambulance Service
Crematory and Columbarium in
Connection
Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.
Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda,
Cider, Syrups, Sarsaparilla and Iron, Etc.
Sole agents for Jackson's Napa Soda.
Also bottlers and dealers in Enterprise
Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Bill-
iard and Pool Tables, Reading Room
with latest Swedish, Finn and Nor-
wegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

Phone Main 9039 UNION SHOP
Big Bargains in Clothing
and Furnishings

Weiner's Tailoring

CLEANING, PRESSING AND REPAIRING SHOP

French Dry and Steam Cleaning
109 1/2 NORTH THIRD STREET
PORTLAND, OREGON

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE
CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00

Phone East 406

371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORESENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Abrahamson, Alex
Anderson, Sam S.
Allan, Frank
Anderson, W.
Bruce, Otto
Bese, F.
Bernhardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Delavauchel, P. M.
Decas, O.
Dolans, Willie
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsch, Henry
Geiger, Joe
Gunter, John
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Holm, Peter
Hellman, Albin
Henriks, Waldemar
Ingelbrigsten, O.
Johnson, Louis
Jensen, Wm.
Jegstrup, Harold
Johansen, Christ
Johansen, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Knopp, Fritz
Kristiansen, Wm.
Kolk, Mathias
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Keane, M.
Leonhard, George
Larsen, Herman
Lindblad, Konrad
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Molen, Derk
Munchmeier, H.
Miller, Andy M.

Morgan, Tim
Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckermann, Ernst
Meyer, Chas.
Norris, U. P.
Olsen, Ole
Olsen, Arthur
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Palm, F. A.
Pohland, M.
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Oscar
Pensgaard, Emil
Reskran, George
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Samuels, Frank
Shea, Oscar
Svensson, Axel K.
Schacht, H.
Schultz, John N.
Smith, John
Selin, Joe
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Torstenson, Folke.
Tamford, B. A.
Tasnase, E.
Tuhkanen, J. J.
Urso, Geozep
Vickery, Curtis
Wheatcroft, L. E.
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengren, C. W.
Wolsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burmester, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1804
Ludtke, Emil
Malmberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054

Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Pettersen, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheftner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made



THIS IS OUR LABEL

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL
STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.

1-27-1915

Home News.

A mob at Temple, Texas, burned
Will Stanley, a negro, to death in
the public square. The man was
under arrest charged with the mur-
der of three children.

Colonel John Lincoln Clem, the
last officer on the active list who
fought in the Civil War, retired on
August 13. Colonel Clem began
his military service at the age of 10
years, serving as a drummer in 1861.
He rose to a colonel in 1903. He
will have the rank of brigadier-gen-
eral on the retired list.

Sweeping reductions in the anthra-
cite freight rates of railroads hand-
ling 80 per cent. of the country's
anthracite production have been or-
dered by the Interstate Commerce
Commission in a decision which held
the carriers guilty of giving illegal
preferential treatment to allied coal
companies.

The Wabash Railroad was sold at
public auction to the joint reor-
ganization committee of creditors for
\$18,000,000. The sale is subject to
the approval of the Federal Court.
Judge Krum, in accepting the bid,
said to the purchasers: "And now,
gentlemen, may God have mercy on
your souls."

Trade unionists, railroad brother-
hoods, farmers' organizations and as-
sociations of business men in Ala-
bama have joined in an appeal to
Alabama citizens to assist in the
fight against convict leasing. With
this joint appeal is the report of
the legislative investigating commit-
tee, which depicts the horrors of this
system and the working of convicts
in mines and in camps for com-
mercial reasons.

Unofficial inquiries made by the
War Department and the Navy De-
partment indicate that through the
extension and construction of mun-
itions plants, the munitions produc-
tion of this country has increased
about fourfold since the beginning
of the war. As compared with the
amount of munitions which the Uni-
ted States would require, should it
become involved in war, the in-
creased production is said to be ex-
tremely small.

Corroboration of his assertion that
marksmanship in the Navy has de-
teriorated has been disclosed by Rep-
resentative A. P. Gardner of Massa-
chusetts. Out of fifty-six shots fired
by the battleship "Michigan" last
spring, declares Gardner, only five
actual hits were allowed by the un-
pire. "Only ninety hits were made
out of 826 shots at the individual
spring practice of the Atlantic bat-
tleship fleet this year," he adds,
"which doesn't sound much like the
95 per cent. of accuracy we have
heard so much about." Gardner gives
the full record of each of the seven-
teen ships which participated.

California's population on July 25,
1915, according to C. E. Cooper,
statistician under State Controller
John S. Chambers, was 3,198,300, an
increase of 920,751 over 1910, when
the Federal census gave the State a
population of 2,377,549. The records
compiled during the month of July,
1915, by Secretary of State Frank
C. Jordan show that the State regis-
trations have increased to 1,279,320, a
gain of 59,000. This would indicate
an increase of 150,000, State officials
declare. The San Francisco Ex-
position has already brought 750,000
visitors to California. It is generally
believed that before the next Federal
census is taken California will have
reached the 4,000,000 mark.

Port Townsend, Wash.

FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Wilhelm Ekelund, a native of
Sweden, is inquired for by his
brother, Axel Ekelund, New Harbor
Hotel, Drumm street, San Francisco,
Cal. Anyone knowing his where-
abouts please notify the above ad-
dress.

3-10-15

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

Adolf Krakan, last heard of at Port
Pirie, January 1912, and again in
March 1913, from Warumbo, 118
miles from Adelaide, South Australia,
is inquired for by his mother at
Hamburg, Germany.

8-25-15

Theodore Krakan, last heard of in
September 1911, at New Orleans, La.,
is inquired for by his mother. Any-
one knowing his whereabouts please
notify Mrs. Ad. Krakan, Langenvehm
38 I, Hamburg 22, Germany.—8-25-15.

Domestic and Naval.

The Submarine Boat Corporation, Manhattan, has been incorporated in the State of New York to construct boats, submarine boats, manufacture ordnance, projectiles, explosives, war munitions; capital, \$4,000,000.

The Norwegian-American line reports a net profit of 1,103,361 kr. for 1914, as compared with 504,429 kr. for the preceding year. It distributes a dividend of 6 per cent., as against 2½ per cent. The general meeting of shareholders has sanctioned an increase of capital from 10,000,00 kr. to 12,000,000 kr.

The British Government has purchased the steam yacht "Waturus" from Randall Morgan, of Philadelphia, for use as a despatch boat. The vessel, which was recently overhauled, cleared August 10 for Quebec, under command of Captain Cushman, her old skipper. Mr. Morgan had owned the yacht for about fifteen years. She is of 588 tons displacement, carries a crew of thirty and has a speed of about fifteen knots.

Investigation as to the possibilities of developing a commercial fishery in Hudson Bay is under way by Newfoundland shipping interests. Several ships of the fleet which have been engaged for exploratory work in the bay during the coming year, in connection with the Canadian Government development work at Port Nelson, have been provided with equipment for careful examination of the fishing resources of the region. Previous explorations have shown that there are large supplies of cod in those waters. In addition, there are three species of salmon in Hudson Straits and in the summer these fish are plentiful on the coast of Baffin Island and the south shores of the bay.

The United States Lighthouse Service has recently devised a form of printed postcard for the use of mariners in reporting unsatisfactory condition of aids to navigation, which, it is believed, will be used in obtaining prompt information as to defects in aids. The card is printed in such form that it is simply necessary to insert the name of the vessel reporting, with name of aid to navigation, and date and time when observed, together with any desirable additional remarks, and forward to the lighthouse inspector concerned. This arrangement will be given a trial in the fifth lighthouse district, with headquarters at Baltimore, and, if found satisfactory, its use will be extended to other districts.

The first report of P. A. S. Franklin, receiver of the International Mercantile Marine Company, appointed by the United States District Court April 3, 1915, was filed August 11. The report, which deals only with the American line, gives the total operating earnings for the months of April, May and June as \$1,655,233, and the total general expenses as \$260,486, not allowing for depreciation of vessels and other property. The net result of operations for the three months is placed at \$1,394,747. The Panama-Pacific line was put into operation under the receivership, and the results are declared to be satisfactory. The cost of labor and operating expenses have increased and the receiver has had to contend with labor difficulties. "It has been found necessary to materially increase the wages of the crews of steamships which pass through the war zone," he says.

White Palace Shoe Store

52 EAST STREET, Op. Ferry Depot, San Francisco



JOE WEISS

Telephone Kearny 3771

Union Made Shoes for Men
Exclusively

Special for a short time only:

An elegant hand-made Gun Shell Lamp, value \$75.00, will be given away.

One coupon given each customer for every dollar purchase.
REPAIRING DONE WHILE YOU WAIT—Only First-Class Leather Used.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Waino
Abbers, Arne
Abmeyer, Henry
Abrahamson, A.
Abrahamson, John
Acorn, Albert
Adams, Hugo
Aha, Jack
Ahrens, Walter
Ahlfors, Arthur
Ahokas, Ilmari
Almer, John G.
Andersen, Alfred
Olaf
Andersen, Anton
Andersen, Chr. F.
Andersen, H. J.
-1620
Andersen, John
-1549
Andersen, Otto
Andersen, Chr. -1765
Andersen, Ernest
Andersen, H. E.
Andersen, Jon
Bakkenson, P. J.
Bakker, Haakon
Barz, Herman
Bensen, I. -2164
Benter, H.
Berggren, I. L.
Berklund, Gus
Berry, David J.
Bertelsen, Kristian
Beyerle, Rupert
Biedeman, Aug.
Bilke, E. -2049
Binder, Herbert
Blucher, Johan
Blum, Ernest
Calnan, George I.
Calson, Fred
Campbell, George
Campbell, S.
Carey, Arthur L.
Carlson, August
Carlson, C. O.
Carlson, C. R.
Carlson, Henning
Carlson, Joe
Carlson, Julius
Carlson, Martin
Carlsson, John
Carlstrom, Claes
Catt, Frederick
Callan, John
Christensen, Erling
Dahlen, J.
Dahlkvist, Fred
Daly, John
Daniel, J. C.
Danielsen, Eric
Danielsen, Louis
Dasow, Harry
De Baer, Harry
De Hayes, F.
Earling, Gus
Ebersole, R. E.
Echlin, Lester W.
Eckstrand, Frank
Edmann, Oscar
Edolf, C.
Elenius, Axel
Ellassen, Sigurd
Ellefsen, Otto
Fabel, C.
Fabrovskii, Theo.
Fagerstrom, O.
Fane, James
Ferguson, B.
Ferguson, J.
Finck, John
Fisher, W. -707
Fitzgerald, Wm.
Fitzpatrick, Patrick
Fjellman, Jonas
Folan, Thomas
Forde, S. C.
Forahu, Alex.
Foss, John
Gabrielsen, Peder
Gallagher, Jas.
Garbour, Martin
Gart, George
Geletneky, Hans
Gerner, Hans
Gilholm, Albin
Gorden, George
Granberg, Fred
Graugaard, L. J.
Grant, Otto
Grantley, C. W.
Grieff, E.
Grief, B.
Griffin, Jim
Griffith, Hugh E.
Anderson, J. R.
-1246
Anderson, Joseph
Anderson, P. T.
-1461
Anderson, R.
Anderson, Walter
Andersson, K. E.
-1323
Andersson, O. L.
-1363
Andersson, Victor
Andreasen, Karl
Andreasen, H.
-1477
Andresen, A. -1635
Annus, Jone
Antonson, H. -1783
Antonson, Viktor
Arvidsson, S. H.
Ashlund, Jas. H.
Athanasiole, Michael
Auer, Wilhelm
Augustin, Hermann
Azaron, D.
Azevedo, Manuel T.
Bock, Jimmie
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Brandt, B. A.
Brandt, Birger
Bredemeyer, Elmer
H.
Brown, James
Brown, Thos.
Brown, William
Bruum, Aksel
Brunvald, Ed
Buckly, J. J.
Byloff, Charles
Christiansen, L. P.
Claus, John R. C.
Clausen, Cha.
Clausen, Chr.
Clever, Hugo
Coakley, John
Collier, H. S.
Comstedt, Ernst
Comstedt, John
Cordila, P.
Costantino, Lay
Countedt, Ernest
Court, G. H.
Crawford, L. F.
Cready, Thomas
Crosiglia, G.
Denls, I.
Dewetrak, C.
Dixen, Ben
Dolan, Chas.
Dolan, Charlie
Douglas, G. Sam.
Doyle, William
Dracar, Ed.
Ellingsen, Fred
Ellingsen, Wilhelm
Ellison, Sam
Erickson, E. R.
Erickson, George
Eriksson, Sigurd
Esterberg, Gust
Evans, Stanley C.
Foster, Chas.
Foth, Gustav
Frank, John
Frazer, James
Fredholm, C. F.
Fredriksen, E. M.
Fredriksen, B. D.
Fredrickson, F.
Frepte, Alwin
Friedrich, H.
Frost, Hans C.
Funk, Burno
Furlong, Peter
Furth, Riik
Gronthal, Arthur
Gross, Ernest
Gudmundsen, B.
Gulbrandsen, Bjorn
Gulliksen, Amundus
Gumas, Nicholas
Gundersen, K. -899
Gundersen, Kristian
Gundersen, L. I.
Gundersen, G. A.
Gundersen, J. C.
Gustafson, Toylo
Gustavsen, O.
Guthre, R.
Gutman, C.

Hacklin, C. R.
Hakansson, John
Hall, H.
Hallbeck, O.
Halverson, Henry
Hammergren, Oscar
Hammerquist, A. C.
Hansen, Charlie
Hansen, P. -1735
Hansen, H.
Hansen, Hans O.
Hansen, H. P.
Hansen, Henry W.
Hansen, Martin
Hansen, Niels S.
Hansen, Norkard M.
Hansen, Thomas
Hanson, Henrik
Hansson, Harold
Hass, Wilhelm
Haugen, Karl
Haugen, H. C.
Hawkins, F.
Hedenskog, John
Hella, John
Helberger, M.
Hermanson, Fritz
Henningsen, G. H.
Higgins, F.
Hilderbrand, A.
Hillig, Albert
Hofgaard, Hans
Hogan, A.
Holberg, Olaf
Holmquist, F.
Holst, R.
Hord, Charlie
Hoverson, Carl
Hubner, Carl
Huse, Edward
Inaunso, Francisco
Iversen, Ivar
Johansson, Edward
Johansson, Nils
Johansen, Walter
Johnson, Bernad
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, Julius
Johnson, Peter
Johnson, Robert
Johnston, William
Jones, Bertman
Jorgensen, Fred
Jungberg, L.
Junge, Heinrich
Knappe, Adolph
Knudsen, Daniel
Kohlmeister, Otto
Kolba, F.
Konstadin, Anist
Korner, Fred
Korsberg, V.
Kristiansen, Hans
Kristiansen, Jakob
Krohn, J. A.
Kruk, J.
Kyllander, H.
Lewald, Harry A.
Lacey, Thos. E.
Lewis, Robert W.
Liljendahl, Ludvig
Lind, Gus.
Lindgren, Oscar
Lindroth, Erik
Lomau, John
Lorenzen, D.
Lorin, Christian
Loren, A. L.
Lundberg, Allan
Lundberg, Charles
Lundberg, Harry
Lundgren, Colmar
Lunsman, Henry
Lynch, James
Mattson, J.
McKeating, R.
McLaughlin, M.
McMahon, Jack
McManus, J.
Melder, G. L.
Melder, Albert
Menk, Billy
Mersman, A.
Mertensen, Henry
Meyer, Ernest
Meyer, F.
Meyers, Max
Michaelsen, John
Millard, W. G.
Moller, Hilding
Moller, Louis
Moore, Albert
Mathiesen, N. L.
Matta, Humberto
Mattson, Charles
Mattson, Harry
Naujack, Fritz
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nelson, John
Nelson, John B.
Nerby, Kristian
Nerkins, Herman
Nemling, George
Nicholson, F. E.
Nielsen, Edwin N.
Nielsen, H. O. -1229
O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olsson, M.
Olson, B. O. L.
Olson, C. 1315
Olson, Charles A.
Olson, G. W.
Olson, John Arthur
Olson, John
Olson, Marnus
Olson, O.
Nielsen, Waldemar
Nielsen, Nils
Niemeyer, Oscar
Nilsen, Anders
Nilsen, Harry
Nilsen, Hjalmar
Nilsen, Chas.
Nitschke, Karl
Nordlof, Sigurd
Nordstrom, B.
Nordstrom, Viktor
Norman, Olaf
Norton, Edgar
Nunner, Albert A.
Nurm, John -1151
Nyman, Oskar
Olson, O. G. J. -1189
Olson, Olaf S.
Olson, Otto
Olson, C. O. -705
Olson, J.
Olson, Morten
Olson, Olof
Olson, P.
Olsson, Adrian
Olsson, Eric
Olsson, Carl
Olsson, James
Olund, Tore

Olling, Gust
Olsen, E. H.
Olsen, Geo.
Olsen, Aksel
Olsen, N.
Oslutin, Martin
Ostensen, Carl A.
Ostensen, Carl
Ostensen, H. -1550
Ostensen, P. -896
Ostensen, P. -1093
Ostensen, Petter
Ostensen, W. G.
Persson, John
Persson, Oscar
Petersen, Wm.
Petersen, Aug.
Petersen, C. -1493
Petersen, H.
Quigley, Robert E.
Randolph, J. S.
Rank, W.
Rasmussen, P.
Rasmussen, J. -446
Rasmussen, Paul
Reinhardt, Werner
Reikes, G. S.
Riesbeck, H.
Rimmer, C. M.
Ritcher, J.
Samsing, Carl
Sanders, Robert
Sanders, S.
Sandberg, John
Sanderson, Alfred
Sass, John
Sathe, Ingvald
Saunders, James
Savage, Roland
Saxley, C. H.
Scheuchte, Olaf
Schuchel, Jas. P.
Schmidt, L.
Schmitt, F.
Schneider, H.
Scott, A.
Seberg, G.
Soderholm, Anton
Selin, William
Senter, W.
Shinomija, N.
Siderstrom, Carl
Siller, E.
Silver, S. A.
Simpson, L. C.
Sinnott, Nickolas
Skogdalen, F.
Skjellberg, A. C.
Skoglund, Harry
Smet, J.
Tamlar, P.
Tamman, K.
Tamm, Hede
Taronske, Teo
Tayra, August
Teichert, Karl
Thewas, E. J.
Thompson, John Wm.
Thomson, G. E.
Thoren, Gus
Thoresen, C.
Uderkull, C.
Ulla, Ole O.
Ulle, Charlie
Van Frank, W. O.
Vestvik, I.
Wacner, Wm.
Wadman, Edward
Walker, Erick
Wallin, Gustaf
Walton, John
Wanag, J.
Wang, E.
Welsen, F.
Wertz, Ornluf
Wheatcroft, L. E.
White, Peter
Whitfield, Fred
Yejola, Yejo
Zabel, Carl
Zankert, Charles
Owen, Fred
Petersen, J. A. -515
Petersen, L. -1389
Petersen, Nils
Petersen, O. -1595
Petersen, Otto
Petersen, C. V.
Petersen, Mauritz
Petersen, M.
Petersen, Tom
Pinkert, C. E.
Plom, Charles
Poema, Gabriel
Poknandt, H.
Pommer, Jon
Post, Albert
Preusse, Fred
Punla, Antoni
Quinn, William
Rivera, Ben
Roberts, Frederick
Roberts, Griff
Rohle, Fritz
Roland, Lats O
Rottter, R.
Rudd, Walter
Rundquist, O.
Ryan, James
Ryan, Patrick
Smith, Fred
Smith, John
Smith, L. K.
Snider, G.
Soderberg, R.
Solberg, Bernt
Sorensen, Anton
Sorensen, Ed
Sorensen, Jens
Sorensen, L. A.
Sorensen, Vigo
Sorensen, Wm.
Spanas, Nick
Spanon, James
Steinfart, J. H. F.
Stenberg, Gus
Stintman, J.
Stolzman, E.
Strand, Charley
Strand, Komad
Strandquist, Louis
Stratten, Henry
Straus, Walter
Stromberg, O.
Svensson, J.
Svensen, Albert
Swensen, C. J.
Swanson, Martin
Swanson, O.
Szallies, Gustav
Thorn, A. W.
Thorn, August
Thorsen, Rolf
Thorsen, Theodore
Thorn, Pat
Tollinger, A.
Tonzel, R.
Traynor, John
Trepte, A.
Triedrich, H.
Tuchel, Gustav
Ulman, John
Ulrichs, Chr.
Villmeyer, Walter
Vogel, Gus
Wick, John
Whitot, J.
Wille, Max
Willman, Frank
Wilson, J. W.
Windblad, Martin
Winton, J. A.
Witt, Otto
Wold, Olaf -1285
Wold, Statius
Wremmer, George
Zunk, Bruno
Zweyberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Berling, J. B.
Cealan, John
Ellefsen, Otto
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
hart
Johansen, Emil
Jorgensen, Oluf
Loren, A. W.
Nor, Nils
Olsen, Arne
Olsen, Carl -1101
Pedersen, H. -1263
Penningrud, Ludwik
Persson, Oscar
Petersen, Aage
Raasch, O.
Raum, Henry
Rarly, Frans
Rathke, Reinhold
Rehursen, A. L.
Roberts, John
Slettemark, Einar
Sorensen, Pete
Stradlin, A. W.
Thoren, V. A.
Wakely, R. E.
Walters, Albert B.
Wurthman, W. L.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874

ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
"Nuf Sed"

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources . . \$7,700,000

Member of Associated Savings Banks
of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney
J. A. Bergerot
J. S. Bissinger
Leon Boqueraz
O. Bozlo
Charles Carpy
J. M. Dupas
John Ginty
J. S. Godeau
Arthur Legallat
Geo. W. McNear
N. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets \$60,321,343.04
Deposits 57,362,899.35
Capital actually paid up in cash 1,000,000.00
Reserve & Contingent Funds 1,958,443.69
Employees' Pension Fund.... 199,164.12
Number of Depositors..... 66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS. EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

Phones: Office, Franklin 7756

Res., Park 6950

Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL

DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

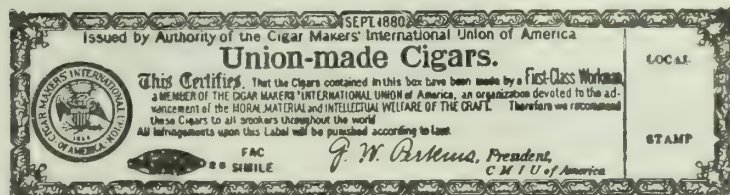
Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.
Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690
Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl
Ekeland, Will Hj. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

The Norwegian government has informed the German government in view of the torpedoing of the British auxiliary cruiser "India" that the West Fjord has from time immemorial been regarded as belonging to Norwegian sea territory, this being specifically the case with the part of the Fjord where the "India" was attacked.

Under the German grain monopoly for 1915 the crops of wheat, rye, oats, and barley, which it is estimated will amount to about 1,300,000,000 bushels, are requisitioned in the name of the community in which they are grown from the moment the grain is cut. The officials then thrash and store the grain, leaving the straw to the growers. Settlement is made at a price established later.

The extent to which Great Britain is dependent on foreign countries for her food supplies is clearly indicated by statistics recently published in London. They show that she imports 83 per cent. of her consumption of breadstuffs, 40 per cent. of the poultry, eggs and game, 45 per cent. of the dairy products, 25 per cent. of the fish, 72 per cent. of the fruit, and approximately 16½ per cent. of the vegetables.

The garrison of the fortress of Novogeorgievsk, which was left behind by Grand Duke Nicholas when he commenced the evacuation of Poland to delay the advance of the German invaders, after accomplishing its task for just a fortnight has succumbed to the heavy siege artillery of the Germans, which, throughout the war, has made every fort attacked by it untenable. Berlin has announced the capture of the fortress with its 700 guns and a large quantity of war materials.

The big White Star line steamer "Arabic," formerly a favorite ship of the Liverpool-Boston service, but which on her present trip was on the way to New York, was torpedoed and sunk by a German submarine at 9:15 o'clock on August 20, south-east of Fastnet. The steamer, according to a statement of the White Star line, was attacked without warning, and went down in ten minutes. Of the 423 persons on board—181 passengers and 242 members of the crew—thirty-two are missing and are believed to have perished.

The Teutonic forces continue to advance in Poland. There have been only minor engagements in the Eastern field of war. The Italian campaign still lags at Goritz, which continues to defy siege and assault. The same is true of the Allies' campaign in the Dardanelles, where the Turks continue to hold their positions. Naval activities have been confined to destroyers and submarines. A British submarine is reported in the Sea of Marmora, where it did considerable execution in sinking Turkish transports and smaller war vessels. An attack of French submarines on shipping in the harbor of Zeebrugge is reported as successful in doing much damage to German shipping. The German submarines have continued to nibble at the shipping passing through the war zone surrounding Great Britain. Among the vessels destroyed was the British ship "Iberian," with a loss of seven lives, one or more of whom is said to be American. The "Iberian" was bound from Boston to Manchester with arms and munitions, and is reported to have refused to stop when hailed by the submarine.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

BANK OF ITALY

San Francisco Los Angeles
San Jose San Mateo

The Story of Our Growth

As Shown by a Comparative
Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20

NUMBER OF DEPOSITORS, 53,946

With the Wits.

Pretty Blue. Saplee—What is this Blue Bird we hear so much about?
Snapleigh The Dove of Peace.
Judge.

W. W. mg. Poke Fazole had a good offer on his squirrel-rifle the other day, but decided to wait and see what the United States is going to do.—Hogwallow Kentuckian.

Impossible. His Wife—Dearie, do you think hoop-skirts will ever come in again?

Her Husband—Not in this apartment, love.—Judge.

Concerned—Private Smith (getting anxious over the non-arrival of a German attack which his company had been told to expect)—Hope nothing's happened to the blighters!—London Opinion.

"I don't like the way they reported my speech," complained the new congressman.

"Why they sprinkled in plenty of laughter and applause."

"Yes, but how about all them gestures?"—Washington Herald.

"That boy's certainly a clever salesman."

"That so?"

"Yep. He's going to marry a rich widow."

"So?"

"That's right. He sold himself to her in three sessions."

"Coulter certainly is generous with that car of his. He has offered to teach me how to run it and lend it to me for an entire day."

"Yes? He lent it to me the last time a part was wearing out. Of course, I had to replace it when the thing broke down."

She—A proverb says that fruit is gold in the morning and lead at night, meaning that it's bad for one in the evening, I suppose.

He—That's right! Look at the trouble Adam got into by eating an apple after Eve.—Boston Transcript.

Children's Accounts

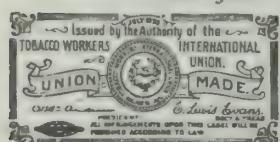
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO.

BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

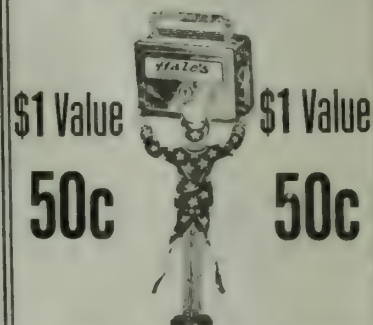
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.



Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED. AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST'EM OVERALLS & PANTS

UNION MADE
ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 51.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 1, 1915.

Whole No. 2345.

PERTINENT FACTS ABOUT "OUR FLAG"

A Timely Expose of Dollar Patriotism.

Ever since the passage of the Seamen's Act—and even while the bill was pending in Congress—we have been told that American shipping in the transpacific trade would be obliged to transfer to foreign flags, as the only means of escape from the onerous, and in fact fatal, conditions imposed by that measure.

We have been told with still stronger emphasis that the choice of foreign flags was limited. In short, only two Nations are capable of running ships in the transpacific trade, under the provisions of the Seamen's Act.

Needless to say, these two Nations are China and Japan. Hence the conclusion, so liberally exploited and so eloquently, yet withal so regretfully (!) pronounced, that the American flag must forever disappear from the Pacific, to be replaced by the colors of our hated rivals, Japan and China. The prospect was truly a horrible one.

The "Awful" Consequences.

All this on account of a single Act of Congress, enacted in behalf of a long-suffering class of men, after many years of effort on the part of the seamen and a few friends among the press and public. Never in all the history of human progress has so small a cause produced—or threatened to produce—so large an effect!

We have been assured, however, that the case was not entirely hopeless. The situation might yet be saved—the American flag might still be kept flying on the Pacific—by a step at once simple in character and far-reaching in effect. The Seamen's Act might be repealed. Such was the step seriously proposed and strongly urged by the patriots in the shipping and commercial world and widely disseminated by their supporters in the press of the country.

In a word, it was proposed that Congress, after having for years listened to the very same predictions of calamity, after having considered them, weighed them, and rejected them, after having, with eyes open and minds fully made up, passed the Seamen's Act—after all this, it was proposed that Congress should meet in extra session and undo its own work.

And this before any opportunity had been offered of testing in practice the provisions of the Act! Congress was asked to turn tail and run away from its own work, not because the proponents of the measure had changed their minds, not because the measure had been tried and found wanting in any particular, not for any reason that might appeal to reasonable men—but simply because the interests which had all along opposed the measure insisted upon predicting calamity and seemed determined to put their threats into execution.

Threats of Reprisal.

Any law-making body that would submit to pressure of this kind would be unworthy of public confidence.

To repeal a law at the dictates of its opponents and under threats of reprisal would be the negation of legislative authority, if not of all government. The harm thus done would be immeasurably greater than any that might result from the enforcement of any law, no matter how unwise or impractical it might be.

Those who insist upon the repeal of the Seamen's Act before it shall have become effective show a very small understanding of human nature and an even smaller grasp of the physical law that motion seeks the line of least resistance. The task of repeal is at best a difficult one. The advocates of that course have chosen a method that makes it impossible of success.

Now that the vessels of the Pacific Mail Company have actually been sold, it is clear to all that the threat of transfer to the Japanese or Chinese flag was mere bluff. The vessels have been sold to an American concern, and will continue to fly the American flag.

As to the trade in which these vessels shall hereafter be engaged, that question is still "on the knees of the gods." Present report has it that certain vessels will be employed in the transatlantic trade, while others will be placed on the run from New York to San Francisco, via the Panama Canal.

The vessels now employed in the trade between San Francisco and ports in Mexico, Central and South America will probably continue in that trade, as at present, or by connection with the Atlantic coast through the canal.

The Pacific Mail Company has long enjoyed a monopoly in the latter trade. Recent events (the revolution in Mexico and the opening of the canal) have reduced the profits in this trade, but there is no likelihood that it will be abandoned. So far the American merchant marine is perfectly safe from the effects of the Seamen's Act.

Juggling With Figures.

As to the report that the Seamen's Bill "has thrown 6000 odd men out of employment," the fact is that the company employs only 600 white men in its entire fleet under the American flag, or about 800 men, including two vessels under the British flag, one of which has already been disposed of.

These figures include all the men employed on the vessels in the trade to Central America, and the vessels employed on the vessels in the transpacific trade. The latter vessels are manned, except as to officers, exclusively by Chinese. The Chinese crews of these vessels number approximately 1200. Thus the total crews number 2000 men.

Under the new system of operation, there will be no reduction in the number of officers. On the contrary, there will more likely be an increase in that respect. The Chinese crews will be replaced by white men, in the proportion of from one-third to one-half the number of Chinese now carried.

Thus the net result of the change, in respect to the manning of the vessels, will be a considerable increase in the number of white men employed.

As to the amount of trade which will be lost to San Francisco and other Pacific Coast ports, it is quite evident that this matter will be determined by the opening of the canal, not by the Seamen's Act. The great bulk of Asiatic exports and imports come from and go to points in the Eastern States.

If these goods can be handled more economically by being placed on board ship at ports on the Atlantic coast and shipped through the canal direct to their destination, they will be so shipped, of course. Were the Seamen's Act repealed to-morrow, trade would continue to follow the most economical routes.

The Panama Canal Act, not the Seamen's Act, will determine the future of commerce on the Pacific Ocean. As a matter of fact, R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Company, in testifying before a Congressional Committee in opposition to that feature of the Canal Act which prohibits railroad-owned vessels from using the new waterway, announced that the enactment of that provision would compel the company to "go out of business."

A Profitable Business Deal.

If any further explanation of the company's course be needed, it may be found in the fact that it was offered a good sum for its vessels, and accepted the offer as a good piece of business.

As things now stand in the shipping world generally high, and in fact extravagant, figures are being offered for any kind of "bottom." Even the proverbial craft with "three masts and no bottom" may command a good figure. In short, all sorts and conditions of craft are changing hands in these days, and the shipping world is in clover "up to its ears."

The Pacific Mail Company is not to be blamed for taking advantage of the opportunity to dispose of its vessels at prices greatly in excess of their "book value."

But the public should beware of the company's explanation that its action in this regard is made necessary by the Seamen's Act.

As compared with the influence exerted by the Panama Canal and the wars in Mexico and Europe, the Seamen's Act is as a drop in the bucket.

By way of further illustrating the unreliable character of the propaganda carried on against the Seamen's Act, reference may be made to the statement recently issued by the Foreign Trade Department of the San Francisco Chamber of Commerce. This statement purports to show the number of vessels and amount of tonnage which, "it is claimed, will retire from business on or before November 4th," when the Seamen's Act becomes effective. The statement is as follows:

Chamber of Commerce Figures.

Owner.	No. of vessels.	Gross tonnage.
Robert Dollar Co.....	8	25,192
Great Northern S. S. Co.....	1	20,718
Pacific Mail S. S. Co.....	14	88,097
Total	23	134,007

These figures include all the vessels, American and foreign, owned by the firms named, and are subject to deductions on account of vessels which are now under foreign registry, or en-

gaged in non-competitive trade. These deductions are as follows:

Deductions.	
Owner—No. of vessels.	
Robert Dollar Co.—3 engaged in domestic trade	4,409
Robert Dollar Co.—2 still under Br. registry	8,633
Robert Dollar Co.—2 already sold	6,794
Pacific Mail S. S. Co.—7 engaged in Cont. Am. trade	20,810
Pacific Mail S. S. Co.—2 still under Br. registry	10,244

Total number, 16.....50,890
Allowing for the deductions, the true account stands as follows:

Actual Figures.		
Owner.	No. of vessels.	Gross tonnage.
Robert Dollar Co.....	1	5,356
Great Northern S. S. Co.....	1	20,718
Pacific Mail S. S. Co.....	5	57,043
Total	7	83,117

The Chamber of Commerce estimate as to the number of vessels exceeds the facts by 70 per cent. and as to tonnage by 38 per cent.

It is to be noted that nearly one-fourth of the tonnage estimated as actually subject to withdrawal "on account of the Seamen's Act" is represented by a single vessel. In the case of the Dollar vessels the Chamber of Commerce estimate of tonnage exceeds the facts by 79 per cent.

The corrected figures show the total amount of American tonnage "subject to withdrawal." How much of this tonnage will actually be withdrawn from the American flag is problematical. That the actual withdrawal of any part of this tonnage will be due, not to the Seamen's Act, but to other and far more influential causes has already been shown.

The actual tonnage "subject to withdrawal" represents about 19 per cent. of the tonnage registered on the Pacific Coast for foreign trade, and 8 per cent. of all American tonnage registered for foreign trade. It is apparent, therefore, that if all the tonnage "subject to withdrawal" were actually withdrawn and transferred to foreign flags this would be by no means fatal to American shipping.

In connection with the threatened withdrawal of the Dollar vessels, it may be interesting to note the fact that that company has transferred but two vessels to American registry. This was done under the provisions of the Ship Registry Act of August 18, 1914. The company announced at the time of transfer that these vessels would be returned to British registry at the close of the war. The transfer was made for the purpose of securing the protection of the American flag against attack by the German war vessels then cruising in the Pacific Ocean.

Each of these vessels employs seven white officers, the other members of the crew being exclusively Chinese, hired in China at \$8 per month. The officers are British subjects, not one of whom has declared his intention of becoming an American citizen.

The transfer of these vessels to American registry has added nothing to the American merchant marine, but has afforded the Dollar Company an excuse for posing in the guise of patriotism.

Posing as a "Victim."

The withdrawal of these vessels will take nothing from the American merchant marine, but will afford the company an excuse for posing as a victim of the Seamen's Act. In reality the entire conduct of the Dollar Company has been dictated by purely financial, not to say mercenary, consideration.

In considering the amount of Dollar tonnage "subject to withdrawal," it should be borne in mind that the figure given (5356 tons) is not included in the latest official estimates of American tonnage registered for foreign trade.

The withdrawal of the Dollar vessels will therefore not effect any reduction in the latter figures.

As already noted the five vessels, of 57,043 tons, owned by the Pacific Mail Company and "subject to withdrawal," have been sold to another American firm.

This leaves but one vessel, of 20,718 tons, still "subject to withdrawal."

It is quite likely, in fact highly probable, that this vessel, too, will remain under the American flag. Thus the actual figures of tonnage "subject to withdrawal" (7 vessels of 83,117 tons) are likely to be reduced to the disappearing point. Candidly, the talk of threatened loss to the American merchant marine "on account of the Seamen's Act" savors strongly of pure bugaboo.

The Seamen's Act is a modest and much-needed measure of reform in the conditions of the men who depend upon the sea for their livelihood. Among the features of that measure which have aroused the strongest opposition is that requiring that vessels shall be manned to the extent of 40 per cent. of their deck crews (i. e. sailors) by men of at least nineteen years of age and three years of experience at sea.

Even this requirement is materially reduced in certain cases, notably on Lake vessels.

Another feature objected to is the language

test, which provides that 75 per cent. of the crew in all departments of the vessel shall be able to understand "any order" given by the officers.

Can any reasonable objection be made to these provisions? Does not the frequent, almost daily, experience of disaster at sea justify and indeed demand the enactment and enforcement of such precautions?

Much ado is made about the life-boat provisions of the Act. These provisions have been whittled down at the instance of the ship-owners until they have reached a bare minimum of safety. The Lake vessel-owners protested that vessels sailing within a certain distance from land should be exempt from certain requirements as to lifeboats, upon the ground that such vessels are always within reach of help. Yet the "Eastland" capsized at her dock, and over 800 persons were drowned before help arrived.

Greed the Sole Opposition.

The opposition to the Seamen's Act is founded solely upon greed.

That opposition depends for its effectiveness solely upon the ignorance of the people upon all matters relating to maritime affairs. The shipowners appeal to the patriotism of the people. They wrap the flag around themselves and cry "Wolf," fully confident that the people will come to their rescue. It is an old, old trick, and very impressive until it is exposed. Then it becomes merely nauseating.

The shipowners and their supporters in press and public have always opposed the seamen's plea for reform, for the right to a decent man's chance in life. They have always predicted disaster as the result of the laws heretofore enacted. Their predictions have always proved false.

They have always been on the point of "going out of business," but they always remain in business. The Seamen's Act will remain on the statute books of the United States. Experience under that measure will add emphasis to the old saying that "history repeats itself."—Andrew Furuseth in Sacramento Bee.

DESTROYING OF DERELICTS.

An interesting controversy is said to have arisen in naval circles as to whether ships of the Navy should make it a part of their business to destroy derelicts, and out of it is likely to arise some change in practice.

Certain naval officers claim that warships should not be expected to do such work, that the time of such ships is better employed in other directions. Officers of the coast guard, however, insist that it should be as much the duty of a warship as of a coast guard ship to destroy derelicts. A vessel, regardless of what branch of the Government it represents, should, say these officers, be expected to do work of this sort whenever the opportunity presents itself.

Such a change of practice, say coast guard officers, would mean the destruction of a much larger number of derelicts every year, and thus an increase in the safety of ocean travel. For a number of years the "Seneca," of the coast guard ships, has been especially designated for derelict destruction, but now all coast guard vessels engage in this work.

In connection with the closer relations destined to prevail between the Navy and the coast guard, it is interesting to note that favorable consideration has been given a plan to utilize coast guard vessels in war time as mine planters, accompanying the fleet as auxiliaries in that service. The coast guard vessels, it is pointed out, are admirably adapted to that work. While operating in that connection they would be under the direction of the Secretary of the Navy and not of the Secretary of the Treasury.

A change has been announced in the rate for ward treatment of American seamen in the hospitals of the Panama Canal. Prior to July 1 it was \$1 per day, but, effective that date, it has become \$1.50 per day, which is the rate which has applied and still applies to foreign seamen.

THE "ARABIC" AND WAR TALK.

If we go to war over the "Arabic," there are certain aspects of the situation that ought to appeal to a nation as jealous of their sense of humor as are the American people.

No one denies that the thing that makes all the difference in the world is the presence on board ship of Americans. If a Swedish ship were torpedoed—as they are every day—there would be an outcry at the barbarity thereof, but there would be no demand for war.

If the Americans had not been lost, there would be angry protests, there would be self-important editorials and cartoons, but there would be no demand for war. The one thing that makes the Jingo howl for blood is the fact that Americans were drowned as a result of the activities of the German undersea boats.

There are two Americans who have not been accounted for, who are probably lost, and whose deaths are, to a great part of the American people, a casus belli.

One of those Americans was a certain Dr. Edmond F. Woods, a naturalized citizen. Before we can go to war, we must, of course, be sure that he was a real American. We must not go to war over an Englishman. That is England's business. We must curb our people, straining at the leash, and verify his naturalization papers. We must take affidavits as to the correctness of the statements of the gentleman when he was naturalized. We must verify the signatures. And when we have settled everything to the satisfaction of a committee of three lawyers and four notaries we will announce that we can no longer restrain ourselves, and we must fight.

The other American was a lady named Mrs. Bruguere. She was only technically an American, as her residence seems to have been Paris. Her son fastened a life-belt about her body, he swam with her for twenty minutes, and then he was stunned by a floating spar and lost his mother. Now, far be it from us to restrain the indignation of the American people over an outrage. Far be it from us to restrain them from war. If they want war, let them have it. But it is to be hoped that they will see the joke.

If the naturalization papers of Dr. Woods happen to be phoney, if the notary who verified them happened not to have been entitled to do that sort of thing, we will not go to war. If they happen to be correct, we will go to war. If the spar had not hit Louis Bruguere on the head and stunned him, so that he lost the hold he had on his mother, we would remain at peace. But as the spar did happen to float near him, we will go to war, and have all the things that go with war in this scientific era.

Let us have war, by all means, if we must have it. But let us not lose our sense of humor. To an American, that would be worse than losing his wife.—New York Call.

The annual statement on the production of phosphate rock has just been published by the United States Geological Survey and is now available for distribution. In 1914 the marketed production of phosphate rock in the United States was 2,734,043 tons, valued at \$9,608,041.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Minimum Wage Law Declared Invalid.

Judge Paul Little, of the Circuit Court, has declared the Arkansas minimum wage law for women unconstitutional.

J. B. Crowe, a laundry proprietor, was found guilty in a Justice Court of violating the act and on appeal to the Circuit Court, Judge Little upheld these four contentions of the accused:

That the bill signed by Governor Hays was not the same bill passed by the Legislature; that the bill was illegal because it imposed a penalty upon an employe as well as an employer; that the bill is in conflict with section two, article two, of the State Constitution; that the bill is in conflict with the Fourteenth Amendment of the Federal Constitution.

State officials announce they will appeal the case to the State Supreme Court.

The law was passed by the last Legislature, and was intended "to regulate the hours of labor, safeguard the health and establish a minimum wage for females in the State of Arkansas."

A fifty-four-hour week was provided for, and all females who had six months' practical experience in any line of industry or labor should be paid not less than \$1.25 a day. Under six months' experience a rate of not less than \$1 a day should be paid.

The law gave a commission wide powers to reduce rates "if said commission should find, after an investigation, that a lower minimum rate of wages is adequate to supply a woman or minor female worker engaged in any occupation, trade or industry the necessary cost of proper living."

"Theoretical" Wages.

"Theoretical" wages is the latest in this age of efficiency and invention of new terms. Superintendent Lauren, of the Wright Wire Company, at Palmer, Mass., explained the new system to the State Board of Conciliation while that board was adjusting differences between the company and its striking employes. Lauren told the conciliators that when he took charge of the plant there were different wage schedules. These had now been supplanted by a piece work and bonus system, which would permit the workers to earn—theoretically—from \$15 or \$25 to \$30 a week.

The superintendent acknowledged conditions might arise whereby workers might not make "from \$15 or \$25 to \$30 a week."

In other words, there is a difference between theoretical wages and the actual cash.

Wages Low in Northwest.

Vice-Consul Kool of The Netherlands wrote Washington State officials regarding "the conditions attractive to foreign immigrants into the State of Washington." The query was turned over to State Labor Commissioner Olson, who, in his reply to the foreign representative, told a different story from that which is usual in these cases.

The-commissioner wrote, in part:

"For many years past there has been a surplus of labor in our manufacturing

industries, and especially is this true of unskilled labor. This condition has naturally forced wages to a very low level and it is not uncommon to find great groups of foreigners working on railroad construction and highway work, receiving therefor as little and even less than \$1.60 per day and paying 90 cents to \$1.00 per day for board, and these conditions are being intensified because of the further fact that but little steady employment is offered, and the workmen are therefore compelled to 'drift' the greater portion of the year in looking for work.

"The result is that unemployment, owing to the constant influx of European immigration, has resolved itself into a stupendous problem.

"The situation, therefore, is by no means inviting to the immigrant who, with small means, is hopeful of bettering his condition by coming to the United States. In justice to the people of your country, who are liable to be influenced by plausible literature designed to attract them to this country, but which does not acquaint them with obstacles that are invariably encountered by foreign people reaching our shores, I am constrained to offer discouragement to such foreign immigration that can only add to our problem of unemployment."

Why Safety Law Is Opposed.

"Will Congress take a back track on the question of safety of life at sea and on the Great Lakes because greater safety means greater expense to ship-owners?" asks the Washington Post, in an editorial entitled "Why Ship-owners Do Not Like the Safety Law."

The Post continues:

"Under the La Follette law the 'Eastland' would not have been permitted to carry more than two-thirds as many passengers as were on board when she capsized. Provision would have been made for life-boats and life-rafts for all on board instead of boats and rafts for 771 out of a total of 2,500 passengers.

"The La Follette law will go into effect in November. If it had been in effect this month, the 'Eastland' would still be afloat."

Coal Men Want Cossacks.

Coal operators and their allies in Colorado are now engaged in a campaign of education on the benefits of a State constabulary. Advocates of the Cossack system are alive to the fact that they have discredited the State militia and this unit of our national defense is having a hard time living down its connection with events in southern Colorado.

The Rocky Mountain News, published in Denver, is one of the leaders in the Cossack campaign, and the following editorial plea is a sample of the clever preliminary moves that are being cautiously made:

"Pennsylvania is the founder of a State constabulary system and although it met with much opposition at the beginning, it is now accepted by both sides as an advantage over the former manner of meeting disputes with professional strike-breakers,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeevaardersvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation Nationale des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjömans-och Eldareförbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

HOLLAND.

Algemeene Nederlandsche Zeemannsbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemannsvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonderos Maritimos de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Eleven union seamen in Melbourne, Australia, were sent to jail for five weeks with hard labor because they refused duty on the returning troopship "Ceramic," on account of a fellow unionist being imprisoned by the ship's officers.

Over twenty-five per cent. of Finland's workers are employed in the timber industry. Wages amount to 3s. a day for men. The reason for such low wages is that the Russian Government suppresses unionism wherever possible. It is unlawful for a union to render legal aid to any of its members.

The future award rates of pay of ships' cooks and stewards in New Zealand waters are to be: First-class stewards £8, second £6 10s., respectively. Cooks' wages on inter-colonial steamers will range from £15 for chief downwards. The work hours at sea are not to exceed ten per day, but when further work is required 1s. per hour overtime is to be paid.

Says the Toynbee "Record," England: "Clothing contractors for the army are paid 28s. by the War Office for every greatcoat; the contractor spends 17s. 8d. on material, and pays the sub-contractor 3s. 3d. for making up. The sub-contractor pays 2s. 3½d. in wages, and makes a profit of 11½d. The contractor makes a profit of 7s. 1d.—three times the amount paid in wages—for passing on the order to the sub-contractor." Business as usual!

The following from the Brisbane (Queensland) Worker is encouraging: "In 1912 the Denham-Barnes Government gazetted out of office from off the Marine Board the direct representative of the Seamen's Union. In 1915 the electors of Queensland, by their votes, gazetted both Denham and Barnes out of Parliament. Later on Treasurer Theodore will see that the Seamen's Union is once more directly represented on the Marine Board, as it is in the other States."

At a recent unemployed meeting in Melbourne, Victoria, the following resolution was carried: "That this mass meeting, in affirming that work for all is not only socially and economically advantageous, but that we have an inalienable right necessarily so existent with a wise and beneficial democracy, urges the State Parliament to immediately pass a right to work bill, and calls upon the Federal and State Parliaments to make its chief legislative and administrative duty the problem of coping with the unemployed."

Under the caption "Be a Unionist, Body and Soul," the Labor Call of Melbourne, Australia, says: "If you don't want to be trodden on, join the union. Do you want to be well fed, well housed, well clothed and well read? Join the union! Do you want to help your mates along? Join the union! The monopolistic press and the monopolist may tell you that such desires are vicious, but, instead, it is need of things necessary and good that makes men vicious. Where wages are highest, there will be found the most prosperous nation and the most contented people. There will education be the most generally diffused. There will morality be the purest; there will patriotism be the most profound. Help to make your country prosperous; help to liberate mankind. Join the union! Swear by the union! Work for the union!"

SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

CANNON & BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on
SEA BOOTS AND OIL CLOTHING

Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

San Pedro Letter List.

Anderson, John	Johnson, Edvard A.
Anderson, Arvid	Jonsen, Leonard
Anderson, G. B.	Johansen, Chas.
Altonen, Chas.	Kallberg, Arvid
Anderson, Oscar	Kolodzie, Geo.
Anderson, Ernest	Kron, E.
Anderson, Enkan	Lancoske, J. C.
Apelquist, Otto	Lauritzen, Ole
Anderson, David C.	Lutzen, Valdemar
Baxter, Arthur	Lister, W.
Bergh, Borge	Lalan, Joe
Bredberg, H.	Lindberg, C.
Bergquist, W.	Larsen, L. K.
Bunnik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Matson, Johan
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mourice, F.
Chilton, Harry	Malm, Gustaf
Dahlgren, Pete	Moberg, Karl
Davle, William	Nyhaugen, Julius
Duval, William	Nohr, Niels
Ellison, Sam	Olsen, Hans L.
Engstrom, M. R.	Olsen, John
Ericsson, Otto	Olsen, Ludvig
Felsh, Harry	Olsen, Olaf
Fisher, Wm.	Owen, Fred
Fasholz, Dan	Olsen, Harald
Hendricksen, Henry	Pettersen, A. K.
P.	Peterson, K. E. -903
Hansen, Oskar	Petersen, Hugo
Holmstrom, F.	Peterson, N.
Hansen, Charly	Petersen, Aage
Hansen, John	Pearson, Ben
Hansen, M.	Pearsons, Olaf
Hansen, Sigvarth	Pettersen, Oscar F.
Johansson, Algot	Rogis, A.
Johnson, Gunnar	Renvall, Anshelm
Jensen, H. -1555	Skaanes, Elgil
Johansson, Victor	Svenningsen, S. N.
Jensen, Jens	Stromberg, Ivar
Jordan, Henry S.	Svenson, Nick
Johansen, T.	Sevenson, Paul
Jacobs, August	Strahle, Chas.
Johansson, Geo. W.	Slevers, G. P.
-1219	Thompson, Tommy
Jensen, Edvard	Tamlsar, P.
Johansen, Emil	Toren, Gustaf A.
Johanson, Geo.	Uhlig, Richard

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Cranly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stuart street, San Francisco, Cal.—8-4-15.

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India,
London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

Pacific Coast Marine.

The recently constructed mine layer L3 was given a run around San Francisco Bay recently as a final test.

It was reported that the Japanese cruiser "Asama," which has been ashore in Turtle Bay, Lower California, for four months, had been floated and was on her way up the coast.

The yacht "Seafarer," owned by L. A. Norris was put on the dry docks at the Moore & Scott shipyards, San Francisco, during the week to undergo general repairs and yearly inspection.

A contract has been entered into between the San Francisco and Portland Steamship Company and Fred Ballin of Portland, for the installation of a complete new set of boilers on the steamer "Rose City."

The Attorney General of Washington has ruled that the freight barges of Puget Sound and Grays Harbor are both public carriers and must file a schedule of rates with the public service commission under the State law.

First of the Alaska salmon carriers to arrive in San Francisco was the schooner "Roy Somers," which arrived from Koggiung early last week. Other salmon packets followed from day to day.

The schooner "Annie Larsen," lying at Aberdeen, Wash., has been fined \$500 for irregular shipping documents, and it is expected will protest the fine. The "Larsen's" cargo of arms, now in warehouse, is held by the United States marshal under a libel filed by the owners of the vessel.

The long rejected sailing vessel is coming back into its own. The demand for tonnage on this Coast is so acute that almost anything that floats is being pressed into service. The demand has been so great and the charters have been so attractive that a number of small coasting vessels have gone into the foreign trade.

A contract has been awarded to Quincy, Mass., shipyards for a second 10,000-ton steamer by the Luckenbach Steamship Company. This makes three new steamers now building for this company, two at Quincy and one at Newport News. These vessels are designed for the service between New York and San Francisco.

Upon the arrival at San Francisco of the Standard Oil steamer "Tatarax" from Oriental ports with a cargo of 4000 tons of general merchandise for Swayne & Hoyt, the United States immigration inspectors discovered that Captain Reid had seven unbidden guests aboard in the persons of Japanese stowaways. They were taken to Angel Island.

Deep-laden ships this fall have only one portion of the Willamette or Columbia River that may cause any trouble, and that is the rocky ledge unearched below the S. H. and S. railroad bridge. Progress made by the Government and the Port of Portland dredges have been so satisfactory that assurance of a channel 30 feet deep and at least 300 feet wide from Astoria to Portland is now given.

A pair of beautiful wood carvings of the famous yacht "Henrietta" and the United States frigate "Niagara," neatly framed, have been presented to the marine department of the San Francisco Chamber of Commerce. The carvings were made by the donor with an ordinary pocket knife during the long winters of 1880-81 he put in on Seal Islands while employed by the Alaska Commercial Company.

Ten thousand cases of canned pineapples were brought to San Francisco from Hawaii by the steam schooner "Klamath," which arrived from Honolulu during the week. Besides the canned pines, the "Klamath" brought 75,000 feet of Hawaiian hardwood. This is the second voyage the "Klamath" has made to Hawaii, her outward cargo being piling from Columbia River ports for the dry dock at Pearl Harbor.

The collector of customs at Juneau, Alaska, reports that shipments of Alaskan products to the United States and Canada for the seven months of this year ending July 31 double all previous shipments for the same period. Gains are shown particularly in shipments of copper ore, canned salmon and oils. There was an increase of \$2,000,000 in gold and silver exports. The exports for the seven months had an aggregate value of \$8,174,654.

During the first half of August the Great Northern Pacific Steamship Company's liners between San Francisco and the Columbia River carried almost two-thirds as many passengers as were carried during the entire month of July. For the fifteen days of August the total of passengers carried was 8844, while for last month the total was 13,907. The average for each sailing was 631. Freight cargoes carried by these vessels increased perceptibly over July.

Geo. W. Reed & Co., of San Francisco, have been appointed agents at this port for the Oregon-California Shipping Co., or the "Quaker Line," as it will be familiarly known. The company has taken the steamers "Tampico" and "Eureka" under time charter, and will operate them between this port and New York and Philadelphia on a regular schedule, carrying freight only. At New York the agents for the

line are Phelps Bros. & Co., and at Philadelphia L. Rubelli's Sons. The steamers connect with all railroad lines, there being no transfer charges.

The Marshfield Chamber of Commerce has guaranteed the cost of a site of five acres for a Government wireless station, which is to be moved from Cape Blanco to Coos Bay, and the Government has been asked to send an inspector to inspect the plot. The site is on the isthmus inlet, four miles from Marshfield and seven miles from the coast. The location is convenient to electric power and telephone lines and is near the county highway connecting Marshfield and Coquille. The site will cost the citizens of Marshfield \$750 and will be donated to the Navy Department.

According to statistics gathered by the marine department of the San Francisco Chamber of Commerce there are now under construction at American shipyards 179 vessels. Of this number 139 are being built on the Atlantic seaboard, 16 on the Great Lakes, 13 on the Pacific Coast and 11 in inland rivers. Fifty-nine are naval vessels of different types, mostly destroyers and submarines. Of merchant and freight craft, there are 48 steamers, 23 tankers, 9 colliers and 2 schooners. At the Maryland Steel Company, Sparrow Point, nine merchant vessels ranging from 2200 to 6000 tons are building. They are mostly for freight trade. At the Newport News shipbuilding plant there are nine merchant steamers on the ways, and at the New York shipbuilding yards there are not less than thirteen frames placed. The Union Iron Works is building three big steamers, and has work enough ahead to keep the plant running at full capacity for the next two years. What appeals to the friends of the American merchant marine is that practically all of these vessels will be operated under the American flag. With the loss of foreign tonnage from the destruction of war and the scarcity of commercial vessels under way in foreign yards, these figures have an added significance.

F. M. Halstead, chief of the customs division of the Treasury Department, is at San Francisco in connection with the work of the efficiency board now investigating the local customs service. In discussing the likelihood of some radical changes which will affect the personnel of the San Francisco branch, Mr. Halstead said: "We have been endeavoring to put the customs service of the United States on strictly a business basis. It takes time to eliminate old and deeply rooted customs and practices, but we are making rapid progress along the line of efficiency and economy and are taking the service out of politics. The department is hopeful of getting Congressional enactments which will greatly assist in the work. We are hopeful of having a Treasury Department auditor located in San Francisco. While this would eliminate the local auditor's office, it would materially expedite the work of the service and do away with some unnecessary duplication in the auditing work. It would possibly lead to the abolishment of the Naval Officer. The Naval Officer could be very well dispensed with in all the ports of the United States. Under present conditions much of the work in his office is necessary, but with a deputy auditor, the Naval Officer would be entirely superfluous."

The United States coast guard cutter "Bear," which carried the mails to Point Barrow, the most northerly point of Alaska, has returned to Nome and reports that no word of Stefansson, the explorer, and his two companions had been received. Stefansson, accompanied by Ole Anderson and Storker Storkerson, left Martin Point, west of the mouth of the Mackenzie River, April 7th of last year, going north over the ice in the hope of finding new land, and expecting, in the event that their quest failed, to turn east and reach Banksland. The Mackenzie River opened with a rush in the spring of 1914 and poured out a torrent of water that washed away the ice connecting Banksland with the land ice farther east. The belief has been growing that Stefansson and his companions have perished. The "Bear" reported that nothing further has been heard of the gasoline schooner "New Jersey," heretofore reported missing. The "New Jersey" left Nome last fall, under command of Captain Orin Bank, a trader, who had with him a crew of Esquimaux, including four who had been shipwrecked with Captain Bartlett on the Stefansson ship "Karluk." Wreckage from the "New Jersey" came ashore at Cape Thomson, Alaska. Bishop Pete Trimble Rowe of the Episcopal church made the voyage to Point Barrow and back in the interest of his church's mission.

F. R. WAILL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.
Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.
Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 806 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.
Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 South Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 190 West St. Phone 4126 Worth.

LAKES DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.
Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.
Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.
BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 61.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENTBERG, Editor
L. M. HOLT, Manager

TERMS IN ADVANCE.

One year, in advance - \$2.00 Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific,
59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 1, 1915.

A CHALLENGE.

Inasmuch as both of San Francisco's morning papers are controlled body and soul by the very interests seeking to discredit the new Seamen's law, it has been found exceedingly difficult to acquaint the people of this city with the true facts involved in the new legislation.

For reasons best known to themselves, the Hearst-De Young organs have persistently refused to publish the Seamen's side of the story, and have systematically misrepresented the new law ever since it was enacted. As a natural sequence of that policy the new Seamen's law is regarded with suspicion and disfavor among people who would be friends and champions of the measure if they but knew the plain truth.

In order to give the public an opportunity to learn the plain truth, arrangements have been made for a public mass meeting, to be held in the Scottish Rite Auditorium, on Wednesday, September 8, at 8 p. m., under the auspices of the International Seamen's Union of America.

Unlike the Hearst-De Young policy, both sides to the controversy will be invited to have their say at this meeting.

Mr. Rudolph Spreckels has kindly consented to act as chairman.

The two leading and most prominent opponents of the new law, Captain Robert Dollar and Mr. R. P. Schwerin, have been invited to present the case of the opposition. In addition, the San Francisco Chamber of Commerce has been asked to send a representative to explain the position of the local commercial interests.

Neither Captain Dollar nor Mr. R. P. Schwerin seldom misses an opportunity to air their grievances against the La Follette Seamen's Act, and it is confidently expected that both will gladly accept the invitation to tell the people of San Francisco about "our" flag and "their" coolie crews.

The San Francisco Chamber of Commerce will doubtless send a capable attorney to make it perfectly plain to the San Francisco public why the local commercial body opposes those sections of the Seamen's law

especially designed to equalize the cost of operation between American and foreign vessels touching at our ports.

When all have had their say, Andrew Furuseth will tell all about the Seamen's law; he will go into details upon the sale of the Pacific Mail Steamship Company's transpacific fleet and the transfer of the Dollar "line" to foreign registry.

The Scottish Rite Auditorium is an ideal meeting hall for a debate of this nature. The San Francisco public, but particularly business men and women, are cordially invited to attend. The meeting will be interesting, instructive and entertaining.

Don't miss it if you are interested in the upbuilding of an American Merchant Marine.

THE SHIP-PURCHASE BILL.

The decision of the Interstate Commerce Commission to enter upon an immediate and thorough inquiry into the transportation facilities and rates between the United States and other countries must be interpreted to mean that the President is gathering fresh data to be used by him in pressing to passage a Ship-Purchase bill similar—if somewhat modified—to that which failed of passage in the last session of Congress. The results of this investigation are to be in hand, it is understood, before the assembling of the Sixty-fourth Congress in December.

The investigation will cover all phases of the ocean commerce of the United States, with particular reference to trade with South and Central America. All American shippers have been asked by the Treasury Department to enter at once into active co-operation with the Commission in the carrying on of this work, and it is believed that the data thus secured will effectively silence some of the most strenuous opposition manifested at the former session.

That the next session of Congress will find President Wilson in a stronger position to carry the Ship-Purchase bill is evident. The Democratic majority in the Senate will be six greater than it was in the last Congress, there being three less Republican votes and three more Democratic votes. With this increase in their voting strength it ought to be possible for the Democrats to carry out the President's recommendation in this respect and thereby enable the Government to demonstrate to the American people that it is possible and profitable to operate American ships in the off-shore trade without coolie crews.

The following item appeared in the news columns of an Australian weekly:

The award recently made by the Wellington Arbitration Court in the dispute between the Cooks and Stewards' Union and the Union S. S. Company of New Zealand has abolished the practice of "tipping." The court considered the tipping system unfair, allowing the company to escape payment of reasonable wages, which were made up by a small portion of the traveling public. The new award, which operates for two years from August 2, makes it a breach of the award to accept a tip from passengers.

If the vicious and degrading tipping evil has really been eliminated in that section of the globe, we are compelled to acknowledge that some good has resulted from compulsory arbitration. More power to the judge who delivered the knockout blow to tipping! No class of workers should be expected to live on tips. Let us have a fair and living wage for all—direct from the employer.

Demand the union label upon all purchases!

OUR TRADE TO THE ORIENT.

According to the spokesmen for the "interests," five transpacific vessels of the Pacific Mail Steamship Company were "forced out of business" by the terms of the new Seamen's law.

The American people dearly love "fair play," and for the sake of fair play it is most respectfully submitted that the foregoing assertion should be considered only in connection with certain self-evident facts. These facts are:

First, the new Seamen's law will not be in full force and effect until June 4, 1916, although parts of the law will go into effect on November 4 of this year;

Second, the completion of the Panama Canal has entirely changed the status of the Pacific Mail Company as a feeder to certain transcontinental railroads.

Prior to the digging of the Canal practically all United States exports for the Orient were hauled varying distances across the continent to the Pacific Coast ports. In other words, the journey from our manufacturing centers to points in the Orient began with a long haul by rail and ended with a trip across the Pacific in railroad-owned steamships. Now, it became perfectly obvious long, long ago that the completion of the Panama Canal would change the established arrangement to the serious disadvantage of the before-mentioned transcontinental railroads.

The Panama waterway put an end to the long hauls and it eliminated the former valuable adjunct and feeder (consisting of the Pacific Mail Company's transpacific fleet) as a factor in this problem of transportation.

In the past the bulk of the United States-Oriental exports went via San Francisco, Portland, Tacoma and Seattle. In the future it will go from Atlantic and Gulf Coast ports by the all-water route via the Canal because the rates can be made so much lower that rail competition is altogether out of the question. It is true the Pacific Mail Company's transpacific fleet might still have served a most useful purpose to the railroads if entering upon the same direct (Atlantic-Orient) trade had not been set at naught by the Act of Congress, which forbids railroad-owned vessels from passing through the Canal.

No less a person than Mr. R. P. Schwerin, General Manager of the Pacific Mail Company, recognized the inevitable more than two years ago. At any rate, long before the then pending Seamen's bill had been adopted, he made the public statement that the section of the Panama Canal Act, forbidding passage of railroad-owned ships, would compel his company to go "out of business."

It is fortunate that other steamship companies, not railroad-owned, are making arrangements to take care of all the business thus relinquished by the railroads and the Pacific Mail Company.

One of the large Japanese companies, the Nippon Yusen Kaisha Company, has already signified its intention of establishing a monthly steamship service between the Orient and New York via the Panama Canal. It is said that six vessels will be placed on the route at once and six more will be added by May 1, 1916.

It should be noted in this connection that the so-called "noxious and impracticable" features of the new Seamen's Act will not only apply to American ships but to all foreign vessels touching at our ports. By all

appearances, however, the management of this Japanese line is preparing to carry the freight and comply fully with the terms of the Seamen's Act. That being the case, why should American exporters worry over the Pacific Mail Company's withdrawal?

True, the American flag will cease to fly over coolie crews. But who wants our flag to serve as a shield for servile Oriental labor, low wages and exploitation?

Most likely, only those who have ever used the Stars and Stripes to cover a dirty spot or a shady enterprise.

A QUESTIONABLE "TEST."

As a result of the "Eastland" tragedy much newspaper space was devoted to a so-called safety test of the excursion steamer "Christopher Columbus." Bags of sand equivalent to the weight of her full passenger capacity were placed on one side of the steamer's deck. And while there was quite a list it was not sufficient to overturn her.

The test was therefore declared to be proof that the "Eastland" disaster could not happen to the "Christopher Columbus."

Now comes Victor A. Olander, Secretary of the Lake Seamen's Union, and shows that the test was unfair and made under different circumstances than when the boat is filled with passengers. Mr. Olander made this deeply significant statement at the meeting of the Chicago Federation of Labor:

I watched the test of the "Christopher Columbus" and I noticed that all the port-holes were closed and the 6x6 hatches were battened down. With this done the "Christopher Columbus" could have been tilted more than twice as far as it was with perfect safety. Next day I saw the "Christopher Columbus" pulling out with an excursion load. The hatches and gangways were all open. If the boat had listed half as much as it did under the sandbag test it would have capsized from the rush of water. It was the rush of water into open ports and gangways that capsized the "Eastland," not the listing. Had the "Eastland" been obeying the law its ports and gangways would have been closed while it was loading, except one gangway.

All of which seems to indicate that the United States Steamboat Inspection Service under the guidance of "General" Uhler remains as unreliable as ever.

LABOR DAY AT SAN FRANCISCO.

Frank P. Walsh, chairman of the Federal Commission on Industrial Relations, will deliver the Labor Day oration at the Panama-Pacific International Exposition on Monday, September 6, under the auspices of the San Francisco Labor Council.

Chairman Walsh was prevailed upon to come here to speak on Labor Day by the Exposition directors and the Labor Day Committee. He had made an engagement to speak in the East, but was persuaded to cancel that engagement in order to come to San Francisco.

The Labor Day celebration in San Francisco this year will be one of the greatest events in the history of California, and there is no doubt that the address of Mr. Walsh will make it memorable. He is a man who has something to say, and who has both the courage and the eloquence to say just what he wants to say, and is not in the least disturbed by the shrieks of anger and pocket-book pains that arise from the tents of special privilege because of his utterances.

Even philosophy, which conquers everything but toothache, is put to hard straits at times in the life of the "labor leaders."

"PRISONERS OF THE SEA."

The Secretary of the American Seamen's Friend Society has issued the following statement:

It may not be generally known that from 5,000 to 7,000 Chinese sailors come to the port of New York every year. Each one is under a bond of \$500 to his captain not to come ashore. They are, therefore, denied the privileges offered by the various societies doing work on the waterfront for the sailor. These Chinese are all from Canton or its vicinity in South China. Aside from a limited volunteer work by a missionary from Canton no religious work is undertaken in their behalf. The American Seamen's Friend Society is considering the possibility of doing something specially in a religious way for these sailors. The Secretary would be very glad to give information to any one who may be interested in this form of missionary work for these "Prisoners of the sea."

If the American Seamen's Friend Society will use its prestige and influence to the end that the new Seamen's law may be properly enforced those Chinese prisoners of the sea will soon cease coming to our shores.

Unfortunately, the "American" Seamen's Friend Society derives a great part of its income from the very men who profit by the employment of cheap Asiatic labor. This is an incongruous situation, but its actual existence is clearly borne out by the facts and will bear the closest investigation.

The JOURNAL has no desire to discredit the religious work of any Seamen's Friend Society, but it remains a deplorable fact that practically all societies of this character, with few rare and honorable exceptions, have been found in the enemy's camp when America's organized seamen were in the midst of the struggle for relief from slavery laws.

The poor "heathen" Chinese who come to New York as prisoners are doubtless in need of religious instruction. What they need most of all, however, is instruction in the gospel of self-help. For when the Chinese and other Asiatic toilers of the sea become self-reliant and resist exploitation by alleged "Christian" ship-owners there will be another, so-different story to tell.

Some three hundred exchanges come regularly to the JOURNAL's editorial desk. The great majority of these papers are labor organs. There are many excellent and worthwhile journals in the lot, and of course, there are a few lame excuses. "The Tailor," for example used to be an up-to-date and interesting publication, devoted to the interests of the craft and constructive trade-unionism in general. But times have changed. The disciples of I. W. W.ism, known as would-be "amalgamators" all but disrupted the National organization of tailors. Now the columns of "The Tailor" are filled with personal boosts of the editor (written by himself) and vindictive attacks upon fellow needle workers who happen to disagree with him. Comment upon this deplorable state of affairs is superfluous. The organized tailors of America have our sympathy.

Some indication of the immense earnings of neutral vessels is found in the report that the C. K. Hansen Steamship Company, a Danish corporation, has declared a dividend of 46 per cent. for the first six months of the current year, which was more than double the earnings for the whole year of 1914.

Too many trade unionists would have the old maxim read: "An injury to me is the concern of all."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 30, 1915. Regular weekly meeting came to order at 7 p. m., A. Furuseth presiding. Secretary reported shipping dull. Comrade Furuseth was elected as a delegate to the Convention of the Trades and Labor Congress of Canada, to be held at Vancouver, B. C., Sept. 20, 1915. The next meeting of the Sailors' Union will be held Tuesday, Sept. 7, Monday being Labor Day, a legal holiday.

Notice.—An open meeting for all Seamen in port will be held in the Sailors' Assembly Hall, 59 Clay Street, on Wednesday, September 1, at 8 p. m. Comrade Furuseth will explain all phases of the new Seamen's law. Come one, come all; and bring your friends.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Aug. 23, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 23, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 23, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 23, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 23, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 23, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 23, 1915.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 16, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 26, 1915. No meeting; no quorum. Shipping fair. S. Murrillo, No. 125, died in Honolulu; buried by the Union.

E. F. BURKE, Secretary pro tem.
42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 18, 1915.

No meeting. Agent reported shipping fair. J. Docherty, No. 229, died at sea, on steamer "Windber."

JACK MEADE, Agent pro tem.
Room 203, Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 18, 1915.

No meeting. Shipping fair.

DAVID JONES, Agent pro tem.

P. O. Box 54.

Portland Agency, Aug. 23, 1915.

No meeting. Few men ashore.

C. NELSON, Agent pro tem.

89 Second St. N. Phone Broadway 2306.

The organization of the workers grows apace with the development of industry; it grows apace with the pressure of improved machinery on the life, health and employment of the workers; it grows apace with the diffusion of education among the masses of the people; it grows apace and imparts stability with the adoption of protective and benevolent features in the structure of the trades union system.—Cigar Makers' Journal.

In the long run, men hit only what they aim at.—Thoreau.

MINIMUM WAGE LEGISLATION.

That minimum wage legislation has been a success wherever it has been in effect long enough to show results is one of the conclusions to be drawn from Bulletin No. 167, just issued by the United States Bureau of Labor Statistics of the Department of Labor, covering minimum wage laws in the United States and foreign countries. The movement has apparently benefited employers and employees. In New Zealand and Australia, where minimum wage laws have been in operation for more than 15 years, industries have grown steadily and minimum wage laws apparently have in no way checked their growth.

The minimum wage study of the Bureau of Labor Statistics covers minimum wage legislation in the United States, the Australian States, and New Zealand, where the idea was originally put into practice, and in Great Britain. The trade boards of Germany and the proposed legislation of France are also included. A historical survey of the movement, reports of progress, analysis of legislation, and the workings of the various laws, together with the full text of the American laws and of the most important foreign laws comprise the Bulletin.

The minimum wage movement in the United States, according to the Bureau, is not a sudden development in spite of the fact that no less than nine States enacted minimum wage laws in 1912 and 1913. These laws are the outgrowth of much investigation in this country and of investigation, agitation, and experience in New Zealand, Australia, and England, where for more than 20 years remedies to deal with low wage conditions have been sought. In the United States minimum wage legislation was brought about because of disclosures made by official and private investigations, showing that thousands of women wage earners were being paid wages too low to afford them a "reasonable standard of living." A case in point of the many which are cited is that of department and retail stores in New York, Chicago and Philadelphia, where the weekly earnings of 40 per cent. were less than \$6, while 74 per cent. earned less than \$8 a week. An additional argument advanced for the minimum wage was the fact that in practically all industries employing women establishments paying a living wage were found to be competing successfully with other establishments paying less than a living wage.

Massachusetts, in June, 1912, passed the first minimum wage law, and Oregon, Utah, Washington, Nebraska, Minnesota, Colorado, California and Wisconsin followed in the order named.

It is noteworthy that the minimum wage laws have been made to apply to men as well as to women and children in every country except the United States where only women and children are protected.

In Utah the rates are fixed by the statute. In all the other American States the "necessary cost of living" is made the basis for the minimum wage, and the administration of the law is in the hands of appointed commissioners, who act upon the findings and recommendations of wages boards, composed of an equal number of representatives of the employers and of the employees, together with one or more representatives of the public.

All the evidence obtainable from Ameri-

can States which have put in effect the legal minimum wage goes to confirm the experience of the Australian States, where the prosperity of the working class has been raised, gross "sweating" reduced, and general business conditions have thriven. In Utah, for example, where a minimum wage law became effective early in 1913, the wages of women and girls were raised, pay rolls were not increased more than 5 per cent., wages failed to tend down to the minimum level, efficiency according to many employers increased, and the law tended to equalize the cost of production or sale among manufacturers and merchants.

None of the predictions made about the minimum wage before the passage of the law in Washington State came about to any appreciable extent, according to statements gathered from local authorities. There was no wholesale discharge of women employees, no general leveling of wages, no general replacing of women employees by cheaper help, and no tendency to make the minimum wage the maximum wage. The report quotes a letter written by a Seattle garment manufacturer, who opposed the minimum wage law from the start:

"Personally, I find that my business has been benefited, as the necessity for greater discipline and more rigid enforcement of regular hours of work has become fully apparent. We have raised our average weekly pay roll, I think I am safe in saying, at least \$1 per girl if not more. Some of our help, to be sure, have always done their best and have shown but little change, but those who were satisfied with less, the minimum wage has benefited, as they saw they must earn more or quit.

"I am writing you this personal letter about my personal experience in an individual case. It has been a benefit in this factory in raising the standard of efficiency and in forcing a closer application to duty on the part of the operator and necessarily has been a benefit to the employer. I am not in position to speak for other factories and industries, but, aside from some hardship that the law may work on the less competent, I cannot see why it will not give a greater efficiency to our factory forces."

No less significant is the statement of one of the secretaries of the British Board of Trade made to a parliamentary committee, when, after stating that the ultimate effects of the act could not be judged upon the present short experience, he said that the working of the act had thus far been successful beyond what anybody imagined possible and that a large number of applications had come from employers, as well as employees, to have their trades brought under the act.

The Bureau is just completing and will publish shortly a study of the effects of the Oregon minimum wage law upon the numbers of girls and adult women employed, upon the rates which they are paid, and upon the labor cost to the employer of the rates established under the minimum wage law.

Next to organization, education on broad and comprehensive lines is a potent weapon in the hands of the working people. It affords an opportunity to penetrate with a clear vision into the shams and sophistries which becloud the minds of the masses.—Cigar Makers' Journal.

THE VALUE OF KELP.

Kelp, where available, has always been regarded by farmers as a valuable fertilizer of the soil; it is one of the oldest and longest tried, and was abandoned only when the more convenient, cheaper and sometimes more effective fertilizers were introduced. In this line the agriculturists of the world have taken up with first one and then another material until, within a decade or so, dependence has been placed mainly upon potash salts, the output of which is largely controlled by Germany. There has been a steady increase in the use of fertilizers in the United States in recent years. This is shown in increased production and importation. The domestic manufacture of fertilizers in a single year amounts in value to more than \$100,000,000, or about double that reported ten years ago. Among the importations, nitrate of soda ranks first in value, which under normal conditions reaches \$20,000,000 annually. About 15 per cent. of the quantity thus represented is used for fertilizer. Imports of sulphate of ammonia are increasing. Kainite, a potash salt, at the outbreak of the war was being imported at the rate of 466,000 tons a year; sulphate of potash at the rate of 43,000 tons, and other fertilizer salts at the rate of 172,000 tons. Approximately 90 per cent. of the imported potash is used for fertilizers.

During the controversy over the German potash restriction of two years ago, the newspapers had considerable to say about the discovery of potash beds in various parts of the United States, but the agricultural appropriation act of 1913 provided for the publication of reports and maps dealing with the location, extent and general possibilities of the kelp beds of the Pacific Coast. It was roughly estimated at the time that if the recovery of the potash from this kelp could be made commercially possible, the United States would be independent of production in any other country for an indefinite number of years.

Kelp is one of the commonest of seaweeds. It is found practically everywhere. It is of extraordinary size in the Pacific beds surveyed by the Government. From the report of this survey, recently issued, it appears that there are 300 square miles of "commercially available" kelp beds off the Pacific Coast of the United States, capable of producing an annual harvest of 59,305,500 tons of fresh weed, which will yield 3,206,000 tons of potassium chloride. On the basis of ante-bellum prices this annual crop would be worth \$150,000,000. The current annual need of the United States is put at about 413,000 tons of pure potassium chloride. The amount theoretically available is about eight times that amount. A conclusion drawn by the Federal Bureau of Soils, from an analysis of the report, is that "it would appear to be thoroughly feasible so to organize the harvesting and drying of kelp along the Pacific littoral that our fertilizer industry can be promptly emancipated from dependence upon the potash salts of Germany."

As this is the end toward which the United States Government and a great number of private individuals and concerns have been working for the last three years, it would seem that whatever steps may be necessary toward making practical the theory of the surveyors should be taken without delay.

WAR AND CHIVALRY.

There is nothing chivalrous about war. It has no regard whatever for the rules of fair play. Morality and justice are terms it barely understands.

Individual deeds of heroism are common enough in war-time. Many noble and generous actions are performed on the battlefields. The wells of pity and mercy are kept sweet in thousands of hearts in the midst of all the fury of conflict.

But war itself knows nothing of such sentiments and virtues. As a science it disregards them. As an art it violates them.

In war the object is to catch your enemy at a disadvantage. If you can surprise him in his sleep, and cut his throat without giving him a chance to defend himself, so much the better. You have scored "a glorious victory."

If you can overpower him by ten to one, and trample him under foot by sheer weight of numbers, you are entitled to describe the affair in your dispatches as "a brilliant success."

In plain civilian circles the setting of ten men on one would be denounced as a dastardly outrage. To the Military Authority, gorgeously got up in rooster's plumes and gold braid, it is a consummation devoutly to be wished, an ideal worth striving to attain.

If you can starve your enemy, also his wife and children, by sinking his foodships or burning his crops, you have accomplished something to be proud of, and posterity will celebrate your triumph in song and story.

In short, war is no sport.

In every other sphere where human beings contend for mastery, the greatest pains are taken to equalize the conditions.

In cricket and football matches each side must be exactly the same in numbers, an umpire is appointed to see that no undue advantage is taken by one side over another, and infringements of the rules of equity are visited with stern penalties.

In the boxing ring men are matched according to their weights, and a trained eye watches every phase of the fight, to see that no unfair blow is struck, and that nothing is gained by shady means.

There is no kind of contest known to men in which efforts are not made to secure equality of opportunity to the opposing sides, and conduct the struggle on absolutely just lines.

Except war.

In war you may do all the things you would be ashamed to do in the field of sport, and instead of blushing for doing them, take credit to yourself, and pose in the limelight while your country pins a medal on your chest.

There are heroes in war-time, just as there are heroes in peace-time, because heroism is innate in human nature, and expresses itself all over the world with splendid spontaneity wherever there is danger to be faced and suffering to be relieved.

But war in itself is not heroic. It is cowardly. Chivalry makes no appeal to it, it snatches a base advantage whenever it can, and elevates murder to the level of a patriotic duty.

When the small boy says to the big boy, "if a feller yer size," he voices the spirit of honorable combat.

But the Military Authority not only delights in hitting something smaller than himself, but in hitting it when it's down, and jumping on it till the life is battered out of its carcass.

War, in fact, is the negation of all that civilized beings pride themselves upon. It is hooliganism disguised in a halo of glory.—The Australian Worker.

"EASTLAND" HORROR PICTURES.

Motion pictures of the "Eastland" horror, showing the recovery of the bodies of men, women and children from the wreck and surrounding mud and slime, which have been shown in two of the local picture houses, have met with some criticism from certain overly-esthetic citizens. They say they are not fit to be shown; that they should be suppressed; that such horrors are bad enough without commercializing them over the country, etc., etc.

Well, we went to see the pictures—and found them unspeakably horrible. But the horror of the thing—to us—was not the tragedy which was so vividly portrayed, but rather the neglected opportunity for driving home the lesson that the wreck was entirely unnecessary and totally avoidable, and purely and simply the result of human greed for gold.

But while this great object lesson will lose its force on the average spectator, and the tragedy will be the only impression left on the average mind, still we do not deplore that impression. The picture will be remembered, and as the public conscience grows more and more quickened to the real cause of these holocausts, the remembrance of it will come back with redoubled force.

If it is legal and proper for human hogs to fill their purses with the profits from unsafe ocean and lake craft, and their greed and negligence results in the needless slaughter of innocent victims; if, we say, this thing is legal and right, then we assert that it is good to see.

Barbaric as it may sound to some, we say "More power to the 'Eastland' pictures; and may they be viewed by every man, woman and child in the country."—Fresno Labor News.

SIGNIFICANT PERCENTAGES.

The Dutch Minister of Marine has made a statement that up till now German submarines had sunk 79,000 tons, or 3.6 per cent. of the tonnage of the British fleet, while British guns had sunk a tonnage of 76,370, or 5.9 per cent., of the German fleet. Of the several belligerent fleets taken together, submarines had sunk 122,890 tons, or 2.1 per cent., while 108,430 tons, or 1.9 per cent., had been sunk by guns.

ACTIONS LOUDER THAN WORDS.

Four Norwegian vessels were admitted to American registry during the first week of August. Have the owners not heard of the La Follette Seamen's bill? And don't they know that it does not pay to operate under its provisions? Or is it possible that all the talk to that effect has no foundation in fact whatever?—The Public.

Trying will do anything in the world.—Theocritus.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION,
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.
Ashtabula Harbor, O. Oswego, N. Y.
Buffalo, N. Y. Port Huron, Mich.
Duluth, Minn. Manitowoc, Wis.
Escanaba, Mich. Marquette, Mich.
Grand Haven, Mich. Milwaukee, Wis.
Green Bay, Mich. Saginaw, Mich.
Houghton, Mich. Sandusky, O.
Ludington, Mich. Sault Ste. Marie, Mich.
Manistee, Mich. Sheboygan, Wis.
Erie, Pa. Superior, Wis.
Menominee, Mich. Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

deputy sheriffs sworn in for the occasion and special police. The constabulary is composed of men chosen for a purpose, without prejudice or partisanship. Their duty is to keep the peace. They take no part in the controversies that have arisen and remain impartial.

"This movement for States to establish a constabulary that would take charge of intercounty matters is gaining strength for another reason. The State militia is becoming more of a national defense organization and is dependent upon the War Department and the Federal treasury for a portion of its subsistence and extension. When a State militia has to do police duty and in some manner takes sides in an industrial-political controversy, its standing as an arm of national defense is hurt. Many citizens would gladly serve in a national guard that would hesitate to join an organization that is liable to be called out any day to quell a local disturbance or take issue with a labor strike."

Carpenters' Fine Record.

Thirty-four years ago the Brotherhood of Carpenters and Joiners was organized, the convention consisting of representatives of twelve local unions with a membership of 2,042. To-day the organization consists of 1,898 local unions, 141 district councils and 18 State and Provincial bodies with a total membership of 250,000, and owns its own office building of three stories and a basement, in which is located a printing plant.

In the current issue of *The Carpenter*, official magazine of the Brotherhood, much space is devoted to the early trials and the wonderful advances made by this organization.

In a résumé entitled "Looking Backward," General Secretary Frank Duffy writes:

"The average rate of wages per day in 1881 was \$2.00 and the average workday ten hours. The average rate of wages per day now is \$4.00 and the average workday eight hours, with the Saturday half holiday in all the large cities under our jurisdiction. The reduction of the hours of labor in this manner gave employment to thousands of men who would have been out of work if the old system of working from sunrise to sunset was still in vogue.

"From our insurance department alone we paid out in the last thirty-four years the sum of \$4,051,709.91 in death and disability benefits, while our local unions paid out \$2,600,000 in sick benefits.

"Strikes and lockouts cost us over \$1,300,000 and organizing work a little over \$1,200,000.

"To other labor organizations in distress we donated \$356,607.26. This shows what can be done when men band themselves together for their own good.

"We have done much good in our time; we have relieved our members of the burdens that pressed heavily upon them; we have established better working conditions; we have fought for better homes to live in and better shops to work in; we have demanded a better education for our children; we have visited the sick and buried the dead, and last, but not least, we have taken care of the widows and orphans left behind. We can say ours has been a great work, a

worthy work, a noble work—we are proud of our record. It will compare favorably with that of any other organization and surpass many."

Federal Inspection Service Is Blamed.

The Federal Steamboat Inspection Service, as now conducted, is a fraud, declares Secretary-Treasurer Olander of the Illinois State Federation of Labor, in that organization's weekly publication.

The unionist makes this statement in an article on the "Eastland" disaster, and insists that the State's Grand Jury recommendation that the inspection service be changed supports his contention. He says, in part:

"The full responsibility of the United States Steamboat Inspection Service for the conditions which made the disaster possible is glaringly apparent when it is made clear that under the law they are charged with the duty of correcting the very faults mentioned in every one of the five charges in the indictment against the owners of the vessel. It was the duty under the law of the United States inspectors to see that the "Eastland" was seaworthy in every respect. It was their duty to limit the number of passengers that the vessel might carry. It was they who permitted her to carry 2500 people. It was their duty under the law to see that the officers were competent, because it was they who issued the license to the engineer. It was their duty under the law to designate the number of men required to safely handle the ship. It was their duty to see that the proper repairs were made. That is what the Steamboat Inspection Service was instituted for, and in the case of the "Eastland," as in many other cases, the officials of that service failed utterly. As it is now organized, the Steamboat Inspection Service is a farce—a fraud on the public.

"The Grand Jury also recommended that the Inspection Service be transferred from the Department of Commerce and placed under the control and direction of the Navy Department of the United States. This latter recommendation is practically a request for the discharge of every inspector in the United States and to replace them with naval officers. It is now certain that there will be a sweeping public investigation of the Inspection Service."

Labor Exploitation Scheme Is Blocked.

An attempt to exploit labor and Mexicanize West Virginia, Kentucky and Ohio mines has been blocked by State officials and Federal immigration inspectors. These officials notified a labor agency in San Antonio, Tex., that was advertising for 15,000 Mexicans to work in various eastern mines, that it must qualify under the Texas law governing employment agencies. A refusal to qualify was followed by arrests. One of the promoters committed suicide. Several hundred Mexicans lost \$2 apiece. The offer attracted German sailors who have been interned since last spring, but these workers were suspicious and they conferred with trade unionists.

The contract Mexicans were called upon to sign provided that each signer should work for the company "that advances the transportation until such transportation and all other expenses connected therewith are paid in full."

It was further agreed that the worker should pay the labor agency 5 per cent. of his earnings for a period of 12 months, this

money to be taken from the envelope of the worker and forwarded every month to the agent.

The collapse of the scheme has resulted in several hundred Mexicans being left destitute in San Antonio.

Illiterates Are Common Prey.

The Federal Bureau of Naturalization, Department of Labor, makes public much interesting information in a report on its work of "making citizens out of the raw material of the resident foreigner."

The figures refute claims made by opponents of immigration restriction and a literary test, urged by the American Federation of Labor. These opponents have pictured immigrants from certain sections of Europe as imbued with the lofty purpose of coming to America to establish a home and assist in the work of developing freedom and democracy for all men.

These oratorical effusions are not supported by the bureau's cold declaration that foreign illiterates maintain their allegiance to European potentates and that these illiterates are an easy prey to exploiters.

It is stated that in 1910 there were nearly 14,000,000 foreigners in this country, that of this number 9,000,000 were not citizens, and that the foreign body has been increased nearly 1,000,000 annually since that time.

The report shows that during the past nine years upwards of 85,000 foreigners have been refused citizenship papers. One-half of these have been declared to be either morally or mentally unfit.

The bureau makes this comment on the large number of non-citizens in this country:

"By far the larger portion of the foreign residents of this country have retained their allegiance to the sovereignty of their birth. Recently, reports in the public press have shown many of these are ready to respond to the behest of these sovereignties. It is well known that large numbers returned immediately upon the call of the country of their nativity, leaving the ties, personal, family, industrial, and others which have grown up in this country, for the stronger call of allegiance to the foreign sovereignty. This was the case prior to the great war of Europe, in the lesser wars among the Balkan States."

The following statement by the bureau is an unqualified indorsement of the position taken by organized labor in its advocacy of a literary test for immigrants:

"Among the approximately 14,000,000 foreign alien residents, 1,650,361 are classed as illiterate. These illiterates are the natural prey of the designing and scheming foreigners and natives, as well, at every turn. They compel them to pay tribute, both in cash and blood, for every service both real and imagined, and in the gratification of their desires, however unscrupulous or unnatural."

THAT "HORRIBLE RUMOR."

The horrible rumor that the Seamen's law "has destroyed the American Merchant Marine," several months before it goes into effect, is like unto the Republican canard that the Wilson-Gorman tariff law of 1895 caused the panic of 1893.—San Francisco "Star."

LABOR SUNDAY.

For several years it has been the custom for the churches to observe the Sunday before Labor Day as Labor Sunday. This year Labor Sunday comes September 5. The day will be fittingly observed in most Protestant churches by appropriate addresses on some phase of the industrial question.

Representatives of Organized Labor will be heard in many pulpits on this day. The churches have come to recognize that the organized labor movement is essentially a movement for human betterment. Labor Sunday offers an opportunity for a better understanding of this great movement.

In many pulpits the question of the relation of the workers to war will be discussed. In others, the question of industrial war and business competition will form the topic. Socialism and Syndicalism will furnish themes for many ministers on that day. The Social Creed of the Church, one of the epochal documents in the history of Christianity, will be used in many churches.

The workers are especially invited to go to church on Labor Sunday. Even if you do not go to church at any other time, you are urged to attend some church on this day and learn the attitude of the church on industrial problems. If the minister does not discuss the relation of the church to industry or some kindred theme, find out what is the matter with him.

The Social Creed of the Church, which is the expression of the united Christian conscience of the church on social and industrial questions, represents the attitude of thirty Protestant denominations in the United States, with over 17,000,000 members. The Social Creed declares that the churches must stand:

1. For equal rights and complete justice for all men in all stations of life.
2. For the protection of the family, by the single standard of purity, uniform divorce laws, proper regulation of marriage, and proper housing.
3. For the fullest possible development for every child, especially by the provision of proper education and recreation.
4. For the abolition of child labor.
5. For such regulation of the conditions of toil for women as shall safeguard the physical and moral health of the community.
6. For the abatement and prevention of poverty.
7. For the protection of the individual and society from the social, economic and moral waste of the liquor traffic.
8. For the conservation of health.
9. For the protection of the worker from dangerous machinery, occupational diseases, and mortality.
10. For the right of all men to the opportunity for self-maintenance, for safeguarding this right against encroachments of every kind, and for the protection of workers from the hardships of enforced unemployment.
11. For suitable provision for the old age of the workers, and for those incapacitated by injury.
12. For the right of employes and employers alike to organize; and for adequate

means of conciliation and arbitration in industrial disputes.

13. For a release from employment one day in seven.

14. For the gradual and reasonable reduction of the hours of labor to the lowest practicable point, and for that degree of leisure for all which is a condition of the highest human life.

15. For a living wage as a minimum in every industry, and for the highest wage that each industry can afford.

16. For a new emphasis upon the application of Christian principles to the acquisition and use of property, and for the most equitable division of the product of industry that can ultimately be devised.

COSTLY FREIGHT.

Bringing \$52,000,000 in treasure, \$35,000,000 in gold and the rest in securities, a special train arrived recently at the New York terminal of the American Express Company, at Thirty-third street and Tenth avenue, from Halifax, N. S. There were seven steel cars guarded by 40 armed men.

The treasure crossed the Atlantic from London in a British battleship commanded by Vice-Admiral Sir David Beatty, participant in the naval battle with the Germans on August 28, 1914, off Helgoland Bight. The battleship was convoyed.

The cost of shipping the treasure to this country, in the upkeep of the naval forces, in the elaborate guard maintained on the railway journey and in loss of interest, is said to amount to about \$250,000, a cost many times as great as was ever before expended on the shipment of 45 tons of freight.

From the beginning the greatest secrecy surrounded the shipment, but nevertheless, the greatest precautions were taken. When the armed train left Halifax it was preceded by a pilot engine for the purpose of testing bridges and trestles and of being wrecked in place of the treasure train, should such an attempt be made.

The purpose of the shipment is partly to strengthen British financial prestige in New York markets.

It is understood that the securities in the shipment are American issues, which are being returned to be held as security for loans raised in this country to buy supplies and munitions for the Allies.

The 45 tons of gold are in 800 iron-bound boxes, the weight of each with its contents being about 120 pounds.

The steamer "Royal Edward," sunk in the Aegean Sea August 14, with the loss of about 970 men out of her troop contingent of 1,362 and 220 crew, was a regular trader to Canada from Avonmouth since 1910, when the Canadian Northern Railway put her in that service with her sister ship, the "Royal George." These two ships were originally built for passenger and mail service between Marseilles and Egypt, but the enterprise was a failure and its two liners, "Heliopolis" and "Cairo," were sold by the receivers to the Canadian Northern Railway who spent a considerable amount of money rebuilding them to make them suitable for the Canadian service. The "Royal Edward" was the "Cairo," of 11,125 tons gross. She, like her consort, had triple-screw turbine machinery and a speed of 19 knots.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Two strikebreakers employed by the Rice, Barton & Fales Machine and Iron Company, at Worcester, Mass., were each fined \$50 for carrying concealed weapons without permits.

In accordance with the Supreme Court's decision in the Danbury Hatters' case, the United States Marshal began on July 28 foreclosure proceedings on the homes of 166 hatters to collect the fine imposed.

Textile workers in South Carolina are becoming interested in the trade union movement. In two years Anderson Textile Workers' Union No. 966 has reached a membership of 860. It is predicted that with the opening of fall business the union will increase its membership to 1500.

The Amalgamated Sheet Metal Workers' International Alliance convention increased death benefits from \$100 to \$200. President Hynes, General Secretary Bray and all other officers were re-elected. Boston was chosen as the next convention city. The period for holding conventions was extended from two to three years.

A coroner's jury in Jersey City, N. J., has voted to hold Police Inspector Cady, of Bayonne, responsible for the death of an 18-year-old boy who was shot during the recent strike of Bayonne oil workers. Physicians testified that the bullet entered the back of the boy's head and pierced the brain. Several Bayonne policemen testified that imported gunmen shot at the strikers, resulting in the death of two workers.

The Massachusetts minimum wage commission has ordered that women store clerks who are over 18 years of age and who have been employed one year or more shall receive a wage not lower than \$8.50 a week. Women having less than one year's experience shall be paid not less than \$7. Girls between 17 and 18 are to receive a minimum of \$6 a week and those under 17 years not less than \$5. The decision is not mandatory as the law is based on the theory of moral suasion.

School officials in Philadelphia are preparing to enforce the new child labor law, which takes effect the first of the year. This law provides for a nine-hour day and a 51-hour week, but every child at work between the ages of 14 and 16 shall spend eight hours a week in one of the continuation schools maintained by the State. The Legislature has appropriated \$1,500,000 to establish these schools. To provide teachers for this special work the board of public instruction has established five normal school centers in various sections of the State in which teachers will be trained.

By a unanimous vote the convention of International Brotherhood of Stationary Firemen refused to amalgamate with the International Union of Steam and Operating Engineers. President Gompers addressed the firemen on the question of closer affiliation with the steam engineers. The firemen elected a committee to work out a plan of joint conference boards with the engineers. The convention also provided for a campaign of organization by raising the per capita tax from 12 cents to 20 cents. President Healy and Secretary-Treasurer Shamp were re-elected and Kansas City, Mo., was selected as the next convention city.

SEATTLE, WASH.

Office Phone
Elliett 135

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT
OUTFITTERS
615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET
New Building—New Furniture
25 cents and up per Day
Special Rates Per Week
FREE BATHS
PETER DESMORE, Proprietor
SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. -1638	Larsen, Albin
Andersen, Hjalmar	Mjones, John
Anderson, A. B.	Mann, Emil
-1802	Moyer, Wm.
Berntsen, Bernt	Martinsohn, P. A.
Bramley, E.	Moen, Tryger
Brogan, J. P.	Mikkelsen, K. -1620
Beck, Johannes	Newland, E.
Carlson, Herbert	Nelsen, N.
Christensen, Anton	Norlin, Geo.
Chudelow, Geo.	Nielson, Alfons
Edvords, John	Naro, J.
Eggers, John	Olson, J. E.
Engelbreten, Ed.	Olsen, Yugo
Edverdsen, Anton	Olson, E. -966
Edson, Frank	Olsen, Harald
Glademo, Lars	Pabst
Hansen, Fred	Petterson, Harry
Hatton, Pete	Petersen, Carl M.
Hughes, W. L.	Quigley, Tom
Hansen, C.	Rasmussen, Arthur
Ingebreten, Olaf	Rosenvald, Isak
Jakobson, Walde-	Rodin, Knut
mar	Ramberg, Barney
Jensen, Oscar	Schworzen, Will
Johnson, A. W.	Smith, Karl
-2186	Sole, Erling
Johnson, Ed.	Speller, Henry
Johnson, Hilmar	Stolsvik, John
Johanson, Jonas R.	Sund, K. A.
Jorgensen, Fred	Strauss, Walter
Jacobsen, Tengils	Strasdin, A. W.
Johanson, Wm.	Scherman, Karl
Johanson, Johan S.	Telchert, Karl
Jensen, Jens	Thostrup, Ludvig
Kalning, Jacob	Thomsen, Einar
Karlsson, Herbert	Thompson, W.
Larson, Olaf	Willi, Max
Leonard, John	Williams, Chas.
Livingstone, E.	Willen, Toivo
Larsen, K. -1560	Wee, W.

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Peterson, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing FURNISHINGS, HATS AND SHOES

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steamboats, Puget Sound District. Formerly Instructor in New York Nautical College.
Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots Association
SEATTLE, WASH.

K. K. TVETE

Dealer in
Clothing, Shoes, Hats and
Gents' Furnishing Goods
108-110 MAIN STREET
Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

Is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETS

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.**WM. JOHNSON**

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Taber 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

NEW AND SECOND HAND CLOTHING

WEINER'S BARGAIN HOUSE

Shoes, Hats, Suitcases
Furnishings and Tools
French Dry and Steam Cleaning
UNION SHOP
35 NORTH THIRD STREET
Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in
FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Clothing,
Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406
371 BURNSIDE STREET
PORTLAND OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Abrahamson, Alex
Anderson, Sam S.
Allan, Frank
Anderson, W.
Bruce, Otto
Bese, F.
Bernardsen, Chas.
Bugge, Mr.
Carlsen, Herald
Delavauchel, P. M.
Decas, O.
Dolany, Willie
Erman, A.
Egenas, Nils
Edstrom, John
Elisen, Sam
Felsh, Henry
Geiger, Joe
Gunther, John
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Holm, Peter
Hellman, Albin
Henriks, Waldemar
Ingelbrigsten, O.
Johnson, Louis
Jensen, Wm.
Jegstrup, Harold
Johansen, Christ
Johnson, Nils
Johansen, Anton
Jensen, V.
Jahnke, Otto
Knopp, Fritz
Kristiansen, Wm.
Kolk, Mathias
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Keane, M.
Leonhard, George
Larsen, Herman
Lindblad, Konrad
Lindberg, A. C.
Luckman, E.
Lorins, Jack
La Boyle, M.
Lyle, Alex.
Molen, Derk
Munchmeier, H.
Miller, Andy M.

Morgan, Tim
Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckermann, Ernst
Meyer, Chas.
Norris, U. P.
Olsen, Ole
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Palm, P. A.
Pohland, M.
Peterson, M.
Peterson, P. G.
Perssons, Oscar
Pensgaard, Oscar
Pensgaard, Emil
Reskran, George
Rinkel, H.
Rimmer, Chas.
Rasmussen, Thor
Samuels, Frank
Shea, Oscar
Svensson, Axel K.
Schacht, H.
Schultz, John N.
Smith, John
Selin, Joe
Salmelin, H.
Scott, James
Saarinen, W.
Solberg, P.
Stuardahl, J.
Snyder, Jack
Torstenson, Folke
Tamford, B. A.
Tasnase, E.
Tuhkanen, J. J.
Urso, Geozep
Vickery, Curtis
Wheatcroft, L. E.
Wege, Wm.
Walter, John
Wickman, Ernest
White, Harry
Westengren, C. W.
Welsen, John
Wilson, R.
Zunk, Bruno

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burnmeister, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Guenos, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1804
Ludtke, Emil
Lutkeberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054

Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simonsen, Isak
Schoffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Uaby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION

DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

**Aberdeen, Wash.****HUOTARI & CO.**

Below Sailors' Union Hall, Aberdeen

GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure

Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

INFORMATION WANTED.

William McGrail, of Baltimore,
Md., who sailed on the Atlantic and
Gulf Coasts as cook for a number of
years, is inquired for by his brother,
George McGrail, 603 Decatur street,
New Orleans, La.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

George Alfred Hall, last heard of
on the Sch. "Sehome" in June, 1913,
will please communicate with his
brother, Walter Hall. Address 790
18th street, Oakland, Cal.

Johan Hilmar Hansen, a seaman
who was last heard from in Seattle,
Wash., in 1911, is inquired for by his
father, Anton Hansen, Nygaten 34,
Moss, Norway.

5-13-14

Eugene Martin, age 25, 6 feet tall,
gray eyes, is inquired for by his
mother. Anyone knowing his where-
abouts please notify Mrs. Rose T.
Martin, 4231 15 N. E., Seattle,
Wash.

1-27-1915

Home News.

The United States Government's
buffalo herd in the Wichita Natural
Forest has now increased to 62, or
double what it was three years ago.

Samuel Alschuler has been ap-
pointed Circuit Judge of the Sev-
enth Federal District, to fill the va-
cancy caused by the resignation in
1914 of Judge Grosscup.

The United States Steel Corpora-
tion's unfilled orders on July 31
amounted to 4,928,548 tons, com-
pared with 4,678,196 tons on June
30 last, an increase of 250,344 tons.

For the fiscal year ended June 30,
1915, exports from the United States
totaled \$2,768,643,532, while imports
aggregated \$1,674,220,740, making a
favorable trade balance of \$1,094,422,-
792.

On July 1 there were still 279,544,-
494 acres of public lands in the
United States unappropriated and
unreserved, and of these areas in
twenty-five of the States 105,556,582
acres are still unsurveyed.

Cotton consumption in the United
States during the cotton year of
1915, which ended July 31, amounted
to 5,598,798 bales of lint and 403,389
bales of linters. In 1914 the con-
sumption was 5,626,078 and 308,673,
respectively.

A severe storm in the region
about Galveston, Texas, put to a
severe test the sea wall built after
the great flood of some years ago.
Communication with the outside
world was cut off during the process
of the storm.

The State census of New York
shows that Putnam County has lost
13 per cent. of its population in five
years. This is attributed to the fact
that wealthy individuals are buying
large estates and crowding out the
small farmers.

The price of the English pound
sterling in New York foreign ex-
change market fell to the lowest
figure on record on August 27. It
was quoted as worth \$4.6325, as
compared with its normal value of
\$4.8665. This is a discount of 5
per cent.

The result of high wages is shown
in a report by the Ford Automobile
Company that employes have bank
deposits totaling \$3,046,301, life insur-
ance totaling \$6,493,700, and the value
of homes being bought on contract,
\$8,867,099. It is claimed that the
living standards of foreigners has
been raised nearly to that of Ameri-
cans.

Aroused by the decline of their
business, lumbermen of the nation
have pledged \$50,000 a year for the
next five years to a fund for pro-
moting the use of wood. In an-
nouncing the formation and imme-
diate operation of the trade exten-
sion committee which will develop
this field, the National Lumber
Manufacturers' Association declares
that it expects this sum to rise into
\$200,000 annually as the campaign
grows.

The Supreme Court of Colorado
has issued a writ of prohibition bar-
ring Judge Granby Hillyer from pre-
siding at future trials resulting from
disorders in the recent strike of coal
miners. The writ was granted on ap-
plication of Horace N. Hawkins and
associate counsel for the United
Mine Workers of America, who al-
leged that Hillyer was former at-
torney for coal mining companies
and therefore prejudiced against
former strikers.

Port Townsend, Wash.**FRANK STHEVENS**

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC.

Call at his old Red Stand on
Water Street, Port Townsend
Next door to Waterman & Katz

INFORMATION WANTED.

Ingvald Andreas Hansen, alias
Andrew Hansen, a native of Nor-
way, age about 36; tall, dark; last
heard of July, 1905. His address
then was, Andrew Hansen, Karluk,
Kodiak Island, Alaska. He is in-
quired for by his mother. Anyone
knowing his whereabouts please
notify Staff Captain Robert Smith,
district officer, native work, Alaska,
Box 925, Wrangell.

4-3-15

Wilhelm Ekelund, a native of
Sweden, is inquired for by his
brother, Axel Ekelund, New Harbor
Hotel, Drumm street, San Francisco,
Cal. Anyone knowing his where-
abouts please notify the above ad-
dress.

3-10-15

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

Adolf Krakan, last heard of at Port
Pirie, January 1912, and again in
March 1913, from Warumbo, 118
miles from Adelaide, South Australia,
is inquired for by his mother at
Hamburg, Germany.—8-25-15.

Theodore Krakan, last heard of in
September 1911, at New Orleans, La.,
is inquired for by his mother. Any
one knowing his whereabouts please
notify Mrs. Ad. Krakan, Langenehm
38 I, Hamburg 22, Germany.—8-25-15.

Domestic and Naval.

The report of Lake commerce through the canals at Sault Ste. Marie, Mich., and Ontario for the month of July shows a total movement of 9,719,234 tons, against 8,830,256 tons for the corresponding period of 1915.

There are 47 naval radio stations in service of the United States and its possessions, and of these 21 receive commercial messages. A new station has just been opened at Darien, in the Canal Zone, but unlike the stations at Balboa and Colon, it does not receive commercial business.

The Bureau of Navigation, Department of Commerce, reports 139 sailing, steam, and unriggered vessels of 16,565 gross tons built in the United States and officially numbered during the month of July, 1915. From other sources than construction two vessels (officially numbered in accordance with the act of August 18, 1914) of 2910 gross tons were added to the merchant fleet.

Under the terms of a contract recently signed between the Peruvian Government and the Peruvian Corporation, the Government leases the Salaverry Pier for twenty-five years, in consideration of which the corporation binds itself to pay the Salaverry Pier Company, on behalf of the Government, the equivalent of \$60,600 United States gold; extend the existing pier by not less than 165 feet and install two new winches within five months after taking over the property, investing not less than \$24,300 in the said works, which must be completed within one year.

The United States will protest against the decision of the German prize court in the case of the British steamer "Indian Prince," sunk with a cargo of American-owned coffee in the South Atlantic last winter by the German auxiliary cruiser "Kronprinz Wilhelm." The court justified the sinking. The State Department takes the view that it is another clear violation of the Prussian-American treaty of 1828 and the principles of international law. Ambassador Gerard will make a formal protest, which is expected to bring the case up for diplomatic discussion.

The New Orleans grain report for July, issued by the Board of Trade, shows that thirteen ships cleared for English ports during the month, laden with 88,000 bushels of wheat, and several vessels for the West Indies, Central America and Mexico, with 35,000 bushels, a total decrease of 2,753,300 bushels, as compared to the same month of last year. Corn exports amounted to 636,560 bushels, an increase over July, 1914, of 499,050 bushels. Oats shipments also showed an increase over 1914, 78,725 bushels being exported during this month as compared to 13,310 bushels in July, 1914.

The steamer "San Mateo," the latest acquisition to the United Fruit fleet, has arrived on the Atlantic Coast from the Belfast shipyard of Workman, Clark & Co. The "San Mateo" has been especially designed for the fruit trade from the West Indies to the estuaries of the large rivers on the Pacific Coast. She has accommodations for 120 saloon passengers. Her cargo space is divided into eight refrigerated compartments. She is the first of sister craft built for this particular trade. Her speed is 15 knots. She is 400 feet long and resembles other steamers of the "White Fleet" in equipment.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Waino	Anderson, John C.
Abbott, Arne	Anderson, Jon
Abmeyer, Henry	Anderson, J. R.
Abrahamson, John	-1246
Acorn, Albert	Anderson, Joseph
Adams, Hugo	Anderson, P. T.
Aha, Jack	-1461
Ahlens, Walter	Anderson, R.
Ahlfors, Arthur	Anderson, Thos.
Ahlstrom, Harry	Anderson, Walter
Ahokas, Ilmari	Andersson, K. E.
Almer, John G.	-1323
Andersen, Alfred	Andersson, O. L.
Oial	-1363
Andersen, Andrew	Andersson, Victor
Andersen, Chr. F.	Andreasen, Karl
Andersen, H. J.	Andreasen, H.
-1620	-1477
Andersen, John	Antonsen, H. -1783
Andersen, N. -1649	Antonsen, Viktor
Andersen, Otto	Arvidsson, S. H.
Anderson, Chr. -1765	Ashlund, Jas. H.
Anderson, Ed.	Auer, Wilhelm
Anderson, Ernst	Augustin, Hermann
Anderson, Fritz	Azaron, D.
Anderson, H. E.	Azevedo, Manuel T.
Backman, Paul	Blum, Ernest
Bakkenson, P. J.	Boro, Severin S.
Bakker, Haakon	Bowman, Jack
Barz, Herman	Boy, Geo.
Beier, Jans Chr.	Brandt, B. A.
Bensen, I. -2164	Brandt, Birger
Benter, H.	Bredemeyer, Elmer
Berggren, I. L.	H.
Bergstrom, Paul	Brown, Jno.
Berkland, Gus	Brown, William
Berry, David J.	Bruum, Aksel
Bertelsen, Kristian	Brunvald, Ed
Beyerle, Rupert	Buckly, J. J.
Biedeman, Aug.	Burke, Andrew
Biegger, Paul	Bush, H. S.
Blke, E. -2049	Byloff, Charles
Binder, Herbert	
Cainan, George I.	Christensen, Alfred
Calson, Fred	Christensen, Erling
Campbell, George	Christiansen, L. P.
Campbell, S.	Claus, John R. C.
Campy, Arthur L.	Clausen, Cha
Cariera, Peter	Clausen, Chr.
Carlson, C. O.	Clever, Hugo
Carlson, C. R.	Coakley, John
Carlson, Henning	Collier, H. S.
Carlson, Joe	Comstedt, Ernst
Carlson, Julius	Comstedt, John
Carlson, Martin	Cordia, P.
Carlsson, John	Costantinos, Lay
Carlstrom, Claes	Countedt, Ernest
Carlstrom, John	Crealy, Thomas
Catt, Frederick	Crosiglia, G.
Cellan, John	
Dahlkvist, Fred	Dewetrak, C.
Daly, John	Dittmar, Otto
Daniel, J. C.	Dixen, Ben
Danielsen, Eric	Dolan, Chas.
Danielsen, Louis	Dolan, Charlie
De Baer, Harry	Douglas, G. Sam.
De Hayes, F.	Doyle, William
Denis, I.	Dracar, Ed.
Earling, Gus	Ellingsen, Fred
Ebersole, R. E.	Ellingsen, Wilhelm
Echlin, Lester W.	Ellisen, Sam
Eckstrand, Frank	Emanuelsen, Karl
Eckstrom, George	Erickson, E. R.
Edmann, Oscar	Erickson, George
Edolf, C.	Erickson, Sigurd
Eisenhart, N.	Esterberg, Gust
Eisner, Max	Evans, Stanley C.
Elenius, Axel	Evansen, Louis
Ellassen, Sigurd	Evensen, Martin
Ellefsen, Otto	
Fabel, C.	Forshu, Alex.
Fagerstrom, O.	Foss, John
Falcon, M.	Foster, Chas.
Fane, James	Foth, Gustav
Farrell, Bernard	Frank, John
Ferguson, B.	Frazier, James
Ferguson, J.	Fredriksen, B. D.
Figved, Sigurd	Fredrickson, F.
Fisher, W. -707	Frepte, Alwin
Fitzgerald, Wm.	Friedrich, H.
Fitzpatrick, Patrick	Frost, Hans C.
Fjellman, Jonas	Funk, Burno
Follan, Thomas	Furlong, Peter
Forde, S. C.	Furth, Rlik
Gabrielsen, Peder	Griffith, Hugh E.
Gallagher, Jas.	Gronthal, Arthur
Gart, George	Gross, Ernest
Gerner, Hans	Gudmundsen, B.
Gillholm, Albin	Gulliksen, Amandus
Gjalsdal, Eeling	Gumas, Nicholas
Gorden, George	Gundersen, L. I.
Granberg, Fred	Gundersen, G. A.
Granstrom, Nestor	Gunderson, J. C.
Grant, Otto	Gunderson, M.
Grantley, C. W.	Gustavsen, O.
Graugaard, L. J.	Guthre, R.
Grieff, E.	Gutman, C.
Griffin, Jim	
Hakansson, John	Hansson, Harold
Hall, H.	Hass, Wilhelm
Halvarsen, Henry	Hauan, Karl
Hammergren, Oscar	Haupt, Fritz
Hammerquist, A. C.	Hawkins, F.
Hannus, Alex	Hedenskog, John
Hannus, M.	Helin, John
Hansen, A. -2010	Helsten, Gustaf
Hansen, Charlie	Helberger, M.
Hansen, Erick	Hermanson, Fritz
Hansen, F. -1735	Higgins, F.
Hansen, H.	Hilderbranch, A.
Hansen, Hans O.	Hillig, Albert
Hansen, H. C.	Hofgaard, Hans
Hansen, H. P.	Hogan, A.
Hansen, Henry W.	Holberg, Oluf
Hansen, L. G.	Hole, Sigvald
Hansen, Martin	Holmquist, F.
Hansen, Nikolai	Holt, R.
Hansen, Norkard M.	Hord, Charlie
Hansen, Thomas	Hoverson, Carl
Hanson, Henrik	Hubner, Carl

Ikonem, Joe
Ingebretsen, Olaf
Insunso, Francisco

Jacobs, August
Jade, Hans
Jakobsen, Alfred
Jameson, D. W.
Jarosinski, Feliks
Jensen, Charles
Jensen, H.
Jensen, Hans
Jensen, Halford
Jensen, Henry
Jensen, John Frank
Jensen, Knud
Jersch, Wilhelm
Jespersen, Christ

Kaleva, Gustaf
Kallberg, Arvid
Karlsen, Wiktor
Kerr, William
Klesow, Paul
Kimeral, H.
Kine, Conrad
Kinlock, Wm.
Kipper, Henry
Kirrowsky, Adam
Kjellberg, A. C.
Klebingat, F.
Klepzig, Otto
Knob, Louis
Knappe, Adolph

Laakso, Frank
Lacey, Thos. E.
Laine, Axel W.
Laine, F.
Lake, A. F. -1670
Larsen, C. A.
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, Alfred
Larsson, Karl
Larsson, K. E.
Larsson, Ragnar
Latz, C.
Laursen, Chris.
Lawson, J. P.
Lee, Anker
Leirevaag, H. J.
Lervén, Lars

Maatta, John
Macke, David
Macomber, H. B.
Madsen, Ludvig
Maki, Ivar
Malland, O.
Manse, Peter
Mariner, R. W.
Markmann, Heine
Markson, M.
Marqueis, Frank
Martens, H. -1892
Martensen, J. C.
2191
Martin, A.
Martin, H.
Martin, J.
Martin, John B.
Mathlissen, Sigurd
Matta, Humberto
Mattson, Charles
Mattson, Harry
Mattson, J.
McCallum, Chas.

Nagel, Adolf
Nedsen, John B.
Nelson, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Ernest C.
Nelson, Fred
Nelson, John
Nelson, John B.
Nelson, Wm.
Nerby, Kristian
Nerkins, Herman
Nicholson, F. E.
Nielsen, Edwin N.

O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, E. O. L.
Olson, C. 1315
Olson, Charles A.
Olson, G. W.
Olson, John Arthur
Olson, John
Olson, Martinus
Olson, O.
Olson, O. G. J. -1189
Olson, Olaf S.

Para, E. H.
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Paultin, Martin
Pedersen, Alfred
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, P. -896
Pedersen, Petter
Pedersen, W. G.
Persson, John
Persson, Oscar
Peters, Wm.
Petersen, Aug.
Petersen, C. -1493
Petersen, H.

Quigley, Robert E.
Rahde, Fritz
Randolph, J. S.
Rank, W.
Rasmussen, P. -446
Rasmussen, J. H.
Redinger, Mihel
Retall, Otto
Rickes, G. S.
Riesbeck, H.
Rimmer, C. M.
Sanders, Robert
Sanders, S.
Sandberg, John
Sanderson, Alfred
Sanne, Rudolf
Sass, John
Saunders, James
Sauter, Joe
Schaffer, Hugo

Isakson, Karl
Iversen, Ivar

Johansen, Carl J.
Johanson, Edward
Johnson, Walter
Johnson, Bernad
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, Julius
Johnston, William
Jones, Berthon
Jorgensen, Fred
Jungberg, L.
Junge, Heinrich

Knudsen, Daniel
Kohlmeister, Otto
Konstatin, Anist
Korner, Fred
Korsberg, V.
Koso, Petter
Kristiansen, Hans
Kristensen, K. D.
Kristiansen, Jakob
Krohn, J. A.
Kronstrand, H. T.
Kruk, J.
Krutman, Carl
Kylander, H.

Leveridge, H.
Lewald, Harry A.
Lewis, Robt. W.
Lidroos, G.
Liljendahl, Ludvig
Lill, Charly
Lindgren, Oscar
Lindle, Nils W.
Lindroth, Erik
Lona, John
Lorentzen, D.
Lorin, Christian
Loren, A. L.
Lundberg, Allan
Lundberg, Charles
Lundberg, Harry
Lundgren, Colmar
Lunsmann, Henry

McKeating, R.
McLaughlin, M.
McMahon, Jack
McManus, J.
Meiset, G.
Meland, G. L.
Melba, Chas.
Menk, Billy
Mersman, A.
Mertensen, Henry
Meyer, Ernest
Meyer, F.
Meyers, Max
Michaelsen, John
Miller, B. P.
Mogensén, C.
Mortensen, J. C.
-2191
Moore, Albert
Muller, Thom
Murphy, J.
Murray, C. P.
Murray, E.

Nielsen, Nils
Nielsen, Hans F.
Niemeier, Oscar
Nielsen, Anders
Nilsson, Harry
Nilsson, Hjalmar
Niskanen, Chas.
Nordlof, Sigurd
Norman, Olaf
Norris, N. A.
Norton, Edgar
Norton, Emil
Nunner, Albert A.
Nurm, John -1151
Nyman, Oskar

Olsen, Thomas
Olson, C. O. -705
Olson, E. W. -1216
Olson, J.
Olson, Morten
Olson, Nick
Olson, Olof
Olson, P.
Olsson, Adrian
Olsson, Eric
Olsson, Carl
Olsson, James
Orling, Gust
Osterholm, J. W.
Owen, Fred

Petersen, J. A. -515
Petersen, Niels
Petersen, O. -1595
Petersen, Otto
Petersen, Peter
Petersen, C. V.
Petersen, C.
Petersen, Mauritz
Petersen, M.
Petersen, Oscar
Petersen, Tom
Plinkert, C. B.
Plom, Charles
Poelna, Gabriel
Pokmandt, E.
Pommer, Jon
Punis, Antoni

Quinn, William
Ritcher, J.
Roberts, Frederick
Roberts, Griff
Rolland, Lars O.
Rotter, R.
Rudt, Walter
Rundquist, O.
Rutel, Ernest
Ryan, James
Ryan, Patrick
Scheuchte, Olaf
Schmidt, Jas. P.
Schmidt, Geo.
Schmitt, F.
Schneider, H.
Schroder, E.
Schroder, Willy
Scott, A.
Selbert, H. J.

Sellin, William
Sellers, Wm. G.
Siderstrom, Carl
Siller, E.
Silver, S. A.
Simpson, L. C.
Sinnott, Nickolas
Skegoldenborg, F.
Skjellberg, A. C.
Smith, Fred
Smith, John
Smith, L. K.
Smith, Layman M.
Smith, Max
Sneider, G.
Soderberg, R.
Solberg, Bernt
Sorensen, Anton
Sorensen, Ed.
Sorensen, Jens
Sorensen, L. A.
Sorensen, Vigo

Tamisar, P.
Tammola, K.
Tammola, Vaino
Tanum, Helge
Taronske, Teo
Tayra, August
Telshert, Karl
Thewas, E. J.
Thompson, Johan
Thompson, John Wm.
Thomson, G. E.
Thorn, A. W.
Uderkull, C.
Ulman, John

Van Frank, W. O.
Vestvik, I.
Vickery, Custis S.
Wagner, Wll
Waldman, Edward
Walker, Erick
Wallin, Gustaf
Waller, John
Wanag, J.
Wang, E.
Welsen, F.
Weltz, Ornluf
Wene, K. J.
Westgard, John
Wheatcroft, L. E.
White, J. D.
White, Peter

Yejola, Yejo
Zabel, Carl
Zankert, Charles
Zunk, Bruno

PACKAGES.
Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.	Olsen, Arne
Anderson, Andrew	Olsen, Carl -1101
Azaron, D.	Pedersen, H. -1263
Berling, J. B.	Penningrud, Ludwik
Ceelan, John	Perrason, Oscar
Ellefsen, Otto	Petersen, Aage
Farrell, Bernard	Raasch, O.
Furth, Richard	Raam, Henry
Hansen, Karl	Raay, Frans
Hansen, Marius	Rathke, Reinhold
Hansen, O.	Rehursen, A. L.
Hendriksen, Hag-	Roberts, John
bart	Sorensen, Pete
Jansson, A. L.	Strasdin, A. W.
Johansen, Emil	Thoren, V. A.
Jorgensen, Oluf	Wakely, R. E.
Leganger, Benj.	Walters, Albert B.
Nilson, A. W.	Winter, H. H. -1383
Nor, Nils	Wurthman, W. L.

G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and 7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market, Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nur Sed

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial

108 SUTTER STREET
SAN FRANCISCO

Resources .. \$7,700,000

Member of Associated Savings Banks of San Francisco

United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney	J. M. Dupas
J. A. Bergerot	John Ginty
S. Bissinger	J. S. Godeau
Leon Bocqueraz	Arthur Legallet
O. Bozio	Geo. W. McNear
Charles Carpy	X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)

Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.

(Member of the Associated Savings Banks of San Francisco.)

The following Branches for Receipt and Payment of Deposits only:

MISSION BRANCH, S. E. Corner Mission and 21st streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets	\$60,321,343.04
Deposits	57,362,899.35
Capital actually paid up in cash	1,000,000.00
Reserve & Contingent Funds	1,958,443.69
Employees' Pension Fund	199,164.12
Number of Depositors	66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529

Cor. Fourth and Market Sts.

Phone Douglas 315 San Francisco

Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.

AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway,
Opposite Pacific Coast S. S. Co. Pier

400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.

Free Baths—Large Reading Room

1325 STOCKTON STREET

Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE

Fair Prices. Reliable Goods.

50 East Street,

San Francisco

GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY

We originate Souvenir Folders, Cards, Society and Commercial Printing. Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made

Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.

860 Mission Street

Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods

Cigars and Tobacco

Uniforms, Caps, Hats, Shoes

114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at

206 EAST ST., San Francisco

Phone Douglas 5348

INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl
Ekeland, Will H. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

The Indian government has placed an embargo on shipments of burlap from Calcutta.

Canada has revoked the rule which required the consent of wife or parents to enlistment of husband or son.

Miners in the Mons district of Belgium struck recently on account of high cost of food. Clashes with the German soldiers followed, in which ten civilians were reported killed and forty wounded.

Reports from Bohemia show that American muskrats imported there in 1905 for fur breeding purposes have increased in numbers and become a pest. Farmers are now endeavoring to exterminate them.

In Durban, South Africa, street railway passengers may ride three miles for three cents. Special rates for school children allow a child to travel 700 miles in ten weeks for 61 cents. Current for operation of the lines is purchased at two cents per unit.

The city council of Königsberg, East Prussia, recently voted 21,000,000 marks to build a trade harbor in that city. Work is to begin at once, and is to be carried on in connection with the construction of a new railway station and a new railway bridge, the latter two to be built by the Prussian government. The principal part of the harbor work will consist in the removal of masses of earth, for which work over 2,000 Russian prisoners will be employed.

The French government has presented a claim to the Chilean government for the French barque "Valentine," which was sunk last November by the Germans within the territorial waters of Chile. Chile has rejected the claim, declaring that she had preserved her neutrality. The "Valentine" was sent to the bottom by a German cruiser half a mile off the island of Mas-a-Fuera, one of the Juan Fernandez Islands in the Pacific belonging to Chile.

Immigration to Canada this year has been less than one-tenth of what it was during the same period last year. Whereas formerly 10,000 people would leave the British Isles in one month for the Dominion, in an ordinary year, this year the number is less than 1000 on an average. The latest available figures that have been published are those for April and May, the months when immigration is at its highest. During these two months this year 4508 British people came to Canada, compared with 18,864 in the same two months of 1914.

The question of compensation for the nine Swedish and four Norwegian vessels, which were seized by the Germans some time ago, has now been settled. It has been proved that the ships were carrying cargoes of timber which was not specified as contraband at the time of their seizure, and that therefore their owners were entitled to compensation, for the loss sustained. The prize court at Kiel, where the cases were first tried, refused to grant any compensation, but upon the cases being brought before the Supreme Court in Hamburg, judgment was given in favor of the Scandinavian shipowners. The amount claimed by the owners of the Swedish ships is 70,000 kroner, and that by the owners of the Norwegian vessels, about 100,000 kroner.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.

SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.

Phone Douglas 1660

BANK OF ITALY

San Francisco

Los Angeles

San Jose

San Mateo

The Story of Our Growth

As Shown by a Comparative
Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914	\$18,030,401.59
June 30, 1915	\$19,080,264.20

NUMBER OF DEPOSITORS, 53,946

With the Wits.

Shocking.—"Speaking of electrifying modern dances, have you seen the Induction Coil?"—Cornell Widow.

"Did you strike this man in an excess of irascibility?"

"No, sah; I done hit him in the stummick."—Baltimore American.

They Had to Be.—Maud—Don't you think there are just as good fish in the sea as ever were caught?

Marie—I don't know. But they are smarter, anyway.—Boston Transcript.

Not a wrinkle, little star,
To give away how old you are.
'Tis well that folks can't guess your age

Or what you look like off the stage.
—New York Journal.

At The Hague.—Herr Hammer-schlegel (winding up the argument)—I think you iss a stupid fool!

Monsieur—And I sink you a polite gentleman; but possible, is it, we both mistaken.—Life.

We All Do It.—"They contemplate a trip to the Frisco Exposition."

"That's cheap enough."

"What? Why, the fare—"

"I was speaking of the contemplation."—Philadelphia Public Ledger.

"We must cut down our overhead expense,"

My husband cried, with manner most impressive.

And when I asked him what he meant he said,

"My dear, I find your hat bills most expensive."

—New York Sun.

"You should think of our illustrious ancestors who steered this ship of the republic through the troubled waters—"

"I'm kind of losing respect for my illustrious ancestors," interrupted Senator Sorghum. "Too many of them were inclined to boast that they left politics poorer than they were when they accepted office."

Children's Accounts

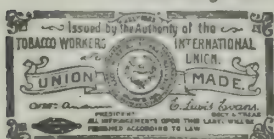
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.



THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regular admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO. BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

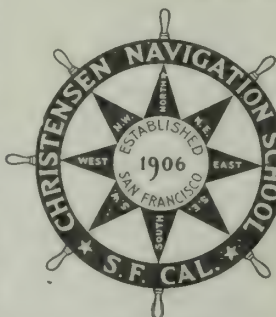
Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco
NEAR CALL BUILDING

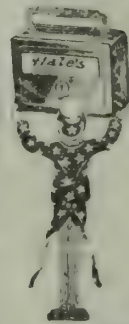
Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen,
Pres. and Proprietor



Upholding American PROSPERITY



\$1 Value
50c

\$1 Value
50c

The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.



Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET
2640 MISSION STREET
605 KEARNY STREET
26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store
CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

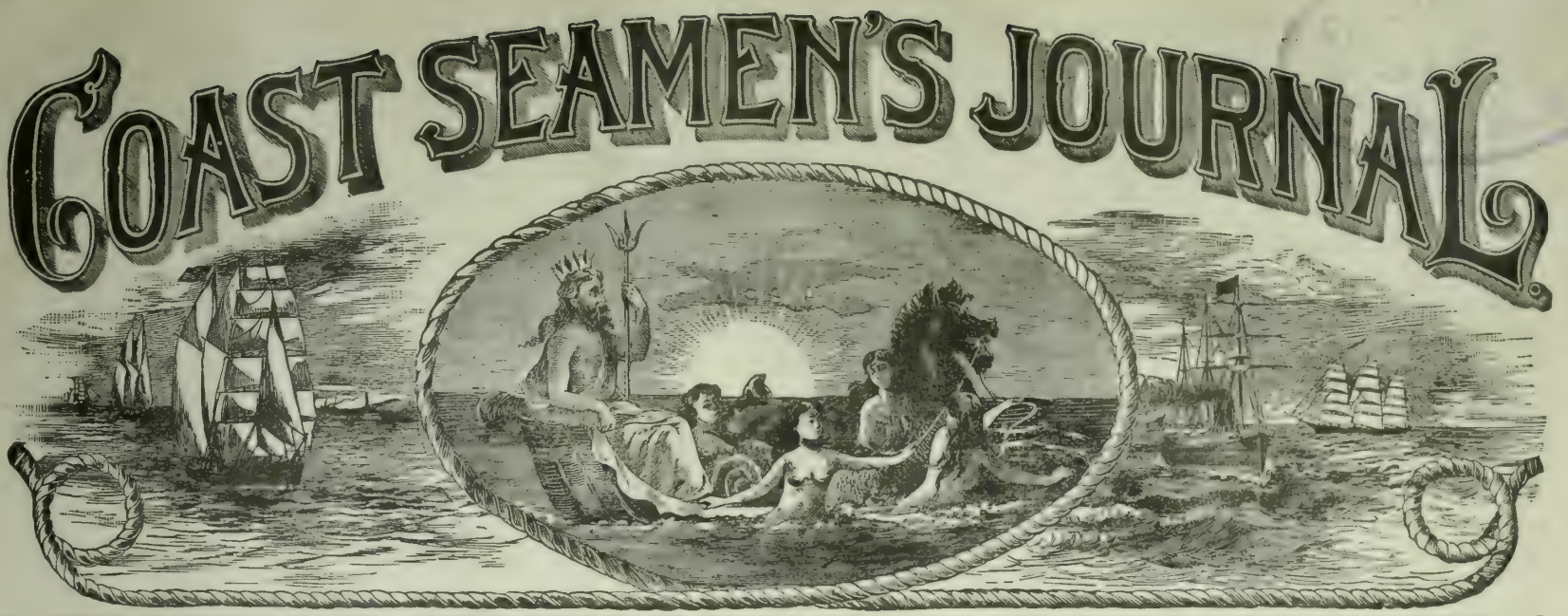
72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 52.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 8, 1915.

Whole No. 2346.

CAUSES OF LABOR UNREST.

A Summary of the Industrial Relations Commission's Report.

During 154 days the Federal Commission on Industrial Relations has conducted public hearings in all parts of the United States to ascertain the causes of industrial unrest.

Summaries of findings and recommendations have now been furnished to the press, and the Commission, which was composed of three representatives each of the employers, the employed, and the general public, has ceased to exist.

It became apparent some time ago that the nine members of the Commission would be unable to agree on a single report, and it is evident that none of the reports can properly be called a "majority" report.

Personnel of the Commission.

The personnel of the Commission follows: Frank P. Walsh, Missouri (chairman); John R. Commons, Wisconsin, and Mrs. J. Borden Harriman, representing the public; R. H. Aishton, Illinois; Harris Weinstock, California, and S. Thurston Ballard, Kentucky, representing the employers, and John B. Lennon, Illinois; James O'Connell, District of Columbia, and A. B. Garretson, Iowa, representing the employed.

The report of the representatives of the employees, known as the "staff" report, drawn up by Basil M. Manly, Director of Research and Investigation for the Commission, was signed by Commissioners Walsh, Lennon, O'Connell and Garretson. In connection with the main reports these commissioners issued three "supplemental opinions and suggestions" as follows: One by Mr. Walsh, one by Mr. Garretson, and one by Mr. Lennon and Mr. O'Connell jointly.

The report of the Commission representing the public, and the summary thereof, were written by Commissioner Commons and concurred in by Mrs. Harriman without reservation. Commissioners Aishton, Ballard and Weinstock approved it in large part and report their dissent to portions of it. The employers' point of view is expressed in the so-called Weinstock report, signed by Weinstock, Aishton and Ballard.

The reports are identified as the Manly, or staff report; the Commons, or report of the commissioners for the public, and the Weinstock report, which, among other things, expressed dissent from the findings of the other two reports.

The Four "Main Sources."

The Manly summary finds that the causes of industrial unrest group themselves almost without exception under four main sources which include all the others. They are:

1. Unjust distribution of wealth and income.
2. Unemployment and denial of opportunity to earn a living.
3. Denial of justice in the creation, in the adjudication and in the administration of the law.
4. Denial of the right and opportunity to form effective organizations.

As a remedy for the unjust distribution of wealth Commissioners Walsh, O'Connell, Garretson and Lennon urge:

"The enactment of an inheritance tax so

graded that while making generous provision for the support of dependents and the education of minor children, it shall leave no large accumulation of wealth to pass into hands which had no share in its production. The revenue from this tax to be reserved by the Federal Government for three principal purposes: 1. The extension of education. 2. The development of other important social services which should properly be performed by the nation. 3. Development in co-operation with States and municipalities of great constructive works, such as road building, irrigation and reforestation, which would materially increase the efficiency and welfare of the entire nation."

The two prime causes of unemployment are declared to be unjust distribution of wealth and monopolization of land and natural resources. Following are the recommendations upon this subject:

"1. Vigorous and unrelenting prosecution to regain all land, water power and mineral rights secured from the Government by fraud. 2. A general revision of our land laws, so as to apply to all future land grants the doctrine of 'superior use,' as in the case of water rights in California, and provision for forfeiture in case of actual non-use. In its simplest form the doctrine of 'superior use' implies merely that at the time of making the lease the purpose for which the land will be used must be taken into consideration, and the use which is of greatest social value shall be given preference. 3. The forcing of all unused land into use by making the tax on non-productive the same as on productive land of the same kind, and exempting all improvements."

The "Shifting Sands."

Commenting on this problem the report says:

"The unemployed have aptly been called 'the shifting sands beneath the State.' Surely there is no condition which more immediately demands the attention of Congress than that of unemployment, which is annually driving hundreds of thousands of otherwise productive citizens into poverty and bitter despair, sapping the very basis of our national efficiency, and germinating the seeds of revolution."

Under the head of "Denial of Justice," the commissioners, quoting from the report of Basil M. Manly, Director of Research and Investigation, declare:

"First, with regard to the enactment of laws, it is charged that the workers have been unable to secure legislation to protect them against grievous wrongs except after exhausting struggles against overwhelming odds and against insidious influences.

"Second, it is charged that after wholesome and necessary laws are passed, they are in large part nullified by the courts upon technicalities of a character which would not be held to invalidate legislation favorable to the interests of manufacturers, merchants, bankers, and other property owners, or thrown out on the broad ground of unconstitutionality through strained or illogical construction of constitutional provisions.

"Third, that in the administration of law, both common and statute, there is discrimination by the courts against the poor and in favor of the wealthy and powerful, and that this discrimination arises not only from the economic disabilities of the poor, but also out of the actual bias on the part of the judges in favor of the wealthy and influential.

"Fourth, that courts have not only neglected or refused to protect workers in the rights guaranteed by the Constitution of the United States, and of the several States, but that sections of the Constitution framed primarily to protect human rights have been perverted to protect property rights only, and to deprive workers of the protection of rights secured to them by statutes.

How the Workers Are Fleeced.

"Fifth, that the ordinary legal machinery provides no adequate means whereby laborers and other poor men can secure redress for wrongs inflicted upon them through the non-payment of wages, through over-charges at company stores, through exorbitant hospital and other fees, fines and deductions, through fraud on the part of private employment offices, loan offices and installment houses, and through the 'grafting' of foremen and superintendents. The losses to wage earners from these sources are stated to amount each year to millions of dollars and to work untold hardship on a class of men who can ill afford to lose even a penny of their hard won earnings.

"Sixth, that the courts, by the unwarranted extension of their powers in the issuance of injunctions, have not only grievously injured the workers individually and collectively, upon innumerable occasions, but have also, by the contempt procedure consequent upon disobedience to such injunctions, deprived the workers of the right, fundamental to Anglo-Saxon institutions, to be tried by jury.

"Seventh, that laws designed for the protection of labor in workshops, mines and on railroads are not effectively enforced except in a few States.

"Eighth, that in cases involving industrial questions the workers are liable to great injustice by reason of the fact that in many localities they are excluded from juries either by the qualifications prescribed (usually payment of property tax) or by the method of selection.

Innocent Men Held in Jail.

"Ninth, that during strikes, innocent men are in many cases arrested without just cause, charged with fictitious crimes, held under excessive bail, and treated frequently with unexampled brutality for the purpose of injuring the strikers and breaking the strike.

"Tenth, that in many localities during strikes not only is one of the greatest functions of the State, that of policing, turned virtually over to employers or arrogantly assumed by them, but criminals employed by detective agencies and strike-breaking agencies are clothed by the process of deputization, with arbitrary power and relieved of criminal liability for their acts.

"Eleventh, that during strikes in many localities the entire system of civil government is

suspended and there is set up in its place a military despotism under so-called martial law. "Twelfth, that in some localities the control by the employers of the entire machinery of government is so great that lawless acts on the part of agents of the employers go unheeded and unpunished, while vindictive action against the leaders of the strike is accomplished by methods unparalleled in civilized countries." To meet this situation the Commissioners recommend:

The Suggested Remedies.

"1—An amendment to the Federal Constitution specifically protecting against encroachment on the rights of habeas corpus, free speech and peaceful assemblage, and the rights to jury trial, to keep and bear arms, to be free from unreasonable searches and seizures, to speedy public trial, to freedom from excessive bail and from cruel and unusual punishments. 2—Action by Congress to prohibit courts from declaring legislative acts unconstitutional. 3—Provision that in Federal cases, jurors be selected in some impartial manner from a list containing all qualified voters in the district. 4—Congressional regulation or prohibition of private detective agencies and employment agencies doing an interstate business. 5—Regulation by Congress of militia organizations so as to insure impartiality during industrial disputes."

The right of labor to organize is discussed at considerable length. Arguments are presented in its behalf and also for collective bargaining. The claims of open shop advocates are presented. In commenting on the charges of graft, machine politics, factional fights and false leadership in unions the report declares these evils to be inevitable in any democratic form of organization and that they have a tendency to eradicate themselves as the organizations become stronger and the membership more familiar with responsibilities and methods of democratic action. Furthermore it says:

"The fundamental question for the nation to decide, for in the end public opinion will control here as elsewhere, is whether the workers shall have an effective means of adjusting their grievances, improving their condition, and securing their liberty, through negotiation with their employers, or whether they shall be driven by necessity and oppression to the extreme of revolt.

"Where men are well organized, and the power of employers and employees is fairly well balanced, agreements are nearly always reached by negotiations; but, even if this fails, the strikes or lockouts which follow are as a rule merely cessations of work until economic necessity forces the parties together again to adopt some form of compromise.

"With the unorganized, there is no hope of achieving anything except by spontaneous revolt. Too often has it been found that during the delay of attempted negotiations, the leaders are discharged, and new men are found ready to take the place of those who protest against conditions. Without strike funds or other financial support, the unorganized must achieve results at once; they cannot afford to wait for reason and compromise to come into play. Lacking strong leaders and definite organization, such revolts can only be expected to change to mob action on the slightest provocation."

Legislation is recommended to protect men in the right to organize without incurring danger of dismissal, for repeal of conspiracy laws as applied to associations not for profit, and to increase the power of the Federal Trade Commission, and of the Department of Labor in dealing with industrial disputes.

Low Wages Are General.

With regard to "income" and "wages" the Commission found that there are 44 families whose aggregate income is at least 50 millions per year, while between one-fourth and one-third of male workers, 18 years of age and over, in factories and mines, get less than \$10 per week and only about one-tenth get more than \$20 per week. From two-thirds to three-fourths get less than \$15 per week. Of women workers two-thirds to three-fourths in industrial occupations get less than \$8 a week, nearly one-half get less than \$6 a week and one-fifth less than \$4 a week. The wealth of the nation increased between 1890 and 1912 from 65 to 187 billions or 188 per cent., while wages increased but 95 per cent., that is, from 2516 millions in 1889 to 4916 millions in 1909. The wage earners' share of net production in 1889 was 44.9 per cent., while in 1909 it was but 40.2 per cent. The following conclusions in regard to wages are then declared justified:

"1. The welfare of the State demands that the useful labor of every able-bodied workman should as a minimum be compensated by sufficient income to support in comfort himself, a wife, and at least three minor children, and in addition to provide for sickness, old age, and disability. Under no other conditions can a strong, contented and efficient citizenship be developed.

"2. Under existing conditions such an income is not received by fully one-half of the wage earners employed in industry.

"3. The natural resources of the United States are such that an industrial population

properly educated and efficiently organized can produce enough to achieve this standard of living.

"4. It is probable that even at present the national agricultural and industrial output is sufficient to permit the establishment of such a standard.

"5. The problem is therefore essentially one of distribution.

"6. The fixing of the wages of adult workmen by legal enactment is not practicable nor desirable as a general policy, except for public employees.

"7. A just standard of wages in any industry or occupation can best be reached by collective bargaining between employers and employees for the purpose of forming voluntary joint agreements. The success and justice of such joint agreements is, however, dependent upon the essential equality of the two parties and cannot be attained unless effective organization exists."

The Commissioners further recommend legislation to promote safety and sanitation, and legislation to improve housing as follows:

"1. The Federal and State Governments should institute investigations directed not so much to ascertaining existing housing conditions, as to formulating constructive methods by which direct support and encouragement to the promotion of improved housing can be given. Actual experiment in the promotion of housing should proceed as rapidly as proper plans can be drafted.

"2. Special attention should be given to taxation, in order that land should as far as possible be forced into use and the burden of taxation be removed from home owners.

"3. The municipalities should be relieved from all State restrictions which now prevent them from undertaking the operation of adequate housing schemes and from engaging in other necessary municipal enterprises."

The Public Utilities.

Other sections of the report deal with public utilities. A recommendation is made that the Newlands act be extended to cover all employees of public service corporations engaged in interstate commerce. Facts are shown regarding underpayment and excessive overworking of telegraph and telephone employees in spite of the fact that "The American Telephone and Telegraph Company has been enormously profitable and is well able to afford the necessary improvements in working conditions." Public ownership of the wire lines is recommended and in the meantime Congress is urged to fix minimum wage standards for the women employees. In regard to the Pullman Company the report says that its capitalization has been increased from \$36,000,000 in 1893 to \$120,000,000 in 1915 without investment of a single dollar by the stockholders. Laws regulating the hours of employees and prohibiting the tipping practice are suggested.

Industrial conditions in isolated industrial communities form another section. There it has been shown conditions of feudalism exist. Through private ownership of the land, the rights of citizens to free speech and assemblage and to use of the public highways have been abridged or denied. Access to the post-office has been prevented and mail directed to employees interfered with. Legislation forbidding these abuses is recommended and also—

"In the case of public lands containing timber or minerals, which are now or may hereafter come into the possession of the Federal Government, it should be provided by statute that neither the lands nor the mineral rights should under any circumstances be sold, but should be used only upon lease for a limited term, such lease to contain as a part of the contract the conditions with regard to the rights of inhabitants as recited above and such lease to be forfeitable without recourse in case of the infraction of said conditions."

The section devoted to agriculture shows that in Texas 53 per cent. of farms are operated by tenants as against 37.6 per cent. in 1880. In Oklahoma the percentage of farm tenancy is 54.8 per cent. Under the system tenants earn but a bare living and need the labor of the entire family for that. A large proportion are hopelessly in debt, and, in spite of usury laws, must pay 15 per cent. interest or more for loans. On store credits they must pay from 20 per cent. to 60 per cent. Legislation is recommended to develop long time leases providing compensation to tenants for all improvements made upon the property; to establish national and State farm bureaus to supervise relations between landlord and tenant, to develop better credit facilities; to establish better rural schools and finally is recommended:

"The revision of the taxation system so as to exempt from taxation all improvements and tax unused land at its full rental value."

Labor Laws Not Enforced.

The report of Mrs. Florence J. Harriman and Professor John R. Commons declares the greatest cause of industrial unrest to be the breakdown in administration of labor laws. Additional legislation would be futile, it says, until methods are devised to make present laws enforceable. It recommends therefore:

"The creation of a Federal Fund for Social

Welfare, maintained by an inheritance tax on large fortunes, and administered by a Commission on Industrial Relations aided by an Advisory Council composed of representatives of employers and employees."

The Industrial Commission should be composed of three persons with full power to administer all labor laws. It would take over all functions of the Department of Labor and Mediation Board under the Newlands Act relating to conciliation of industrial disputes. A fund for this commission and for other welfare work is to be raised by an inheritance tax ranging from one per cent. on fortunes above \$25,000 to 15 per cent. on fortunes over \$1,000,000. The money would be used for sickness and unemployment insurance, old age pensions, the establishment of employment offices, the promotion of industrial education through subsidies paid to the various States and enabling tenant farmers to acquire possession of their farms. Federal employment agencies are also recommended and the use of part of the fund is suggested to extend credit to tenant farmers to enable them to become land owners. Labor organizations are endorsed and also the principle of collective bargaining. Both primary and secondary boycotts are approved. The application of the British Trades Dispute Act is recommended so that workers be given absolute freedom to organize. On the Colorado situation the report says that a condition of feudalism exists in the mining regions, but it decries any attempt to hold responsible any single individual. It emphasizes the fact that the whole situation in Colorado, West Virginia and other places where industrial warfare has existed, is due to a system which cannot be remedied by the public abuse of an individual. It recommends that corporations and labor unions alike be removed from the control of politics and says that the Industrial Commission, with its advisory council and civil service rules; the initiative, referendum and limited recall, proportional representation, direct primaries and anti-lobbying legislation, would accomplish this purpose, which is essential before any permanent remedy can be effected.

Employers Dislike Boycotts.

Commissioners Harris Weinstock, S. Thurston Ballard, and Richard H. Aishton dissent from the endorsement of secondary boycotts in the report of Commissioners Commons and Harriman. They declare it to be unjust, inequitable and vicious in that it subjects third and innocent parties to injury and at times to great loss, if not ruin. They oppose it for the same reason that they oppose the blacklist. They declare the Manly report to be partisan and unfair. They say that the Commission's investigations have shown some employers to be guilty of wrongdoing and to have resorted to questionable methods to prevent their workers from organizing in their own self-interest; that they have attempted to defeat democracy by more or less successfully controlling courts and legislatures; that some of them have exploited women and children and unorganized workers; that some have resorted to all sorts of methods to prevent the enactment of remedial industrial legislation; that some have employed gunmen in strikes. The Commissioners endorse collective bargaining but refer to evidence which shows that many employers would be injured or ruined if they recognized organized labor owing to danger of sympathetic strikes, jurisdictional disputes, labor union politics, contract breaking, restriction of output, prohibition of the use of non-union made tools and materials, closed shop, contest for supremacy between rival unions, acts of violence against non-union workers and the properties of employers, and apprenticeship rules.

In conclusion the employers' representatives say:

Unions Favored by Employers.

"We say frankly that if we were wage earners we would be unionists, and as unionists we would feel the keen responsibility of giving the same attention to our trade union duties as to our civic duties. The ideal day in the industrial world will be reached when all labor disputes will be settled as a result of reason and not as a result of force. This ideal day can be hastened if the employers, on the one hand, will earnestly strive to place themselves in the position of the worker, and look at the conditions not only through the eye of the employer, but also through the eye of the worker; and if the worker will strive to place himself in the position of the employer, and look at the conditions not only through the eye of the worker, but also through the eye of the employer. This, of course, means the strongest kind of organization on both sides. It means that employers must drive out of the ranks of their associations the law breaker, the labor contract breaker, and the exploiters of labor. It also means that, in the interest of fairness, every Board of Directors of an industrial enterprise should have within its organization a committee for the special purpose of keeping the Board of Directors advised as to the condition of their workers. And it finally means that trade unions must, in order to minimize the causes of industrial unrest, among other things remove the weak spots in unionism set forth herein, thereby hastening the day when

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Equal Pay For Women.

Illinois has rejected the ancient doctrine that when a woman does work equal with man she is not entitled to equal pay.

The State Board of Administration, controlling 21 State charitable institutions and 3,500 employes, has accepted the theory of equal pay for equal work, regardless of sex, so persistently urged by the trade union movement, and starting September 1 the new rule will become effective.

This decision was made at a meeting of the board, which was attended by trade union representatives, including officials of the Hospital Nurses and Attendants' union, affiliated to the American Federation of Labor. Illinois has the distinction of being the only State in which these workers are organized, and the Board's ruling is another illustration of trade unionism's power to overthrow century-old dogma.

President Kern of the State Board of Administration explains the order as follows:

"The minimum wages for men and women in all the State institutions to be the same for the same class of work.

"All employes to be given one day of rest in seven, in addition to the two weeks' vacation annually. Under the old system they had the two weeks' vacation, but worked seven days a week.

"A promotional wage scale whereby all employes will automatically receive higher wages as their term of service lengthens.

"The change from night to day service to be made hereafter each week instead of monthly.

"There is no reason," said President Kern, "why a nurse in these State institutions should not receive as high wages as the men attendants for the same class of work. It should have been recognized long ago. We believe that we are establishing the right standard this time and that it will tend to increase efficiency in all the institutions.

"We are working out the promotional wage scale, which we believe to be another step in the right direction. Instead of leaving the question of wages to the superintendents we believe this plan will work much better as the employes will always have an incentive, for the longer they work, provided they are faithful and efficient, the higher will be their wages."

Standard Oil Does Not Pay Living Wage.

"The Standard Oil Company of New Jersey, although conducting an enormously profitable enterprise, pays wages too low to maintain a family on a comfortable, healthy basis."

The above is one of the numerous indictments of Standard Oil methods found in the report on the recent strike at Bayonne, N. J., by investigators of the Commission on Federal Relations.

The report says:

"The company is the most important of the Standard Oil group, and this group is the principal contributor to the wealth, prestige and power of the largest estate in the country, if not in the world, that of

John D. Rockefeller, Sr., and his immediate family.

"Facts regarding the company's labor policies must, therefore, be regarded as of special significance, because of the tremendous power wielded by the group of men who control this industry, and because of their announced intention to enter the field of industrial relations with a view to widening their influence and activity and propagating what they deem to be the proper theories and principles that should govern the relation between employer and employe."

The investigators say Standard Oil uses this method in settling wage rates:

"It fixes wages not with relation to the earnings of the company, but by taking into consideration wages paid by other companies in the same locality, and then fixing the wages as low as or lower than the prevailing wages in that locality.

"In Bayonne it paid common laborers less than those of two companies whose plants adjoin its refineries. This is in direct contradiction to the claims of the company in a statement issued at 26 Broadway that it always has paid the prevailing wage or better. The statement of the general manager of the company that the interests of other companies in the same locality are considered in the fixing of wages constitutes, in effect, an admission that the company combines with the poorest and least generous employers to fix the wage rate.

"The men are made to understand," the report continued, "that they must seek no outside assistance in their dealings with the management, and that any show of independence or any hint of compulsion will be vigorously resented.

"The company has instituted no machinery by which real or fancied grievances may be peacefully and promptly adjusted. The officials say that any man has access to the general superintendent, but the employes allege that they would be discharged before reaching the office.

"General Manager Gifford is not a believer in child labor legislation, and, on the other hand, thinks the children should be allowed to go to work earlier. He and Mr. Hennessy apparently have little respect for the foreign-born men whose labor produces the company's earnings and are proponents of the extremely individualistic and reactionary industrial theories discarded by enlightened employers and by economists many years ago.

"Two days after the men returned to work the Standard Oil Company announced increases in wages. These increases were less than those demanded by the strikers and the rates now being paid are still below those paid by one of the other companies adjoining the Standard Oil Company's plant, if the common labor rate can be taken as a basis of comparison.

"The outcome of the strike constitutes a complete victory for the Standard Oil Company as to its vital policies; that is, its refusal to recognize or permit collective

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation Nationale des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Returns received by the British Board of Trade from certain selected ports in the United Kingdom show that during June, 1915, 37,051 seamen were shipped on foreign-going vessels, an increase of 3625 on the previous month.

The Typographical Union of Toronto, Ontario, has accepted the award of an arbitration board to extend its contract one year. Unsettled industrial conditions because of the war made wage increases impossible, but several improvements in working conditions are secured.

Compared with June, 1914, there was a net decrease of 12,273, or 24.9 per cent. Every port, except Hull, Bristol, Newport and Cardiff, showed a decline in the number of men engaged, the most marked falling off being at Liverpool and Southampton. At Cardiff, however, there was a considerable increase.

The arbitrator in the recent dispute between the laborers at the Federal Naval Base and Australian Government, has decided as follows: That payments should be made additional to wages in cases of members of the United Laborers' Union who live more than 15 miles from the job. They are to be paid an extra 2 1/4 d. an hour and fares, and to have traveling time counted as time of employment. Employees working in any ground on which there are tidal waters are to be supplied with suitable kneeboots and paid 1s. per day extra. It was decided that the main question of wages was to be left to the Ministry to fix.

The terms of settlement of the troubles in the South Wales coal fields, which were arranged during the week in London, thus averting a possible serious strike of the operatives, were accepted at a general conference of the miners' delegates, held in Cardiff. The difficulties are, therefore, now definitely adjusted. There was some opposition among the delegates to the acceptance of the terms agreed upon at the London conference, but this was soon overcome. There were additions on the same day to the number of men on strike in the coal fields, but these workers quit before the holding of the Cardiff conference, and their walkout was attributed to the fact that the men did not learn of developments in London in time to rescind their previous decision to lay down their tools.

Exclusive of seamen, the number of workpeople reported to the British Board of Trade as killed in the course of their employment during June, 1915, was 246, an increase of 17 on a month ago and of 1 on a year ago. The mean number for June during the five years 1910-1914 was 233, the maximum being 245 and the minimum 213. Fatal accidents in the railway service during June, 1915, numbered 28, a decrease of 8 on a month ago, and of 17 on a year ago. The total number of fatal accidents at mines was 108, an increase of 23 on May, 1915, and of 10 on June, 1914. There were 9 fatal accidents at quarries, compared with 2 a month ago and 7 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in June, 1915, was 101, a decrease of 4 on a month ago, but an increase of 8 on a year ago.

SAN PEDRO, CAL.

C. B. CANNON

CANNON & BLAIZE

A. E. BLAIZE

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order

515 FRONT-516 BEACON STS.

SAN PEDRO

"WHEN IT COMES TO GOOD CLOTHES"

Tailored to FIT YOU, in a UNION SHOP

It will be to your interest to call on

S. G. SWANSON

641 SOUTH BEACON STREET, next door to Postoffice

Established 1904, at the Los Angeles "Waterfront"

SAN PEDRO, CALIFORNIA

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF
STATIONERYLos Angeles Examiner and All San
Francisco Papers on Sale. Agents
Harbor Steam Laundry

Mills, Elbert & Nash

SIXTH AND BEACON STREETS

FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND
UNION LABEL CIGARS

GIVE US A TRIAL

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

A SAILOR'S BANK.

With Branches Throughout the World

In the Philippines, Japan, China, Straits Settlements, India, London, Mexico and Panama, the

INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

SEA-FARING MEN

IN THE

SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

Sailors' Accounts are Especially Welcomed

Head Office—60 Wall Street, New York

Resources over \$40,000,000

MILLS BUILDING :: BUSH and MONTGOMERY STREETS

Uptown Branch, Geary and Fillmore Streets

Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager

San Pedro Letter List.

Anderson, John	Johnson, Edward A.
Anderson, Arvid	Johansen, Leonard
Anderson, G. B.	Johansen, Chas.
Altonen, Chas.	Kallberg, Arvid
Anderson, Oscar	Kolodzie, Geo.
Anderson, Ernest	Kron, E.
Anderson, Enkan	Lancoske, J. C.
Apelquist, Otto	Lauritzen, Ole
Anderson, David C.	Lutzen, Valdemar
Baxter, Arthur	Lister, W.
Bergh, Borge	Lalan, Joe
Bredberg, H.	Lindberg, C.
Bergquist, W.	Larsen, L. K.
Buanik, L.	Lindholm, A.
Brein, Hans	Lindholm, Chas.
Bringsrud, Marald	Matson, Johan
Carera, Pete	Mikalsen, Andreas
Contrera, J.	Martin, John B.
Christensen, Martin	Mourice, F.
Chilton, Harry	Malm, Gustaf
Dahlgren, Pete	Moberg, Karl
Doyle, William	Nyhaugen, Julius
Duval, William	Nohr, Niels
Ellison, Sam	Nilsen, Hans L.
Engstrom, M. R.	Olsen, John
Erickson, Otto	Olsen, Ludvig
Felsh, Harry	Olsen, Olaf
Fisher, Wm.	Owen, Fred
Fasholz, Dan	Olsen, Harald
Hendricksen, Henry	Peterson, A. K.
P.	Peterson, K. E. -903
Hansen, Oskar	Peterson, Hugo
Holmstrom, F.	Peterson, N.
Hansen, Charly	Peterson, Aage
Hansen, John	Pearson, Ben
Hansen, M.	Parsons, Olaf
Hansen, Sigvarth	Peterson, Oscar F.
Johansson, Algot	Rogis, A.
Johnson, Gunnar	Renvall, Anshelm
Jensen, H. -1555	Skaanes, Egil
Johansson, Victor	Svenningsen, S. N.
Jensen, Jens	Stromberg, Ivar
Jordan, Henry S.	Svenson, Nick
Johanson, T.	Sevenson, Paul
Jacobs, August	Strahle, Chas.
Johansson, Geo. W.	Sievers, G. P.
-1219	Thompson, Tommy
Jensen, Edvard	Tamlar, P.
Johansen, Emil	Toren, Gustaf A.
Johanson, Geo.	Uhlir, Richard

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Solberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.

Pacific Coast Marine.

Officials of the Alaska Steamship Company announced that the steamer "Dora," which has been laid up since February, would be returned to service on her old run from Seward to Western Alaska points.

Advices from Seattle are to the effect that shipbuilding plants there have been asked to submit bids for the construction of four wooden sailing vessels, two of which are intended for the Chilean trade, ranging from 500 to 1000 tons.

A fine of \$200 has been assessed against Hind, Rolph & Co. for permitting the old steamer "City of Panama," now a barge, to rock in the mud flats near Hunter's Point without displaying proper lights at night. The fine is automatically fixed by the Collector of the Port and will be certified to the department at Washington.

In competition with practically all of the important boiler manufacturers of the United States, the Willamette Iron and Steel Works has just been awarded a contract by the Craig Shipbuilding Company of Long Beach, Cal., for two Scotch marine boilers for the lighthouse tender "Cedar," which the latter firm is building at its plant, in Southern California.

The steam-schooner "Wilmington" has left Balboa for Anchorage, Alaska, with thirteen hundred tons of machinery from the Panama Canal for use in Alaska railroad construction. The cargo is composed of flat cars, dump cars, boilers, drills, shop machinery and repair parts. Heavy shipments of rails, cars and lumber for the Alaska railroad will also be made from Puget Sound during this month.

After next month the new Panama Canal line—the West Coast Navigation Co.—will, it is said, end its sailings. Men associated with the West Coast Steamship Co., which recently had the steamer "George Hawley" at Portland for Philadelphia, assert that the three steamers supposed to be under charter have been taken back by their owners. The steamer "Edison Light," however, will continue on to the North Pacific, but the service will end with that vessel. The company has lost money.

The Board of Harbor Commissioners of Honolulu is preparing specifications for the new bulkhead wharves to be built in Honolulu at the foot of Fort street. These wharves will be designed to accommodate cargoes discharged at the rate of 2400 to 3000 tons in 24 to 36 hours. Cargoes of this size are brought from Oriental ports by regular liners remaining in port on an average of 24 hours or less. This will complete a system of wharves from the Navy wharves to the Oceanic Steamship Company's pier.

T. R. Thompson, who recently brought an eighteen-foot dory from Unga, Alaska, to San Francisco, plans to exhibit the little craft at the Exposition. He wishes a chance to tell visitors how two men in a boat so small made the remarkable trip of 1800 miles to San Francisco. When Thompson and his companion left Unga none of their friends believed that they would be able to weather the Pacific on the long trip to the Exposition, and as they said good-by to the two navigators thought that they would never hear from the craft again.

Due to the need of coal in England on account of the fact that the Welsh miners have given the Government trouble several times during the recent past, the output of the Australian mines is being conserved and not shipped to the United States any more. Such was the news brought to San Francisco by two windjammers which came in from Newcastle in ballast after they were unable to get coal cargoes at the Australian port. The schooner "Philippine," first to arrive, reported that June 26 she encountered heavy gales and lost several sails. The other vessel, the barkentine "C. F. Crocker," reported fine weather during the entire trip.

The recent formation of the Parr-McCormick Steamship Line, to engage in the transportation of general cargo from California to Oregon and Washington, is said to presage increased activity in the San Francisco-Portland trade. Fred D. Parr, long connected with the management of the Dodge Steamship Company, is credited with being the predominating figure in the new venture, and E. A. Christenson, of the firm of Sudden & Christenson, and S. M. Hauptman, of the Hicks-Hauptman Company, are also said to be financially interested. The Dodge interests have been appointed agents at Portland and Astoria for the Marine Transport Service Company, which recently acquired the steamers "Binghamton," "John G. McCullough," "Owego" and "George F. Brownell," that are to be placed in operation between the Atlantic seaboard and Pacific Coast ports by way of the canal. It is believed that the Parr-McCormick line eventually will take over those agencies as well as represent the new line generally on the Coast.

So great is the demand for California products along the Atlantic Coast that the Luckenbach Steamship Company is to commence a regular monthly service to Philadelphia and Norfolk, a freighter to be dispatched to each of these

ports once every four weeks. This new service is in addition to the regular weekly departures from San Francisco for New York. According to an announcement by the company, the freighter "Hattie Luckenbach" is to be the first vessel put in this special service. This freighter will be dispatched from San Francisco for Philadelphia September 20, and once every four weeks thereafter there will be a sailing from San Francisco to the Pennsylvania port. The service to Norfolk is to be inaugurated October 22, when the "Florence Luckenbach" leaves San Francisco with a full cargo. Departures for Norfolk will be each four weeks after this initial sailing. After discharging their California cargo at either Norfolk or Philadelphia, the vessels will proceed to New York to take on full cargoes for California ports.

First of any freight carrier to be launched at the Union Iron Works for many months is the new Hind-Rolph steamer which was sent into the waters of San Francisco Bay on Saturday, September 4. The vessel is to be christened "Annette Rolph," in honor of the thirteen-year-old daughter of Mayor James Rolph, Jr. The Union Iron Works has made a United States record in the construction of a vessel of this size, according to J. J. Tynan of the company, for from the time since the keel was laid until the ship took the water was exactly two and a half months. This new craft is to have a carrying capacity of 9000 tons and is the first vessel to be built on this Coast with reduction turbines. She will be equipped with engines developing 2600 horse-power, will have a speed of twelve knots and will use oil as fuel. She will be 400 feet long, thirty-six feet beam, fifty-six feet molded depth and have a draft of thirty-two feet. A sister ship, built by the company for sale, will be launched just one week later. The "Annette Rolph" will be ready for commission the latter part of October and will have cost, when completed, \$725,000.

It is reported five million dollars has been subscribed and half a million dollars has been set aside for instant call by a coterie of Chinese merchants in San Francisco and the Orient to finance a new steamship line to ply between San Francisco and China in direct rivalry to the Japanese steamship lines already in operation. All this has been quietly accomplished within the last week by wealthy Chinese, most of them members of the Six Companies, who have announced their determination to organize an independent Chinese line on the Pacific, by which they can ship their goods to and from the Orient and by which they can carry their own countrymen. The committee appointed to do the preliminary work in organizing this new steamship company is quietly engaged in securing options on ships. On account of the delicacy of such negotiations, when so many vessels are being seized for the more lucrative Atlantic trade, the names of the Chinese merchants interested in this movement have not been given out. Attorney John L. McNab, counsel for the Six Companies, who is authority for the announcement of the plans of this new company, said that his clients expect to begin with vessels adapted to the peculiar conditions of their Oriental trade—that is, they will have limited cabin facilities and enormous stowage and freight capacity.

The steamer "Admiral Watson," Captain M. M. Jensen, operated by the Pacific Alaska Navigation Company between Seattle and Southeastern Alaska ports, was rammed and sunk while discharging cargo at her dock at Seattle on August 29 by the Pacific Coast Steamship Company's freighter "Paraiso." The damage to the "Admiral Watson" is estimated at \$30,000. The "Paraiso" was uninjured. The accident is said to have been due to a heavy pall of smoke from forest fires overhanging the bay and obscuring the water front. According to Andrew Bjorkland, the pilot, who was moving the "Paraiso" from one pier to another to take on additional cargo, the denseness of the smoke forced the "Paraiso" to stand close enough in to be able to discern each pier as it loomed up, the smoke being so thick at times that the pilot could not see twenty yards ahead. The dock to which the "Admiral Watson" was moored projects into the bay at the end of a curve in the shore line, and in hugging the shore the "Paraiso" struck the "Admiral Watson" squarely amidships, her stern sinking rapidly in forty feet of water. A longshoreman was knocked unconscious by a falling timber and died a few hours later. The "Admiral Watson" had about 200 tons of freight on board when rammed and was expected to sail that night for the north. The vessel is 253 feet long, thirty-eight feet beam, with a tonnage of 1820.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107
Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153
Chelsea.

Branches:
BOSTON, Mass., 253 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 806 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½A Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 South Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 190 West St. Phone 4126 Worth.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 15 Twelfth St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:
406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:
Buffalo, N. Y. Toledo, O.
Cleveland, O. North Tonawanda, N. Y.
Milwaukee, Wis. Superior, Wis.
Ashtabula, O. Erie, Pa.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Branches:
VANCOUVER, B. C., 213 Hastings St., E. corner of
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 44 Union Ave., North.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,
P. O. Box 314.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
M. HOLT.....Manager

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 8, 1915.

COME TO THE BIG MEETING!

The big public mass meeting scheduled at the Scottish Rite Auditorium, Sutter and Van Ness Ave., San Francisco, for this day (Wednesday, Sept. 8) gives every promise of becoming the "real thing" and one of the principal events of the season.

As announced, the meeting was arranged by the local committee of the International Seamen's Union of America for the purpose of acquainting the people of San Francisco with all the facts about the new Seamen's law.

In order to make the meeting truly representative, the two leading opponents of the new law, Mr. R. P. Schwerin and Mr. Robert Dollar, have been asked to state their case in open public meeting, which is quite a different task from their usual method of misinforming the public via the columns of the daily press. The contention of Messrs. Schwerin and Dollar is that the new Seamen's law will drive American ship-owners "out of business." The contention of the seamen is that the new Seamen's law will give American ships a real opportunity to compete in the foreign-going trade.

At least one of the two above-named gentlemen has acknowledged the invitation and stated that he "is not averse to attending the meeting" but desired further information "as to what the program would be, and also, that the program would be strictly adhered to." Mr. Schwerin has been furnished with the program of the evening and has been assured that the program will not be changed.

For the information of the general public the JOURNAL has also been authorized to publish the program. It is as follows:

1. Opening of the meeting by the Chairman of the Committee on Arrangements, Mr. Paul Scharrenberg, at 8 p. m. sharp. Mr. Scharrenberg will introduce Mr. Rudolph Spreckels as the chairman of the evening.
2. Address by Mr. Walter MacArthur, who will make a statement of facts regarding American tonnage in the foreign trade, etc.
3. Address by Mr. R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company.
4. Address by Mr. Robert Dollar, of the Dollar Steamship Company.
5. Address by Mr. Andrew Furuseth,

President of the International Seamen's Union of America.

6. Adjournment.

The doors of the Scottish Rite Auditorium will be thrown open promptly at 7:30 p. m. No seats will be reserved. So it will be advisable to come early and avoid the rush.

All of San Francisco is deeply interested in the subject to be discussed. All want to know the plain, unvarnished truth. And that is precisely what will be presented in words and phrases all can understand.

THE U. S. MERCHANT MARINE.

Those fearful souls who have read about the rapid decline of the American Merchant Marine since the enactment of the La Follette Seamen's bill should take all newspaper statements to that effect with several large grains of salt.

Lloyds' Register of Shipping for June 30, 1915, a recognized authority on the world's merchant marine, which has just been received, shows a total tonnage for the world's merchant fleets of 49,261,769 gross tons. The figures cover vessels of 100 gross tons or over and do not include vessels plying on American rivers, barges, etc.

The increase in the world's tonnage since June 30, 1914, virtually the war period, is only 172,217 gross tons, while the average annual increase for the 10 years up to June, 1914, was 1,308,000.

The increase in American tonnage during the year has been 524,445 gross tons, or about four times our average annual increase for the 10 years up to June, 1914, and larger than the annual increase of tonnage under the British flag (including the Dominions and Colonies) for the 10 years up to June, 1914, which was 403,000 tons. The American increase is practically made up of 523,361 gross tons, mainly owned under foreign flags by American capital before the European war and transferred under the Ship Registry Act of August, 1914. Of this tonnage 333,639 gross tons were transferred from the British and 147,742 gross tons from the German flag.

Recent U. S. Government statistics show that the United States Merchant Marine is still growing. From July 1 to August 7, five other vessels of 17,653 gross tons were admitted to U. S. registry under the Act of August 18, 1914.

In addition, there is going to be a very substantial increase in the U. S. registered tonnage when ships now building in American yards have been completed.

According to returns filed with the Bureau of Navigation, Department of Commerce, the shipyards of the United States had under construction or under contract on July 1, 1915, 65 steel merchant vessels of 298,426 gross tons, the largest amount of work at the corresponding time since July 1, 1907, when 134 steel merchant vessels of 403,473 gross tons were under construction or contract. The steel merchant tonnage now under construction on the seaboard, however, 60 vessels of 288,701 gross tons, is greater than in any previous year, the nearest approach being 63 vessels of 273,865 tons in July, 1901.

Yet, with all these absolutely authentic figures staring us in the face, they tell us the La Follette Seamen's law is driving American ships "out of business." Can you beat it?

Consistency is a jewel which the trade unionist may, and indeed should, display as conspicuously as possible.

LABOR DAILY SUSPENDED.

It is to be regretted that the only labor daily in England has been compelled to cease publication. The paper was known as the "Daily Citizen," and has been published since October 8, 1912, by a joint committee of the Labor party and the Independent Labor party. It was intended to be "a newspaper, but more than a newspaper—an organ of trade-union activity, Labor party policy, and Socialist thought."

The Daily Citizen had many difficulties to contend with. It was published in London, where it had to compete with a number of other halfpenny papers to which the labor section of the community had already become accustomed. What success it might have had if published in the north of the country, where labor is more self-conscious, it is, of course, difficult to judge. Doubtless the founders of the paper thought their best chance of success lay in publishing in the very center of English journalism and affairs. Again labor proved to be insufficiently awake to the power of the press and to the advisability of supporting a paper, however imperfect it might be, established for the purpose of giving expression to a labor point of view.

The Daily Citizen, from the outset, appears to have been inadequately supplied with capital and there were legal proceedings which were decided against the promoters of the paper as to the legality of levies in its support upon trade unions. Another labor paper, the Daily Herald, which has since disappeared, was already in the field. In the face of these difficulties and under the determined and able editorship of Frank Dilnot, the circulation of the Daily Citizen gradually, but steadily increased to an average of nearly 200,000 and was apparently on the verge of becoming firmly established as a distinctive labor newspaper, when the war broke out, and the additional burden imposed on it proved to be more than it could carry.

The disappearance of the Daily Citizen will be regretted by labor everywhere. The Daily Citizen aimed high and did not aim at appealing to or exploiting the baser characteristics of the people, in which respect it set an example to most daily newspapers. It was a clean, well printed, readable paper and the high standard set in the first number was maintained in the last.

In the final issue of the paper, the directors of labor newspapers state that "the Daily Citizen with a social mission as its mainspring, could never, from its very nature, adapt itself to many of the purely commercial methods brought into play by other popular halfpenny newspapers. That the paper has not proved maintainable does not mean that some portion of the great task has not been achieved."

The "Mariners' Advocate" is published by the Seamen's Aid Society of Boston. The only reference to the new Seamen's law found in the current issue of the Advocate is a reprint from a Shanghai paper. Of course, the Shanghai reprint bitterly assails the La Follette Seamen's law. That is probably the only reason why it was accepted by the Mariners' Advocate. It's a long way from Boston to Shanghai and there's an equally big distance between the "Mariners' Advocate," so called, and the real mariners who come to port of Boston.

KEEPING BOYS AT SCHOOL.

There is a regular mine of information in the Palace of Education at the Panama-Pacific International Exposition.

One of the most striking features is to be found in the data, found in the United States Bureau of Education Exhibit, which proves that it pays to continue at school after the age of 14.

As a concrete example the following is submitted:

Wages of Two Groups of Citizens.		Those who left school at 14. Yearly Salary.	Those who left school at 18. Yearly Salary.
When 14 years of age.....		\$200.	\$ 0.
" 16 " " ".....		250.	0.
" 18 " " ".....		350.	500.
" 20 " " ".....		475.	750.
" 22 " " ".....		575.	1000.
" 24 " " ".....		600.	1150.
" 25 " " ".....		688.	1550.
Total salary 11 years.....		\$5112.50	
Total salary 7 years.....			\$7337.50

Thus the better educated at 25 years of age are receiving \$900 per year more salary, and have already, in seven years, received \$2250 more than the boys who left school at 14 have received for eleven years' work.

Yes, it does pay to continue at school. The trouble is that the vast majority of boys find it impossible to continue at school because economic pressure forces them to become wage earners all too early in life. So the question of keeping boys at school is often all largely the question of father's income. If it is sufficient to maintain the boy at school he will most likely remain. If not, the boy will go to work.

In the end we come back to the great labor movement. Labor unionism and education are twin brothers. The more we have of the former the more opportunity there will be for the latter.

Labor Day at San Francisco was a record-breaker. The host of Labor was in complete charge of the Panama-Pacific International Exposition, the total attendance of the day being 138,538, which is, by the way, the third largest crowd that has visited "our" Fair since the opening day. Frank P. Walsh, who has achieved enduring fame as Chairman of the United States Commission on Industrial Relations, was the orator of the day. Mr. Walsh's oration was a masterpiece which was received by an enthusiastic and appreciative multitude of earnest men and women. In addition to the literary exercises there was a varied program of sports, fireworks, aviation, pageantry and other diversions too numerous to mention. Seldom, if ever, was there a greater demonstration by the organized workers. San Francisco's Labor Day of 1915 will long be remembered.

As a man may be loved for the enemies he has made, so the "labor leader" who is not the subject of denunciation, libel, and misconstruction from certain sources is justly open to suspicion regarding his disinterestedness.

To us it seems rather remarkable that the man who believes most profoundly in the potency of politics should be so intensely incredulous, not to say cynical, on almost every other subject.

A STARTLING REVIEW.

(From "Freedom," London, England.)

The past twelve months have been the saddest and maddest twelve months that the world has ever known. Half a dozen great nations have been engaged in killing and trying to kill each other as quickly as possible, and the resources of science have been utilized to the utmost in fashioning the most diabolical weapons of war that the human mind could imagine. Wonderful inventions like the aeroplane and the submarine have carried death through the air and under the sea, and gigantic guns and terrible explosives have wrought havoc and destruction on land. Smiling hills and valleys have been turned into vast cemeteries, prosperous towns and cities shattered into ruins, and millions of strong and healthy men either killed outright or maimed for life. The battles of the contending armies and navies have been fought in every clime and on every sea, and hundreds of vessels engaged in carrying the fruits of the earth from one land to another are now lying at the bottom of the ocean with their cargoes and crews.

As the months roll by, instead of the people being appalled at the awful slaughter and destruction, they are feverishly preparing munitions of war on a more gigantic scale than ever, so that the slaughter in the coming months bids fair to exceed that of the past. Other nations, also, which have hitherto kept clear of the carnage are gradually being drawn in, until it seems possible that, if the war lasts much longer, no country in Europe will remain outside the struggle. And even across the Atlantic some hot-headed Americans have urged their Government to join in. In fact, it seems as though the war has stripped from the nations the thin veneer of civilization that distinguishes them from their savage ancestors.

Many of us had hoped that after long years of Socialist and anti-militarist agitation the workers would have fiercely resisted the call to arms last autumn; but when the summons came, they obeyed it at once, and marched off to the battlefields to protect the interests of their rulers, just as they had done for many centuries. In each country practically all the Socialist and Labor parties supported their Governments, some of their members joining the Cabinets, thus showing the value of their previous speeches about the never-ending class war.

At the moment of writing there seems no probability of an early cessation of hostilities, if the Governments have a free hand. But will the peoples of Europe allow them a free hand? Already there are signs of a revulsion of feeling in various parts of the Continent, and it would require very little agitation for it to spread quickly.

We know that the longer the war lasts, the greater the sacrifice of the workers. In this country, for instance, in spite of the fact that they have laid down their lives at the bidding of their rulers, the few liberties the workers possessed at the beginning of the war are being gradually taken away under the plea of "military necessity." There is no gratitude in a

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 7, 1915.

A synopsis of the minutes of the regular meeting held on the above date will be published in next week's issue of the Journal.

Notice.—All seamen in port are invited to the big mass meeting held under the auspices of the I. S. U. of A., this Wednesday evening (Sept. 8) at the Scottish Rite Auditorium, Sutter and Van Ness Ave., San Francisco.

JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Aug. 30, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 30, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 30, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 30, 1915.

Shipping and prospects fair.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 30, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 30, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 30, 1915.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 23, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 2, 1915.

No meeting; no quorum. Shipping fair; some few men ashore. Comrade C. E. Nielsen died Aug. 29 and was buried by the Association.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 27, 1915.

No meeting. Shipping fair.

JACK MEADE, Agent pro tem.

Room 203, Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 25, 1915.

No meeting. Shipping slow; plenty of members ashore.

D. E. JONES, Agent pro tem.

P. O. Box 54.

Portland Agency, Aug. 30, 1915.

No meeting. Shipping fairly good; few men ashore.

C. NELSON, Agent pro tem.

89 Second St. N. Phone Broadway 2306.

DIED.

Johan Victor Sandberg, No. 2187, a native of Finland, age 43, drowned at San Pedro, Cal., Aug. 23, 1915.

Joseph McCourt, No. 1965, a native of Ireland, age 36, died at San Francisco, Cal., Aug. 31, 1915.

Possibly the tenement-house cigar manufacturer advertises his weeds by the name of "Robert Burns," "Tom Moore," "Henry George," or other friend of humanity, as a salve to the conscience of those members of organized labor who smoke them.

Demand the union label upon all purchases!

OCEAN FREIGHTS.

(From "Kommersiella Meddelanden," Stockholm.)

Under normal conditions the months of June and July are generally noted for dullness in the freight market. Notwithstanding the manifest scarcity of tonnage for legitimate trade which has been felt all along in these times of difficulties and critical conditions for sea traffic, it may be said with good reason that even this year has had its "dull season." In the large grain-growing countries the present time may be considered as a period of transition inasmuch as the old stocks are, as a rule, rather exhausted and the demand for tonnage is, for that reason, small, while the new crops do not reach the markets until August, when there is a large demand for steamers, which reacts upon other craft, and the freights then rise everywhere. There is great scarcity of tonnage at present while Europe is in great need of grain, and neutral shipping suffers from various difficulties, so that one must expect a steady increase in freight rates for the rest of the year. Freight rates for grain from North America, which have declined about 35 to 40 per cent. from the high quotations at the beginning of the year, have recently shown a new upward tendency. The lowest quotations this year were about \$2.25 to \$2.43, North American to Swedish ports, and \$14.60 to \$15.82 for grain from Argentina, while the present rates are \$2.55 to \$2.62 and \$17.64 to \$18.25, respectively. Rates for coal, North America to Sweden, formerly were \$7.90 to \$8.52, but recently as much as \$9.25 to \$9.73 had to be paid, sometimes even as much as \$10.34.

Freight rates between the Baltic Sea ports and the North Sea ports have been steadily influenced by the difficulties and interruptions from which our shipowners have suffered at the hands of the belligerents, and by the unwillingness of other Scandinavian shipowners to send their steamers eastward of the Oeresund. Freight rates to British ports have likewise been steadily rising ever since last spring, and no change can be expected in this respect. On the other hand, the coal rates have been influenced by the reduced number of cargoes owing to a refusal to grant export licenses, as the British authorities appear to be unwilling for the present to permit any considerable shipments of coal to Sweden. This lack of coal cargoes has resulted in a more liberal supply of tonnage for the exportation of lumber, but the steamers are obliged to return to the Baltic in ballast, which again brings about an increase of the freight rates. Nevertheless, the risks are still great, so that owing to the difficulties of securing bunker coal, etc., the shipowners are now withdrawing their ships from the British trade, and this movement has already reached considerable dimensions.

An expert packer estimates that the dried fruit yield of California for 1915 will reach a value of \$22,500,000. He estimates that the State will produce 70,000,000 pounds of dried peaches, 40,000,000 pounds of apricots, 130,000,000 pounds of prunes, and 30,000,000 pounds of raisins.

Ocean Island, in the Pacific, is shipping over 200,000 tons of phosphate annually.

BRITISH CENSORSHIP.

Sidney Coryn, writing in the "Argonaut," thinks that the utter and hopeless stupidity of the British censorship of news was never better illustrated than by a report from Sir John French that has recently been published. This report shows that the guns that were recaptured by the Canadians during the recent heavy fighting on the British front were taken again five minutes later, and also fifty French guns. The original bulletins, carefully edited presumably by some half-pay colonel, related the gallant feat of the Canadians, but made no mention of the fact that it was actually in vain, although the truth was well known. An editorial comment in the London "Sunday Chronicle" remarks: "We have done our best to comply, in spirit and in letter, with the demands of the censorship, but a strong protest must be made against such 'eye-washing' of the public as this. Since the Germans knew all about it, there could be no excuse of keeping it from the enemy, and nothing on earth could be so discouraging to the average Briton as to find that something which he had believed on the strength of a British official report had turned out to be utterly misleading. People will begin to say, and rightly, that the German official reports are more to be trusted than our own. Is it to this that the censorship has led us at last?"

There is something essentially humorous in the name of the American Can Company. When it began the manufacture of cash registers friends of the management playfully called to put in orders for a half-dozen automobiles, when the company should get around to their manufacture. The possibility of a plant built to turn out soup and sardine containers doing more serious work seemed very remote. The humor even struck the stolid British who have been passing on contracts for war supplies. When they were asked to approve a contract for shells to be turned out by the can company they protested that it was no time to jest. They finally agreed to let the company attempt the manufacture of 2,000,000 shells out of an order for 3,500,000 then open to bidders. The shells were to cost \$17.70 each, a total of \$35,400,000, which is no laughing matter. As for the American Can Company, it not only has begun the delivery of shells in every way as businesslike as those from the regular munitions plants, but it has gone back to the British with a request for the balance of the order.

Somewhere in the Atlantic Ocean off the southernmost tip of Ireland there are reposing a number of wooden packing cases filled with valuable securities which were dispatched from Liverpool on the ill-fated "Arabic." The bonds are probably uninjured, for the cases were made air tight with their lining of zinc, but it is not likely that they will ever be recovered. Nevertheless, the companies which issued them will assume that they are still binding obligations which may be presented for interest or redemption. To protect themselves they will not issue new certificates until they get a bond from the underwriters guaranteeing them against loss should the sunken boxes ever be recovered.

ROBERTSON'S CERTIFICATE.

In the course of his psychic studies Morgan Robertson, the well-known writer of sea stories, had acquired a belief that he would some day go insane. This preyed on his mind so, at intervals, that he would figure out schemes to test himself and determine if he really had lost his mind.

We finally induced him to go to Bellevue Hospital, mainly for a rest.

With a cunning that was as amusing as it was pathetic, he took advantage of it in a way least expected. He insisted on going alone.

Arriving there, he told the physician in charge of his belief that he would some day go insane. He would give no particulars and that explained why none of us heard from him for two weeks. They had placed him in the psychopathic ward!

It was a week before he knew that they thought him an insane patient and had him under observation. The experience thoroughly cured him of his morbid belief—faded, it really was.

One afternoon, soon after his discharge from the hospital, Robertson joined a party of us in a billiard-room where one of his friends had just won the tournament cup. A dozen or more were sitting at a round table, drinking out of the cup to celebrate the victory. Morgan sat down and took a sip of the wine.

"How goes it, Morgan?" one of his friends inquired.

"Boys," he announced in that bellowing bass voice, "I never have to write another line. I'm no longer a slave to magazine editors. My books are selling and I have here"—he reached into an inside pocket—"a certificate showing that I am not insane." He was deadly serious.

A few of the party unfamiliar with the eccentricities of Robertson, began to edge away. To them it was uncanny.

"Still," one of them suggested in a side whisper, "he's got something on us at that. We've got no certificate."—September Metropolitan Magazine.

A number of Russian vessels which had been captured and condemned by Germany were sold recently by auction at Kiel. The vessels disposed of were the schooners "Breva," and "Dores" and one bark. One or two of these vessels will be broken up as they are not considered seaworthy. The total proceeds at this sale were 36,000 marks. The Russian barks "Toivo" and "Wilhelmina" were also sold at Eckernforde for a total of 9,250 marks. The cargoes of all five vessels had previously been sold.

The losses sustained by the Danish mercantile marine through mines and torpedoes amounts to 4,500,000 kroner (about \$1,125,000), according to an official statement issued in Copenhagen. The statement says the losses through the detention of goods in England are estimated at more than 4,000,000 kroner (\$1,000,000).

H'm, all at once "the ship-owners and commercial interests" have discovered that they "do not want La Follette's Seamen's bill repealed; they only want it amended." Are they getting ashamed of themselves?—San Francisco Star.

THE FATE OF DOWNTRODDEN.

(By Professor Rober F. Hoxie.)

Since the dawn of civilization the fate of the downtrodden has depended upon two great factors—organization and leadership. Down through the ages until we reach a time within the memory of men now living, the workers were, with rare and fleeting exceptions, organized by the men of the privileged orders and led only by their masters—first the slave masters, then the nobles and clergy, and finally the owners of the material means of production. The work was theirs, but not the product; obedience was theirs, but not the making of the law; they fought the wars, but for the rights and privileges of others; theirs was the dignity of labor, but not the dignity of life. In poverty and dishonor they, the many, gave their sweat and blood, their wives and children to purchase leisure and luxury for the few who were intrenched in the power of organization and the arts of leadership.

But gradually through their bitter experience the workers were taught the two great lessons of life; that the primal rights of man and decencies of life—labor with dignity, health and safety, the comfortable home, the sheltered and unbroken family circle, education and recreation—are not automatic rewards of the good and meritorious individual, are not let down from heaven or the state, but must be wrung from privilege and interest; and, secondly, that in the struggle for these things the individual is nothing—the group is all. For what power has the individual against the state, and what force the one worker against the master of hundreds or thousands?

Then began the organization of the workers for the workers, and so dawned a new era of hope and betterment for the men of labor. But for long the new struggle was almost fruitless. The lesson had not been all learned. Organization alone, it was found, could effect little either under the rule of legal restriction or the freedom of competition and bargaining. Under the former working group was pitted against working group, and the restrictions made in the past for the benefit of the privileged stood; under the latter, the toilers, tied to the bench and sunk in the mine, were no match for the men of the market-place and their wily representatives. Without skilled and trusted representatives of their own, trained leadership drawn from the men of toil, the workers were still helpless. Men they needed who had suffered with them, men of force and experience who had learned the intricacies and subtleties of trade and politics, to unify the workers' viewpoint, to unite the scattered organic groups, who could meet craft with craft, special knowledge with special knowledge and backed by the solid array of millions of united men could defy the threat of force and the unjust manipulation of the law.

It is the proudest boast of Labor and the greatest cause for cheer that out of this need and stress such leaders arose, that in the main they have proved true to their comrades and the cause, and that the rank and file under their guidance are fast learning the lessons of solidarity, discipline, and the necessity of good leadership.

To-day, as in the past, organization and leadership rule the world. But to-day, as

never before, we behold organization and leadership of the workers, by the workers, and for the workers. Of the outcome there can be no doubt. No longer is the organized worker a slave to the whim of the master, dependent for his bread upon subserviency under driving and insult, but a man dignified by the consciousness of rights recognized and sustained, for he has practically won already a right to his job, a living wage, a modicum of leisure and universal education for his children, and he has won to the point where the master in his last resort dare no longer manipulate the law to sustain his unjust claims and privileges.

It needs now no prophetic eye to see the time not far distant when autocracy shall have been driven from its last stand; when democracy in government and industry shall prevail; when dignity, security and comfort shall be the lot of all who toil; when organized labor shall have completely triumphed.

PANAMA AND SUEZ.

Following the publication in a New York paper of statistics tending to show that the Panama Canal is likely to have a detrimental effect upon the Suez Canal, M. L. F. Ozanne, acting manager of the Suez Canal Company's London office, is quoted by the Liverpool Journal of Commerce as follows:

"Naturally such statistics are absurd, if used for an argument of that sort. when the present abnormal conditions characterize the world's mercantile marine. But even in normal times such comparisons are ridiculous. The receipts at the Suez Canal are now very much lower than usual; but the cause of that is not the opening of the Panama Canal, it is the war. . . . The new waterway at Panama means the institution of many new steamship services, and many of these will make round-the-world trips; thus using the Suez Canal as well as the Panama Canal. It is true that when the war started some Far Eastern traders feared delays via the Suez Canal, but now, as everyone knows, there have been no delays, and shipping through the Suez Canal is as safe and ordinary as ever it was. . . . It is quite out of place to pit the Panama Canal against the older waterway, when nothing but the most friendly feelings exist between the two authorities, and when they both know that they are simply working hand in hand for their mutual success."

TREE INSURED FOR \$30,000.

Whittier, in Los Angeles County, can perhaps claim the most valuable fruit tree in California. It is an avocado (alligator pear) and is insured against wind and fire by Lloyd's, of London, to the amount of \$30,000. This tree last year produced 3000 pears, which averaged the grower 50 cents each; it also produced \$1500 worth of bud wood, making a total production of \$3000 for the year.

A British Commission has agreed to grant Sweden a special license to import 100,000 tons of coal, half for the Swedish Government direct, and the other half for the Swedish State Railways.

Oh, only a free soul will never grow old!
—Jean Paul Richter.

NOTICE TO SEAMEN.**IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.**HEADQUARTERS:**

LAKE SEAMEN'S UNION,
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.133 Clinton Street
Telephone South 240.
ASHTABULA, O.21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
DETROIT, MICH.15 Twelfth Street
Telephone 3724.
SUPERIOR, WIS.1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.108 Fifth Avenue
OGDENSBURG, N. Y.70 Isabella Street
CONNEAUT, O.922 Day Street
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
PORT HURON, MICH.517 Water Street
ERIE, PA.107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.**HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.1185 W. Eleventh Street
CHICAGO, ILL.445 LaSalle Avenue
MILWAUKEE, WIS.151 Reed Street
DETROIT, MICH.27 Jefferson Ave., East
SUPERIOR, WIS.1814 Fourth Street
OGDENSBURG, N. Y.70 Isabella Street
BAY CITY, MICH.108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.**HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.
Telephone Main 365.

BRANCHES:

Buffalo, N. Y.Toledo, O.
Cleveland, O.North Tonawanda, N. Y.
Milwaukee, Wis.Superior, Wis.
Ashtabula, O.Erie, Pa.

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.**MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.Ogdensburg, N. Y.
Ashtabula Harbor, O.Oswego, N. Y.
Buffalo, N. Y.Port Huron, Mich.
Duluth, Minn.Manitowoc, Wis.
Escanaba, Mich.Marquette, Mich.
Grand Haven, Mich.Milwaukee, Wis.
Green Bay, Mich.Saginaw, Mich.
Houghton, Mich.Sandusky, O.
Ludington, Mich.Sault Ste. Marie, Mich.
Manistee, Mich.Sheboygan, Wis.
Erie, Pa.Superior, Wis.
Menominee, Mich.Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

action or to make any concession to the men except of its own free will and accord."

The report gives a long history of the strike in July and of the disorders which accompanied it. It accuses the Standard Oil Company of urging the Bayonne police to keep strikers off the streets and asserts that the attempt to do so caused the first riot on July 20.

Power of Unionism Shown.

"This proves that where the politicians, the civil service law and the legislature fail to conserve our interests, our trade union activities do not fail us."

The above is A. F. of L. Organizer Fitzpatrick's concluding sentence in his report of organized labor's successful effort to secure the following gains in State charitable institutions of Illinois.

Equal pay for men and women, one day rest in seven, an automatic increase in wages based on length of service, change of shifts every seven days instead of every month as heretofore.

Organizer Fitzpatrick shows that from the time hospital attendants and nurses in this State organized, less than two years ago, their gains have been continuous, despite office-holders' opposition. The first gain was changing the 12 and 14-hour day to an eight-hour day. The Legislature then reduced appropriations for these institutions, and also defeated the bill providing for one day's rest in seven. Regardless of these handicaps, the State Board of Administration, aided by trade unionists, worked out a system of gains that places Illinois in the van in its treatment of workers in State institutions, and justifies Organizer Fitzpatrick's opinion that the trade union can be depended on, even though office-holders ignore just demands.

Praise Colorado Decision.

The Chicago Tribune editorially applauds the Colorado Supreme Court's order debarring Judge Hillyer from further consideration of strike cases. The Tribune says:

"If property rights are not regarded in Colorado, they would be less so if confidence in the courts were weakened. If violence were substituted for orderly process, it would be more so substituted if it were proved that capital could command even the judiciary.

"If it be the intent to break down all restraints which protect a man in the possession of his own, no better way to go about it could be imagined than to give an unfair trial to men who have fought against conditions they do not like."

The Boston Globe, in discussing the Colorado Supreme Court's decision in the Lawson case, says "it would seem that the train is at last on the right track in Colorado."

The Globe makes this comment on the court's action in debarring Judge Hillyer from presiding at the future trials of miners:

"A judge, charged with having been in the employ of the coal operators, ought never to have presided at the trial of a

labor leader. The country does not feel entirely satisfied as to the personnel of the jury which found Lawson guilty.

"A first step toward the course demanded by justice has been taken. Lawson is at least entitled to a trial of which the fairness cannot be doubted."

Industry's Toll.

In a speech on occupational diseases before the New Jersey State Federation of Labor, State Commission of Labor Bryant said:

"Every minute that passes some worker in this country is injured. Every sixteen minutes some worker dies. Thirty per cent. of these injuries can be prevented. Five hundred thousand workers are suffering from some occupational disease, while 3,000,000 are in poor health through some industrial cause."

The convention denounced officials who used their authority to break the Bayonne strike and force these workers to accept conditions offered by Standard Oil. Methods resorted to by employers and public officials in the Roosevelt strike was also condemned and the convention declared:

"The cry of overworked and underpaid workmen shall not be drowned in the hiss of bullets fired by hired gunmen in the guise of deputy sheriffs."

The convention reaffirmed its opposition to a State constabulary and declared its opposition to all officials who use their authority "to deny the right of assemblage and free speech to any body of citizens who may endeavor to better their conditions."

Georgia's Duty.

The Herald of Athens, Ga., says:

"The General Assembly has been urged year after year to enact a compulsory education law, but the body has invariably turned a deaf ear to every appeal. The forces engaged in the molding of child life into dollars have thus far successfully combated every effort set forth to emancipate the child from the thralldom of industrial slavery.

"How much longer is Georgia to be numbered among the disgracefully illiterate States? What will have to happen to force the Legislature to a realization of its duty to the men and women of tomorrow? Are even the rudiments of an education to be forever denied the children of the poor of Georgia? Every tax-paying citizen of this State helps to pay for the higher education of those educated in the State university, and consequently why should not the children of these more humble citizens, who are year after year contributing their mite to educate others, be enabled to at least see that their offspring have at least a fighting chance in the world?"

Bridgeport Is Awake.

In less than two months a policy of aggressive trade unionism has changed Bridgeport, Conn., from what one local newspaper terms "the worst labor conditions in the country to the most advanced in New England."

Since July 12 Bridgeport has witnessed one continual series of successful strikes for shorter hours, higher wages and better

working conditions. Women workers have shared in the general upward movement, hand in hand with men, while the large department store of D. M. Read & Company has announced an early Saturday night closing.

In the list of betterments, women and girls employed by the Warner Brothers' Company won one of the most pronounced victories under the leadership of Mrs. Mary Scully, A. F. of L. organizer. For years these workers have complained against this concern's working system, but it was not until 4000 of them struck did they wipe out child labor, secure the eight-hour day and a 12½ per cent. wage increase. Thousands of workers in munitions plants are now working under the eight-hour system and the laundry workers and other trades are making similar demands. The trade union activity found on every hand was undreamed of a few months ago and labor in this city has awakened to the irresistible power of united action on the economic field.

Employment Plan Urged.

At a recent conference in Philadelphia organized labor, aid societies and the State Department of Labor and Industry joined hands in recommending a State Bureau of Employment. An official of the Federation of Italian Societies said such a bureau would prevent exploitation. "It is nothing uncommon for a contractor to force a man to wait five days for one day's pay," he said. "I have known poor Italians to make three or four trips to Germantown from the Italian colony to collect wages for a few hours' work."

Prof. Wilits, of the University of Pennsylvania, said:

"Big business to-day is represented by superintendents and foremen, who, as a rule, are the most inhuman institutions in our American life. As a result, we have thousands of men shifting from one job to another, which means economic loss and much human suffering."

President Maurer, of the State Federation of Labor, supported this claim, declaring that employers vest too much authority with subordinates.

Urge State Labor Bureau.

At the first convention of the South Carolina Federation of Labor it was voted to ask the Legislature to establish a State Labor Bureau. The unionists favored a State system of highways, a compensation bill and a 50-car bill to apply to railroads. Officers were instructed to urge the Farmers' Union to act with the industrial workers in matters of mutual interest. Governor Manning was unable to be present, but in a letter to the convention he said:

"By uniting together, the men whom you represent form a powerful factor in the conduct of the affairs of the State and the Nation. The influence of labor is great. I recognized the soundness of its principles by incorporating many of them into my platform last summer; and again in my inaugural address bringing to the attention of the general assembly matters in which labor is interested."

For fair products of all kinds consult the JOURNAL's ad columns.

A STARTLING REVIEW.

(Continued from Page 7.)

ruling class. During the Napoleonic wars, when, we are told, England "saved Europe," the aristocracy in this country took advantage of the occasion to steal the common lands from the people; and now they are taking advantage of the present situation to fasten legal shackles on the workers which it will be difficult to remove. Take a glance at the legislation which has been passed in the twelve months we have been at war, and it will be seen that in almost every case it restricts the liberties of the people. And now the cry for conscription becomes louder and more insistent, and he would be a bold man who would say it will not be introduced into this country before the war is over.

Thus we find that reaction has gained headway during the past twelve months, and the powers of the State have been enormously increased. In these circumstances, we must keep our ideals before the people, and point out to them that in every land their greatest enemies are their own rulers represented by the State, and until that vicious institution is shattered there will always be wars and rumors of wars.

LIGHT DRAFT BARGES.

A steel barge of 160 tons, but buoyant enough to carry a cargo of 1,000 tons, is now being experimented with on the Mississippi. This craft is 240 feet long, of thirty-two feet beam, and draws only six feet of water. It is propelled by gas engines capable of driving it at a speed of nearly nine miles an hour when it is empty, at seven and a half miles when it is loaded. On its first trip, this barge carried sugar, molasses, rice, resin and lumber from New Orleans, and is to return with a thousand tons of flour, destined for reshipment on ocean-going vessels. The Toledo "Blade" has always contended that the revival of inland water transportation depended upon the adaptation of craft to stream, and not stream to craft. That is, the "Blade" has believed the boomers for canals and canalized rivers ought to see what they could do with low-draft vessels before they demanded more millions for deepening waterways. This shipping of the Great Lakes, the cheapest transportation in the world, was built up by recognizing the difficulties and the limitations of the Lakes and by constructing steamers to meet the conditions. The success of this principle on the Great Lakes points to its application on the Mississippi and her tributaries. If there is any honest desire in the Mississippi Valley to revive the river trade, it will be indicated by the business given low-draft barges of the kind under trial.

The annual statement on the production of fuller's earth has just been published by the United States Geological Survey and is now available for distribution. This industry showed considerable progress in 1914, the marketed production amounting to 40,981 short tons, valued at \$403,646.

What is more pathetic than the unconscious possession of great power?—Munger.

CAUSES OF LABOR UNREST.

(Continued from Page 2.)

employers will not longer fear to recognize and deal with unions, and when collective bargaining shall thus become the common condition."

The full text of the three reports, which contain an aggregate of more than 200,000 words, is in the hands of the printer and will be submitted to Congress when it convenes in December.

The Commission conducted hearings during 154 days, and heard 740 witnesses. Of the latter, 230 were affiliated with the employers; 245 with labor and 265 were not affiliated with either group.

In addition there were reports of field agents and investigators of the Commission.

SANITARY INVESTIGATIONS.

The sanitary investigation of navigable waters, authorized by Congress in August, 1912, has been undertaken by the Public Health Service. Three types of waters were selected, the Ohio River, the Potomac River and the coastal waters along the Atlantic and Gulf shores. The watersheds of these present fundamental problems, the solution of which will be of great economic as well as sanitary value. The Ohio River is a source of water supply as well as a means of sewage disposal. The Potomac is a tidal river and is the home of great shell-fish industries. The salt waters of the ocean shores furnish no water supply, but are the receivers of sewage, and the situation of shell-fish beds. The results of the investigations of these fundamental types are expected to serve as a standard in subsequent investigations of a similar nature.

The Ohio River was chosen for the study of sewage disposal and the self purification of streams. Its length, and the fact that it has numerous cities along its course, make it peculiarly appropriate for such investigation. Cincinnati, Pittsburg, Wheeling, Portsmouth, Louisville and Paducah were selected as the centers from which to pursue the study. The work embraces the study of the extent, character and population of the watershed of the Ohio, the amount and character of sewage discharged, the effect of the sewage on the river and of the river on sewage, and a complete survey of the stream and its various branches. Samples of water are collected daily and submitted to bacteriologic, biologic and chemical examination.

In the same way an exhaustive study of the Potomac River has been made. In addition to the problems presented by the Ohio there is the relation of shell-fish beds to other conditions of the river. A similar question is involved in a study of the coastal waters of Chesapeake Bay and its estuaries, the gulf and its estuaries, Mississippi Sound, etc.

All the questions involved in the sanitary survey of navigable waters, says the "Journal of the American Medical Association," are of immense interest to the public health, not only to the communities most directly affected, but also to the whole nation.

The annual statement on gold, silver and copper in Alaska for 1914 has just been issued by the United States Geological Survey. The value of the total output of these three precious metals for the year aggregated \$18,835,520.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pier No. 1, Room 63, P. O. Box 214.

PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Toledo, O., Machine and Tool Company has signed an eight-hour agreement with the Machinists' Union. The new scale calls for a minimum wage of 40 cents an hour for machinists and 45 cents an hour for die makers. About 400 men are affected.

Nearly 250 men and girls employed by the General Electric Company at Schenectady, N. Y., are on strike because officers and active members of their union—the Electrical Workers—were discharged when they presented grievances to the management.

The Philadelphia Insulators and Asbestos Workers' Union has signed an eight-hour contract with employers. Work done after 5 p. m. and until 10 p. m. shall be paid at the rate of time and one-half. Double time shall be paid for work after 10 p. m. and on holidays. No work shall be done on Labor Day as the employers agree to pay the prohibitive rates of three times the regular rates. Employers shall pay all car fare in excess of 10 cents daily. The minimum rates shall be \$2.50 per day until August 1, 1916, and \$2.75 from that date until August 5, 1917. Only union men are to be employed.

The Manufacturers' Association of Bridgeport, Conn., realizes that a reduction of working hours is inevitable and has issued a statement recommending the adoption of the fifty-hour week in all Bridgeport industrial plants. The Warner Brothers Company, which employs several thousand mechanics, has announced that the fifty-hour week will hereafter be in force in that factory. The assertion is made that the shorter hours' schedule is a natural development and all tendencies show that both the employer and employee can accomplish as much under the fifty-hour schedule as is now done under a longer working day. The manufacturers' decision is the result of an eight-hour day agitation that has been so vigorously conducted by Bridgeport unionists during the past few weeks and includes those firms that have not accepted the straight eight-hour day.

The strike of shopmen employed by the Kansas City Terminal Company was one of the most important cases handled by the Federal Department of Labor is the report of William Blackman, commissioner of conciliation, representing the department. The strike was caused by the company discharging thirty-four workers and a committee which asked the management to accept working rules agreed to by nine railroads. With the assistance of Commissioner Blackman an agreement was reached whereby all discharged men and the strikers returned to work, and within sixty days negotiations between the company and representatives of the employees will undertake to adopt a set of shop rules, conditions of employment, hours of service, wages, rates, etc., which can be mutually agreed upon. The importance of this strike is indicated by the Federal commissioner's statement that the company takes care of twelve railroads running into the city and if the controversy were not adjusted it was liable to eventually include 40,000 workers, followed by all the evils of a general strike.

SEATTLE, WASH.

Office Phone
Elliett 135

MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.
Compasses adjusted.

PIER NO 1.

Established 1890

SEATTLE, WASH.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT
OUTFITTERS

615-617 First Ave. Opp. Totem Pole
SEATTLE, WASH.

ALASKA HOTEL

CORNER WESTERN AVENUE AND
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor

SEATTLE

DANIEL LANDON

Attorney and Proctor in Admiralty
1055 Empire Building

Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Halptan	Mann, Emil
Andersen, Hjalmar	Mayer, Wm.
Andersen, P. T.	Martensen, Ingoald
Berntsen, Bernt	Martensen, Knist
Brower, Geo.	Martinson, P. A.
Bucknam, J. W.	Mathisen, Martin
Carlson, Herbert	Mathisen, Sigurd
Christensen, Trygve	McNiell, Ross
Christensen, Anton	Moen, Tryger
Chudelow, Geo.	Mortensen, J. H.
Edvords, John	Mikkelsen, K. -1620
Eggers, John	Moore, C. R.
Engbretnsen, Ed.	Nass, T. M.
Edverdsen, Anton	Nelsen, Oscar J.
Edson, Frank	Noherreit, Gust
Frisch, Peter D.	Nygaard, Oluf
Gilbert, Arthur	Olsen, C. E.
Glademo, Lars	Olsen, Edwin
Gundersen, Peter	Olsen, O.
Gustafson, Karl	Olson, J. E.
Hansen, Alex M.	Olson, E. -966
Hansen, John	Olson, Harald
Hatton, Pete	Olsson, C.
Hughes, W. L.	Pestoff, Sam
Howard, Geo.	Petersen, A. -1223
Jakobson, Walde-	Petersen, Hugo
mar	Petterson, Harry
Jansewitch, John	Petersen, Carl M.
Jensen, Oscar	Quains, Nick
Jensen, S.	Quigle, R. E.
Johnson, Ed.	Quigley, Tom
Johnson, Emil	Ramberg, Barney
Jorgensen, Fred	Renstrom, A. G.
Jacobsen, Tengils	Roos, Axel E.
Johanson, Wm.	Sole, Erling
Kalning, Jacob	Schweistons, W.
Larsen, Albin	Shankat, Hans
Larsen, John	Simmingshjm, G.
Larsen, Pete	Sneller, Henry
Larsen, K. -1560	Stone, C. L.
Larsen, L. A.	Telchert, Karl
Larson, Olaf	Thomsen, Einar
Leidman, C. H. O.	Thompson, Pete
Leonard, John	Torjusen, G. T.
Lundberg, C.	Ursin, Johannes
Lutten, Theo.	Veckenstedt, Billie
Mjones, John	Waagen, C. O.
	Wall, W.
	Wetland, John

Tacoma Letter List.

Carson, James	Olsen, Martin E.
Durholt, H. T.	Paterson, John
Haug, Anton	Person, Fritz L.
Johannsen, Christian	Thomas, Paul
Linea, W.	Ullman, Emil
Line, Victor	Wene, K. J.
Murphy, Daniel	

INFORMATION WANTED.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Union Made Clothing

FURNISHINGS, HATS AND SHOES

At

WESTERMAN & SCHERMER

Two Stores { 220-222 } 1st Ave. So.
{ 103-105-107 }
SEATTLE, WASH.

BONNEY-WATSON CO.

FUNERAL DIRECTORS AND
EMBALMERS

Private Ambulance Service
Crematory and Columbarium in
Connection

Broadway at Olive St. East 13

PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH
Four years Assistant Inspector of Steam-
boats, Puget Sound District. Formerly
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING
Next Room to Masters, Mates and Pilots
Association
SEATTLE, WASH.

K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Eureka, Cal.

MERCANTILE LUNCH

is the place for a good and quick service
233 Second Street, Eureka, Cal.

Teddy & Hagan

Proprietors

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess," and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - - Eureka, Cal.

CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

A GOOD CUP OF COFFEE

— or —
A SQUARE MEAL

— Try —
EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SAILORS' OUTFITTERS

CLOTHING, SHOES, HATS,
SAILORS' SINGLETs

Everything Union Made

PAGE & SCHWARTZ

Cor. Second and E Sts., Eureka, Cal.

SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

Eureka, Cal., Letter List

Contreras, Julio	Lawrence, Harry
Eriksen, Anton	Nilsen, Nils
Lomas, Richard	Thorsen, Fredrick N.

INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Portland, Ore.

WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:
41 UNION AVE. - PORTLAND, ORE.

NEW AND SECOND HAND CLOTHING

WEINER'S BARGAIN HOUSE

Shoes, Hats, Suitcases
Furnishings and Tools
French Dry and Steam Cleaning
UNION SHOP
35 NORTH THIRD STREET
Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, Etc.
23 N. 3d St., nr. Burnside, Portland, Ore.
Tel. Main 8295 ROSENSTEIN BROS.

SQUARE DEAL RESTAURANT

Best Meals on the East Side
\$5.50 Meal Ticket for \$5.00
Phone East 406

371 BURNSIDE STREET
PORTLAND - OREGON
CON. SILVER, Mgr.

Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,
CONFECTIONERY, FRUIT AND
SOFT DRINKS

Corner Front and Burnside,
Portland, Ore.

Portland, Or., Letter List.

Bese, F.
Bernardsen, Chas.
Bjornlund, Axel
Bugge, Mr.
Christensen, H. P.
Decas, O.
Dolany, Willie
Edstrom, John
Ekberg, Hugo
Fernandez, Frank
Geiger, Joe
Hecker, Wm.
Halbeck, J. O.
Holmstrom, Chas. A.
Henriks, Waldemar
Ingelbrigsten, O.
Jensen, Christ
Jensen, Wm.
Jegstrup, Harold
Johnson, Nils
Jonsson, Karl
Knopp, Fritz
Kristiansen, Wm.
King, J. L.
Kelly, Patric
Kjer, Magnus
Knudsen, Richard E.
Larsen, H.
Leonhard, George
Letchford, A.
Lindblad, Konrad
Lindberg, A. C.
Lindholm, John
Loescher, Joseph
Miller, E.
McKeating, R.
Munchmeier, H.
Miller, Andy M.
Morgan, Tim

Muller, P.
Metts, John
Moller, L. D.
McConnell, David S.
Mark, Thorwald
Meckermann, Ernst
Neuling, George
Nielsen, H. -1253
Olsen, Arthur
Ohlsson, J. W.
Osterberg, Henry
Oglive, Wm. A.
Palm, P. A.
Pedersen, J. A.
-1515
Perkins, Paul
Peterson, M.
Rabel, John
Reskran, George
Rinkel, H.
Rimmer, Chas.
Schneider, J.
Schneider, Fritz
Swanson, Emil
Soderlund, Uno
Sorensen, Jorgen
Shea, Oscar
Schacht, H.
Schultz, John N.
Selin, Joe
Salmelin, H.
Saarinen, W.
Tuhkanen, J. J.
Urso, Geozep
Vinx, H.
Windblad, M.
Wheatcroft, L. E.
White, Harry
Westengren, C. W.

Aberdeen, Wash., Letter List.

Andersen, Andrew
Arnell, John
Burnmeister, T.
Byman, Alf.
Bjorklund, G.
Bowen, J. J.
Davis, Frank
Eriksson, -333
Evensen, Krist
Gronros, Oswald
Gueno, Pierre
Hansen, Halfdan
Holmroos, W.
Hansen, Ove Max
Hylander, Gustaf
Jacobson, J.
Kristiansen, Nils
Kustel, V. J.
Larsen, -1804
Ludtke, Emil
Malmberg, Ellis
Maonado, Henry
Munsen, Fred
Nilsen, -1054

Nilsen, Harry
Nordgren, Chas.
Paaso, Andrew
Pettersen, Karl
Peterson, J.
Peterson, Nels
Risenius, Sven
Rundblad, Oscar
Schmidt, Heinrich
Simensen, Isak
Scheffner, Bernhard
Toves, H. C.
Thorne, John
Thompson, S. K.
Udby, Harold
Wiksten, Arvid
Wilson, John
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Stanners, W. S.

INFORMATION WANTED.

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.



Named shoes are frequently made in
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears
a plain and readable impression of this
UNION STAMP.

All shoes without the UNION STAMP
are always Non-Union.

Do not accept any excuse for absence
of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

VOTE AGAINST PROHIBITION



DEMAND

PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,

As a guarantee that it is
Union Made

Aberdeen, Wash.

HUOTARI & CO.

Below Sailors' Union Hall, Aberdeen
GENERAL MERCHANDISE
and MEN'S FURNISHINGS

Everything Guaranteed
Union Made Goods

Orders taken for Made-to-Measure
Clothing

HUOTARI & CO.

320-322 So. F. St., Aberdeen, Wash.
212 Eighth Street, Hoquiam, Wash.
209 First Street, Raymond, Wash.

When in Aberdeen Trade at
BEE HIVE

Very best union made Hickey Shirts,
Oil Clothing, Eureka Boots, Hats,
Shoes, Underwear, Beddings, Tobac-
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.
Near Sailors' Union Hall
Open Evenings

ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,
SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen
Exclusive Owner of "The Red Front"

TO LET

Very Desirable, Light
and Roomy

Stores and Basement

— in the —

Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

INFORMATION WANTED.

Iwar Westerberg, age about 50,
sailing second mate on some steam
schooner on the Pacific Coast, is in-
quired for by Gus Englund. Any in-
formation regarding the above named
will be gladly received at 214 Jack-
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in
September 1911, at New Orleans, La.,
is inquired for by his mother. Any
one knowing his whereabouts please
notify Mrs. Ad. Krakan, Langenvehm
38 I, Hamburg 22, Germany.—8-25-15.

Home News.

The State Constitutional Conven-
tion of New York overwhelmingly
rejected the proposed amendment
offered by William Barnes, Jr., to in-
validate mothers' pensions and other
palliative legislation.

The American Smelting and Re-
fining Company has paid the Fed-
eral Government \$112,766 as dam-
ages and rent for the use of 3475
acres of southern Colorado coal
lands valued at \$1,000,000. The Gov-
ernment discovered that the land has
been secured through the use of
"dummy" entrymen.

The Louisiana State Farmers' Un-
ion has adopted resolutions demand-
ing abolition of the poll tax, assess-
ment of public service corporations
by parish assessors instead of by a
State board, a graduated tax on land
values and the Torrens system of
land registration. Other resolutions
endorse the Initiative, Referendum,
Recall and Woman Suffrage.

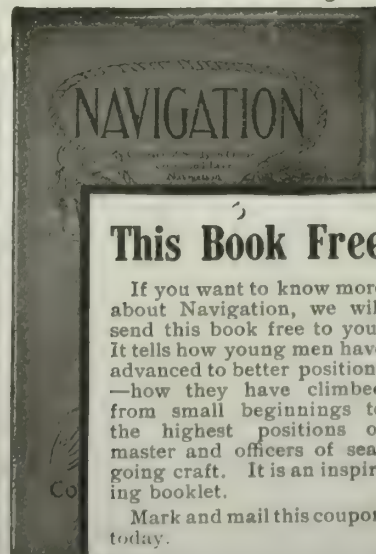
Strained relations between the
United States and Germany over
submarine warfare apparently passed
into history on September 1, after
Count von Bernstorff, the German
Ambassador, informed Secretary
Lansing in writing that prior to the
sinking of the "Arabic" his Govern-
ment had decided that its subma-
rines should sink no more unarmed
liners without warning.

What was feared to be an out-
break of cholera on the Hamburg-
American liner "President Lincoln,"
laid up at Hoboken since the begin-
ning of the war, has turned out to
be nothing more than food poison-
ing. Surgeon-General Blue of the
Public Health Service, who investi-
gated at once, got reports showing
that the sick Germans aboard the
ship were in no danger.

The Lincoln Jubilee and Exposi-
tion, celebrating the 50th anniver-
sary of Negro freedom, was opened
at the Coliseum in Chicago on Au-
gust 22. Addresses were made by
Governor Edward F. Dunne, Bishop
Samuel Fallows, and others. The
exposition, which shows material
progress made by the Negroes since
attainment of freedom, will remain
open until September 16.

The Baltimore & Ohio Railroad
announces that it has placed con-
tracts with several steel mills for
17,000 tons of steel rails and with
car manufacturers for 1000 steel hop-
per car bodies for immediate deliv-
ery. The material will cost about
\$1,000,000. These orders supple-
mented contracts placed last month
for 2000 steel hopper cars and 500
passenger cars costing approximate-
ly \$2,500,000.

It is announced that Gov. Arthur
Yager of Porto Rico, accompanied
by several other officials of the in-
sular government, will arrive in the
United States early in the fall for
the purpose of asking President
Wilson to urge in his message to
Congress the enactment of legisla-
tion giving the Porto Ricans home
rule. A bill such as appears to be
desired came near to passage in the
last Congress. This measure pro-
vided that the right of American
citizenship be conferred upon the
people. At present the island is not
an organized territory and its sys-
tem of government is partly federal
and partly local. The Porto Ricans
are desirous of a form of govern-
ment such as that which obtains in
American States.



This Book Free

If you want to know more
about Navigation, we will
send this book free to you.
It tells how young men have
advanced to better positions
—how they have climbed
from small beginnings to
the highest positions of
master and officers of sea-
going craft. It is an inspir-
ing booklet.

Mark and mail this coupon
today.

International Correspondence Schools

Box 898, Scranton, Pa.

Please send me your free booklet, explaining
Courses in Ocean, Coast, and Lake Navigation.

Name _____

St. & No. _____

City _____ State _____

Domestic and Naval.

The Collingwood Shipbuilding Company, of Collingwood, Ont., Canada, will build an oil tank steamer 258 feet long for the Imperial Oil Company of Sarnia and Toronto. Delivery is to be made in the spring of 1916.

A new plant is being built by the Hanlon Dry Dock & Shipbuilding Company on the Oakland (Cal.) inner harbor. The dock will have a capacity of 3500 tons and equipment for every class of shipbuilding and repair work.

After careful experiments the Navy Department has decided to use cement instead of wood as the backing for armor plate on battleships. The material is said to be less costly, and involves less labor in placing it. It has already been used on the "Arizona."

The "Franklin," first of six colliers building by the New York Shipbuilding Company, Camden, N. J., for the Coastwise Transportation Company, Boston, will be launched on August 21. The second vessel, named "Plymouth," will be launched three weeks later.

Two triple-screw oil-tank steamships are to be built by the Baltimore Drydock & Shipbuilding Company for Christopher Hannevig, of Christiania, Norway. Each vessel will be 293 feet long, and have a carrying capacity of 4200 tons. The approximate cost will be \$500,000 each.

The Atlantic Fruit Company has acquired the German steamships "Prinz Joachim" and "Prinz August Wilhelm" for use in the West Indian trade. The "Prinz August Wilhelm," 2975 tons, is at Santa Marta, Colombia, and the "Prinz Joachim," 2981 tons, is in New York harbor. Both have been idle since the beginning of the war.

The steamer "W. F. White," self-loading freighter, and said to be the largest of her class, was launched recently at the Lorain, O., yard of the American Shipbuilding Company. The vessel was built for the Limestone Transportation Company of Rogers, Mich. She is 550 feet over all, 60 feet beam, and 31 feet draft, and will carry 10,000 tons of cargo. Capt. William J. McLean will command the vessel.

The U. S. Government has authorized an additional allotment of \$40,000 for harbor work in Tampa Bay, according to Major W. B. Ladue, U. S. A. This makes a total of \$160,000 out of this year's appropriation for this work. The harbor work was started in 1911 and a total appropriation of \$1,510,000 has been authorized since that time. All of this will be expended by next June. The estimated cost of the harbor work is \$1,750,000.

The U. S. Court at Galveston has awarded to the owners of the tug "Senator Bailey" the sum of \$750 for aid extended in assisting the steamship "Kennebec" off the bar at the Brazos River several months ago. The steamer "Kennebec," with a cargo of sulphur for New York, became helpless at Freeport, while she was attempting to negotiate the bar. Spring rains had swollen the Brazos and made navigation doubly dangerous. The tug "Senator Bailey" went to the vessel's rescue, and by skillful work, aided in getting the "Kennebec" into deeper and safer waters.

SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Waino
Abbers, Arne
Abmeyer, Henry
Acorn, Albert
Adams, Hugo
Aha, Jack
Ahrens, Walter
Ahlfors, Arthur
Ahlstrom, Harry
Ahokas, Ilmari
Albert, J.
Almer, John G.
Andersen, Alfred
Olaf
Andersen, H. -1526
Andersen, H. J. -1620
Andersen, John
Andersen, N. -1649
Andersen, Otto
Anderson, Chr. -1765
Anderson, Ed
Anderson, Ernst
Anderson, Fritz
Anderson, H. E.
Anderson, Hilding
Backman, Paul
Bakkenson, P. J.
Bakker, Haakon
Ban, Martin
Beler, Jans Chr.
Belting, Oskar
Bensen, I. -2164
Benter, H.
Berggren, I. L.
Bergquist, Wm.
Bergstrom, Axel
Berkland, Gus
Berry, David J.
Bertelsen, Kristian
Beyerle, Rupert
Biedeman, Aug.
Biegger, Paul
Blike, E. -2049
Cainan, George I.
Cainson, Fred
Campbell, George
Campbell, S.
Carey, Arthur L.
Cariera, Peter
Carlson, C. O.
Carlson, C. R.
Carlson, Henning
Carlson, Joe
Carlson, Julius
Carlson, Martin
Carlsson, John
Carlstrom, Claes
Catt, Frederick
Cellan, John
Cherniawski, M.

Blinder, Herbert
Bjorkholm, A. M.
Blume, Earnest
Brevick, Johan
Blum, Ernest
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Bredemeyer, Elmer
H.
Brown, Jno.
Brown, William
Brunst, Frank
Bruum, Aksel
Brunvald, Ed
Buckly, J. J.
Bush, H. S.
Byloff, Charles
Christensen, Alfred
Christensen, Hans
Christensen, L. -1305
Claus, John R. C.
Clausen, Cha
Clausen, Chr.
Clausen, I.
Clever, Hugo
Coakley, John
Cook, Harry
Collier, H. S.
Comstedt, Ernst
Cordia, P.
Corlon, R. A.
Costantino, Lay
Countedt, Ernest
Dahlin, G.
Dahlkvist, Fred
Daly, John
Daniel, J. C.
De Baer, Harry
De Bruin, B.
De Hayes, F.
Earling, Gus
Ebersole, R. E.
Ecklin, Lester W.
Eckart, T. G.
Eckhoff, Otto
Eckstrand, Frank
Eckstrom, George
Edmann, Oscar
Edolf, C.
Egelhoff, Fred
Eisenhart, N.
Eisner, Max
Falcon, M.
Fane, James
Farrell, Bernard
Ferguson, B.
Ferguson, J.
Figved, Sigurd
Fisher, W. -707
Fitzgerald, Wm.
Fitzpatrick, Potrick
Fjellman, Jonas
Follan, Thomas
Forde, S. C.
Forshu, Alex.
Gabielsen, Peder
Gallagher, Jas.
Gart, George
Gash, Willy
Gerner, Hans
Gillholm, Albin
Gorden, George
Granberg, Fred
Granstrom, Nestor
Grant, Otto
Grantley, C. W.
Graagard, L. J.
Grieff, E.
Hakansson, John
Hall, H.
Halvarsen, Henry
Hammergren, Oscar
Hannus, Alex
Hansen, A. -2010
Hansen, Charlie
Hansen, Christ
Hansen, C. M.
Hansen, Erick
Hansen, F. -1735
Hansen, H.
Hansen, Hans O.
Hansen, H. C.
Hansen, H. P.
Hansen, Henry W.
Hansen, L. P.
Hansen, Martin
Hansen, Nikolai
Hansen, Norkard M.
Hansen, Oscar
Hansen, Thomas
Hansen, Henrik
Hansson, Harold

Anderson, J. F.
Anderson, John C.
Anderson, Jon
-1246
Anderson, Joseph
Anderson, O. L.
-1363
Anderson, P. T.
-1461
Anderson, R.
Anderson, Thos.
Anderson, Walter
Andersson, K. E.
-1323
Andersson, Victor
Andreassen, Karl
Andreassen, H.
-1477
Andresen, Anton
Antonson, H. -1783
Antonson, Viktor
Arvidsson, S. H.
Ashlund, Jas. H.
Auer, Wilhelm
Augustin, Hermann
Azevedo, Manuel T.
Blinder, Herbert
Bjorkholm, A. M.
Blume, Earnest
Brevick, Johan
Blum, Ernest
Boro, Severin S.
Bowman, Jack
Boy, Geo.
Bredemeyer, Elmer
H.
Brown, Jno.
Brown, William
Brunst, Frank
Bruum, Aksel
Brunvald, Ed
Buckly, J. J.
Bush, H. S.
Byloff, Charles
Christensen, Alfred
Christensen, Hans
Christensen, L. -1305
Claus, John R. C.
Clausen, Cha
Clausen, Chr.
Clausen, I.
Clever, Hugo
Coakley, John
Cook, Harry
Collier, H. S.
Comstedt, Ernst
Cordia, P.
Corlon, R. A.
Costantino, Lay
Countedt, Ernest
Dahlin, G.
Dahlkvist, Fred
Daly, John
Daniel, J. C.
De Baer, Harry
De Bruin, B.
De Hayes, F.
Earling, Gus
Ebersole, R. E.
Ecklin, Lester W.
Eckart, T. G.
Eckhoff, Otto
Eckstrand, Frank
Eckstrom, George
Edmann, Oscar
Edolf, C.
Egelhoff, Fred
Eisenhart, N.
Eisner, Max
Falcon, M.
Fane, James
Farrell, Bernard
Ferguson, B.
Ferguson, J.
Figved, Sigurd
Fisher, W. -707
Fitzgerald, Wm.
Fitzpatrick, Potrick
Fjellman, Jonas
Follan, Thomas
Forde, S. C.
Forshu, Alex.
Gabielsen, Peder
Gallagher, Jas.
Gart, George
Gash, Willy
Gerner, Hans
Gillholm, Albin
Gorden, George
Granberg, Fred
Granstrom, Nestor
Grant, Otto
Grantley, C. W.
Graagard, L. J.
Grieff, E.
Hakansson, John
Hall, H.
Halvarsen, Henry
Hammergren, Oscar
Hannus, Alex
Hansen, A. -2010
Hansen, Charlie
Hansen, Christ
Hansen, C. M.
Hansen, Erick
Hansen, F. -1735
Hansen, H.
Hansen, Hans O.
Hansen, H. C.
Hansen, H. P.
Hansen, Henry W.
Hansen, L. P.
Hansen, Martin
Hansen, Nikolai
Hansen, Norkard M.
Hansen, Oscar
Hansen, Thomas
Hansen, Henrik
Hansson, Harold

Foss, John
Foster, Chas.
Foth, Gustav
Frazier, James
Fredholm, Chas. J.
Fredriksen, B. D.
Fredriksen, Berger
Fredrickson, F.
Freitag, Will
Friedrich, H.
Frost, Hans C.
Funk, Burno
Furlong, Peter
Gronthal, Arthur
Gross, Ernest
Gudmundsen, B.
Gulliksen, Amandus
Gumas, Nicholas
Gundersen, Kristian
Gundersen, L. I.
Gundersen, G. A.
Gundersen, J. C.
Gunderson, M.
Gustavsen, O.
Guthrie, R.
Gutman, C.
Hass, Wilhelm
Hauan, Karl
Haupt, Fritz
Hawkins, F.
Hedensskog, John
Helin, John
Helsten, Gustaf
Helberger, M.
Heibertz, Emil
Henriksen, T.
Herman, Walter
Higgins, F.
Hilderbrand, A.
Hofgaard, Hans
Hogan, A.
Holberg, Olaf
Holmquist, F.
Holm, Arthur
Holst, R.
Hord, Charlie
Hoverson, Carl
Huhner, Carl
Huse, Edward
Ikonom, Joe
Ingebreten, Olaf
Insunso, Francisco
Jacobs, August
Jade, Hans
Jaede, Hans
Jakobsen, Alfred
Jansson, Jonas
Jarosinski, Feliks
Jensen, C.
Jensen, Charles
Jensen, H.
Jensen, Hans
Jensen, Halford
Jensen, Henry
Jensen, Knud
Jersch, Wilhelm
Jespersen, Christ
Johansen, Carl J.
Johanson, Edward
Johannson, Nils
Kaleva, Gustaf
Kallberg, Arvid
Karlsen, Jakob
Karson, Wiktor
Kasperson, Henrik
Kinlock, Wm.
Kipper, Henry
Kilrowsky, Adam
Kjellberg, A. C.
Kleibing, F.
Klepzig, Otto
Knohl, Louie
Laakso, Frank
Lacey, Thos. E.
Laine, Axel W.
Laine, F.
Lake, A. F. -1670
Larsen, Herman
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, N. E.
Larson, Alfred
Larsson, Karl
Larsson, K. E.
Larsson, Ragnar
Latz, C.
Laursen, Chris.
Lawson, J. F.
Lee, Anker
Maatta, John
Macke, David
Macomber, H. B.
Madsen, Ludvig
Maki, Ivar
Malland, O.
Manse, Peter
Mariner, R. W.
Markmann, Heinr
Marmion, James
Marquels, Frank
Martens, H. -1892
Martens, P. -2262
Martensen, J. C.
-2191
Martin, A.
Martin, H.
Martin, J.
Martin, John B.
Mathiasen, Sigurd
Matta, Humberto
Mattson, Charles
Nagel, Adolf
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Fred
Nelson, John
Nelson, John B.
Nelson, Wm.
Nerby, Kristian
Nerkins, Herman
Nicolaisen, Carl
Nielsen, Edwin N.
Nielsen, Nils
Nielson, Hans F.
Oberg, Oscar
O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, E. O. L.
Olson, C. 1315
Olson, Charles A.
Olson, Charley
Olson, G. W.
Olson, John Arthur
Olson, John
Olson, Jorgen
Olson, Marinus
Olson, O.
Para, E. H.
Paul, George
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Paulin, Martin
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, W. G.
Pedersen, W. G.
Pergher, Charles
Persson, John
Peters, Wm.
Petersen, H.
Petersen, Niels
Petersen, O. -1595
Quigley, Robert E.
Raalsen, F.
Raum, Henrik
Randolph, J. S.
Rank, W.
Rasmussen, P.
Rasmussen, Emil
Rasmussen, J. A.
Rasmussen, J. -446
Redinger, Mihel
Retall, Otto
Rickes, G. S.
Rimmer, C. M.
Ritcher, J.
Sanders, Robert
Sanders, S.
Sandberg, John
Sanderson, Alfred
Sandstrom, Ivar
Sanne, Rudolf

Ikonom, Joe
Ingebreten, Olaf
Insunso, Francisco

Jacobs, August
Jade, Hans
Jaede, Hans
Jakobsen, Alfred
Jansson, Jonas
Jarosinski, Feliks
Jensen, C.
Jensen, Charles
Jensen, H.
Jensen, Hans
Jensen, Halford
Jensen, Henry
Jensen, Knud
Jersch, Wilhelm
Jespersen, Christ
Johansen, Carl J.
Johanson, Edward
Johannson, Nils
Kaleva, Gustaf
Kallberg, Arvid
Karlsen, Jakob
Karson, Wiktor
Kasperson, Henrik
Kinlock, Wm.
Kipper, Henry
Kilrowsky, Adam
Kjellberg, A. C.
Kleibing, F.
Klepzig, Otto
Knohl, Louie
Laakso, Frank
Lacey, Thos. E.
Laine, Axel W.
Laine, F.
Lake, A. F. -1670
Larsen, Herman
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, N. E.
Larson, Alfred
Larsson, Karl
Larsson, K. E.
Larsson, Ragnar
Latz, C.
Laursen, Chris.
Lawson, J. F.
Lee, Anker

Laakso, Frank
Lacey, Thos. E.
Laine, Axel W.
Laine, F.
Lake, A. F. -1670
Larsen, Herman
Larsen, J. -1386
Larsen, John
Larsen, Julius
Larsen, N. E.
Larson, Alfred
Larsson, Karl
Larsson, K. E.
Larsson, Ragnar
Latz, C.
Laursen, Chris.
Lawson, J. F.
Lee, Anker

Maatta, John
Macke, David
Macomber, H. B.
Madsen, Ludvig
Maki, Ivar
Malland, O.
Manse, Peter
Mariner, R. W.
Markmann, Heinr
Marmion, James
Marquels, Frank
Martens, H. -1892
Martens, P. -2262
Martensen, J. C.
-2191
Martin, A.
Martin, H.
Martin, J.
Martin, John B.
Mathiasen, Sigurd
Matta, Humberto
Mattson, Charles
Nagel, Adolf
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Fred
Nelson, John
Nelson, John B.
Nelson, Wm.
Nerby, Kristian
Nerkins, Herman
Nicolaisen, Carl
Nielsen, Edwin N.
Nielsen, Nils
Nielson, Hans F.

Nagel, Adolf
Nedsen, John B.
Nelsen, Albin C.
Nelson, Albert
Nelson, Alvin
Nelson, C.
Nelson, Ernest
Nelson, Fred
Nelson, John
Nelson, John B.
Nelson, Wm.
Nerby, Kristian
Nerkins, Herman
Nicolaisen, Carl
Nielsen, Edwin N.
Nielsen, Nils
Nielson, Hans F.

Oberg, Oscar
O'Brien, R. F.
Ofeldt, Charly
Ohland, Chas.
Oleman, Henry
Olofsson, M.
Olson, E. O. L.
Olson, C. 1315
Olson, Charles A.
Olson, Charley
Olson, G. W.
Olson, John Arthur
Olson, John
Olson, Jorgen
Olson, Marinus
Olson, O.

Para, E. H.
Paul, George
Paulman, Geo.
Paulsen, Aksel
Paulsen, N.
Paulin, Martin
Pedersen, Carl A.
Pedersen, Carl
Pedersen, H. -1560
Pedersen, W. G.
Pedersen, W. G.
Pergher, Charles
Persson, John
Peters, Wm.
Petersen, H.
Petersen, Niels
Petersen, O. -1595

Quigley, Robert E.
Raalsen, F.
Raum, Henrik
Randolph, J. S.
Rank, W.
Rasmussen, P.
Rasmussen, Emil
Rasmussen, J. A.
Rasmussen, J. -446
Redinger, Mihel
Retall, Otto
Rickes, G. S.
Rimmer, C. M.
Ritcher, J.
Sanders, Robert
Sanders, S.
Sandberg, John
Sanderson, Alfred
Sandstrom, Ivar
Sanne, Rudolf

Isakson, Karl
Iversen, Ivar

Johansson, E. A.
Johansson, J. R.
John, Robert -1232
Johnsen, Walter
Johnson, A. -2077
Johnson, Bernad
Johnson, C. J.
Johnson, Christ
Johnson, E. G. -227
Johnson, Eric
Johnson, John
Johnson, Julius
Johnson, Oscar
Johnston, William
Jones, Berthon
Jorgensen, Fred
Jungberg, L.
Junge, Heinrich

Knappe, Adolph
Knussen, Daniel
Kohlmeister, Otto
Konstatin, Anist
Korner, Fred
Korsberg, V.
Koski, Leander
Koso, Petter
Kristensen, K. D.
Kristiansen, Jakob
Kruk, J.
Krutman, Carl

Leekahn, Martin
Lefrevaag, H. J.
Lervan, Lars
Leveridge, H.
Lewald, Harry A.
Lewis, Robt. W.
Lildroos, G.
Lindh, Nils V.
Liljendahl, Ludvig
Lindroth, Erik
Lofgren, Richard
Lonau, John
Lorentzen, D.
Lundberg, Charles
Lundberg, Harry
Lundgren, Colmar
Lunsmann, Henry

Mattson, Harry
Mattson, J.
McCallum, Chas.
McKeating, R.
McLaughlin, M.
McMahon, Jack
McManus, J.
Melander, G. L.
Melba, Chas.
Menk, Billy
Mertensen, Henry
Meyer, Ernest
Meyer, F.
Meyers, Max
Miller, E. P.
Moller, Hilding
Moller, Louis
Morse, Albert
Muller, Thom
Murphy, J.
Murray, E.

Niemeyer, Oscar
Nielsen, Anders
Nielsen, John
Nielsen, O. E.
Nilsson, Harry
Nilsson, Hjalmar
Niskanen, Chas.
Nor, Nils
Nordlof, Sigurd
Norman, Olaf
Norris, N. A.
Norton, Edgar
Norton, Emil
Nunner, John
Nurm, John -1151
Nurminen, J. E.
Nyman, Oskar

Olson, O. G. J. -1189
Olson, Olaf S.
Olson, C. E.
Olson, C. O. -705
Olson, E. W. -1216
Olson, J.
Olson, Morten
Olson, Nick
Olson, Olof
Olson, P.
Olson, P.
Olson, Adrian
Olsson, Eric
Olsson, James
Orling, Gust
Owen, Fred

Petersen, Otto
Petersen, Peter
Petersen, C. V.
Petersen, Mauritz
Petersen, M.
Petersen, Oscar
Petersen, P. M.
Petersen, Tom
Pinkert, C. B.
Poina, Gabriel
Poknandt, H.
Pommer, Jon
Publicatus, Aug
Punla, Antoni
Purgold, G. E.

Quinn, William
Roberts, Frederick
Roberts, Griff
Rodin, Fred
Rohde, F. -1156
Rolland, Lars O.
Rosenquist, A.
Rotter, R.
Rudt, Walter
Rundquist, O.
Rutel, Ernest
Ryan, James
Ryan, Patrick
Rytke, Otto
Sass, John
Saunders, James
Scheuchte, Olaf
Schmehl, Jas. P.
Schmidt, Geo.
Schmidt, Louis

Schmitt, F.
Schneider, H.
Schroder, Willy
Scott, A.
Seberg, G.
Selin, William
Sellers, Wm. G.
Siller, E.
Silver, S. A.
Simonsen, S. -2046
Simonson, Karl
Siverson, Chas.
Sinnott, Nickolas
Skegdenborg, F.
Skoglund, Harry
Smith, John
Smith, L. K.
Smith, Lyman M.
Sneider, G.
Soderberg, R.
Soderstrom, Carl
Solberg, Bernt
Sorensen, Anton
Sorensen, James
Sorensen, Jens
Sorensen, L. A.

Tamlsar, P.
Tammann, K.
Tanum, Helge
Taucer, Charles
Tayra, August
Teishert, Karl
Thewas, E. J.
Thompson, Johan
Thompson, John
Thomson, A. -853
Thomson, G. E.
Thorn, August
Uderkull, C.
Ullappa, Kosti
Valboe, Harry
Van Frank, W. O.
Vartnaw, Wm. M.
Vestvik, I.

Wacner, Wil
Waldman, Edward
Walker, Erick
Walton, Gustaf
Walter, John
Wang, J.
Wang, E.
Welsen, F.
Wheatcroft, L. E.
White, J. D.
White, Peter
Yejola, Yejo
Zabel, Carl
Zankert, Charles
Zerket, B. W.

Anderson, A.
Anderson, Andrew
Azaron, D.
Berling, J. B.
Ceehan, John
Ellefsen, Otto
Farrell, Bernard
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
bart
Jansson, A. L.
Johansen, Emil
Jorgensen, Olov
Leganger, Benj.
Nilson, A. W.
Nor, Nils

Olsen, Arne
Olsen, Carl -1101
Pedersen, H. -1263
Penningrud, Ludwik
Persson, Oscar
Petersen, Aage
Raasch, O.
Raam, Henry
Rarly, Frans
Rathke, Reinhold
Relursen, A. L.
Roberts, John
Sorensen, Peter
Strasdin, A. W.
Thomsen, V. A.
Wakely, R. E.
Walters, Albert R.
Winter, H. H. -1383
Wurthman, W. L.

Olsen, O. G. J. -1189
Olson, Olaf S.
Olson, C. E.
Olson, C. O. -705
Olson, E. W. -1216
Olson, J.
Olson, Morten
Olson, Nick
Olson, Olof
Olson, P.
Olson, P.
Olson, Adrian
Olsson, Eric
Olsson, James
Orling, Gust
Owen, Fred

Petersen, Otto
Petersen, Peter
Petersen, C. V.
Petersen, Mauritz
Petersen, M.
Petersen, Oscar
Petersen, P. M.
Petersen, Tom
Pinkert, C. B.
Poina, Gabriel
Poknandt, H.
Pommer, Jon
Publicatus, Aug
Punla, Antoni
Purgold, G. E.

Quinn, William
Roberts, Frederick
Roberts, Griff
Rodin, Fred
Rohde, F. -1156
Rolland, Lars O.
Rosenquist, A.
Rotter, R.
Rudt, Walter
Rundquist, O.
Rutel, Ernest
Ryan, James
Ryan, Patrick
Rytke, Otto
Sass, John
Saunders, James
Scheuchte, Olaf
Schmehl, Jas. P.
Schmidt, Geo.
Schmidt, Louis

Sorensen, P. -2722
Sorensen, Vigo
Spanas, Nick
Spanon, James
Sponer, Emil
Stahlbaum, E.
Steinfart, J. H. F.
Stenberg, Gus
Stienen, John
Stintman, J.
Stolzerman, E.
Strand, Charley
Strand, Konrad
Strandquist, Louis
Stratten, Henry
Stromberg, O.
Substad, Pete E.
Svensen, J. -1903
Svenson, J.
Svensen, Albert
Swenson, C. J.
Swanson, Martin
Swanson, O.
Swenson, B.
Szallies, Gustav

Thorsen, Rolf
Thorsen, Theodore
Tobey, John
Topel, Fred
Torstensen, Folke
Tjernev, Pat
Tollinger, A.
Tonzel, R.
Traynor, John
Trepte, A.
Triedrich, H.
Tuchel, Guslav
Ulman, John

Vickery, Custis S.
Villemayer, Walter
Vogel, Gus
Whiteside, Fred
Wick, John
Wickstrom, Axel
Wihol, J.
Wille, Max
Williams, J. C.
Wills, George
Winton, J. A.
Witt, Otto
Wold, Olaf -1285
Wremmer, George

Zunk, Bruno
Zurenberg, Fritz
Zweyberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Andrew
Azaron, D.
Berling, J. B.
Ceehan, John
Ellefsen, Otto
Farrell, Bernard
Furth, Richard
Hansen, Karl
Hansen, Marius
Hansen, O.
Hendriksen, Hag-
bart
Jansson, A. L.
Johansen, Emil
Jorgensen, Olov
Leganger, Benj.
Nilson, A. W.
Nor, Nils

INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Phones: Office, Franklin 7756
Res., Park 6950
Office Hours: 9 a. m. to 5:30 p. m. and
7:30 to 8:30 p. m. by appointment
Saturdays 9 a. m. to 1 p. m.

DR. B. J. STICKEL DENTIST

No. 2 Golden Gate Avenue, at Market,
Golden Gate and Taylor Streets
Continental Building, on Second Floor
San Francisco, Cal.

TOM WILLIAMS Tailor

28 SACRAMENTO ST., near Market
Phone Douglas 4874
ONLY EXCLUSIVE UNION
TAILOR ON THE FRONT
'Nuf Sed

FRENCH AMERICAN BANK OF SAVINGS

Savings and Commercial
108 SUTTER STREET
SAN FRANCISCO
Resources . . \$7,700,000
Member of Associated Savings Banks
of San Francisco
United States Depository for
Postal Savings Funds

DIRECTORS

G. Beleney
J. A. Bergerot
S. Bissinger
Leon Bocqueraz
O. Bozlo
Charles Carpy
J. M. Dupas
John Ginty
J. S. Godeau
Arthur Legallet
Geo. W. McNear
X. De Pichon

The German Savings and Loan Society

(THE GERMAN BANK)
Savings Incorporated 1868 Commercial
526 CALIFORNIA STREET
San Francisco, Cal.
(Member of the Associated Savings Banks of San Francisco.)
The following Branches for Receipt and Payment of Deposits only:
MISSION BRANCH, S. E. Corner Mission and 21st streets.
RICHMOND DISTRICT BRANCH, S. W. Corner Clement street and 7th avenue.
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets	\$60,321,343.04
Deposits	57,862,899.35
Capital actually paid up in cash	1,000,000.00
Reserve & Contingent Funds	1,958,443.69
Employees' Pension Fund.....	199,164.12
Number of Depositors.....	66,965

H. W. HUTTON

ATTORNEY-AT-LAW

Pacific Building, Rooms 527-529
Cor. Fourth and Market Sts.
Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty

Phone Kearny 3373

DENVER HOUSE

221 THIRD STREET

400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.
AXEL LUNDGREN, Manager.

HOTEL EVANS

Corner Front Street and Broadway, Opposite Pacific Coast S. S. Co. Pier
400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

Phone Garfield 833 E. Benvenuti, Mgr.

HOTEL FAIRFIELD

250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.
Free Baths—Large Reading Room
1325 STOCKTON STREET
Near Broadway San Francisco, Cal.

D. EDWARDS & SONS

UNION STORE
Fair Prices. Reliable Goods.
50 East Street,
San Francisco
GUARANTEED OIL CLOTHING

PATRONIZE HOME INDUSTRY
We originate Souvenir Folders, Cards, Society and Commercial Printing.
Silk and Satin Banners, Badges, Sashes and Regalia—All Union Made
Union Label Roll Admission Tickets and Bar Checks

WALTER N. BRUNT CO.
860 Mission Street
Union Label Paper and Envelopes

Kearny 3863

JENSEN & NELSEN

Gent's Furnishing Goods
Cigars and Tobacco
Uniforms, Caps, Hats, Shoes
114 EAST STREET Near Mission

JORTALLBROS.EXPRESS

Stand and Baggage Room at
206 EAST ST., San Francisco
Phone Douglas 5348

INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Capt. Chas. J. Swanson

CLASSY CLOTHIER
HATTER AND FURNISHER
DOUGLAS SHOES
UNIFORMS

Gold Braid and Gold Wreaths
of All Descriptions

Phone Douglas 1082

139 EAST STREET - - - SAN FRANCISCO, CAL.

Between Merchant and Washington

SMOKERS

See that this label (in light blue) appears on the box in which you are served.



J. MILLER

124 EAST STREET Garfield 7690

Union Store

HATS, CAPS,
FURNISHING GOODS,
ETC.

ALASKA FISHERMEN.

San Francisco.

Blom, J. Petterson, Carl
Ekeland, Will Hj. Thorsen, Ole
Hakansson, Ingvar Thorstensen, H.

INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

News from Abroad.

London reports that the English towns of Parton, Whitehaven and Harrington were bombarded by a German submarine from the Irish Sea.

The decree of expulsion of Jews from Spain, issued in 1492 by Ferdinand and Isabella, though long a dead letter, was formally repealed on August 3.

The amount of the issue of the third German war loan is unlimited. The price is 99 per cent. with interest at 5 per cent. Multiples of 1000 marks or under are payable in easy installments.

Japan, in recently announcing its ratification of the protocol of March 20, 1914, to the convention of the International Copyright Union, said that it did so notwithstanding it was at war with one of the signatory powers.

The German Government has reported to Washington over sixty occasions on which British ships made use of neutral flags to escape detection by the enemy, in seven of which cases the American flag or insignia was employed.

An official review of the Eastern campaign, as given out during the week by the Overseas News Agency, estimates that since May 2 the Russians have lost at least 300,000 men in killed or wounded, and 1,100,000 men captured by the Germans.

Imperial sanction has been given to the abolition of Jewish residential restrictions throughout Russia except in Moscow and Petrograd and in places under control of court and war ministry. This has been done pending the consideration of the whole question.

Reports of activities in France are concerned wholly with mining operations by which Allied gains are said to have been made between the Oise and Moselle, and in the Bagatelle region. French airmen bombarded the German parking area for motors and aircraft in the Spada valley, Lorraine.

Constantinople declares that fresh Allied divisions numbering 50,000 men recently thrown ashore above Ari Burnu, at the heel of the peninsula, have been repulsed and have suffered heavy casualties. The main body of the Allies is engaged north and east of Krithnia, at the toe of the peninsula, in attempting to take the strongly fortified Achi Baba hills.

According to a recent official report, the total area of forest reserves in the Dominion of Canada amounted to 152,935,593 acres, divided among the several provinces as follows: Quebec, 107,997,513 acres; Ontario, 14,430,720 acres; Manitoba, 2,606,400 acres; Alberta, 16,813,376 acres; Saskatchewan, 6,195,705 acres; British Columbia (in railway belt), 2,417,638 acres; British Columbia (outside railway belt), 2,474,241 acres.

Brest-Litovsk, the main Russian fortress and concentration center for the Bug River line of defenses, has been occupied by the Austro-Germans. While the Russians offered stout resistance to the invaders during their approach to the fortress, it is apparent that they did not attempt to defend Brest-Litovsk itself, but evacuated it as they did Osso-wetz, in conformity with their intention to take up new positions farther east.

The James H. Barry Co.

"THE STAR" PRESS

PRINTING

1122-1124 MISSION ST.
SAN FRANCISCO

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS

133 FIRST STREET, S. F.
Phone Douglas 1660

BANK OF ITALY

San Francisco Los Angeles
San Jose San Mateo

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources.

December 31, 1904	\$285,436.97
December 31, 1905	\$1,021,290.80
December 31, 1906	\$1,899,947.28
December 31, 1907	\$2,221,347.35
December 31, 1908	\$2,574,004.90
December 31, 1909	\$3,817,217.79
December 31, 1910	\$6,539,861.49
December 31, 1911	\$8,379,347.02
December 31, 1912	\$11,228,814.56
December 31, 1913	\$15,882,911.61
Dec. 31, 1914, \$18,030,401.59	
June 30, 1915, \$19,080,264.20	

NUMBER OF DEPOSITORS, 53,946

With the Wits.

Thankless Perjury.—The Bride—I hate having to thank those horrid Smiths for that awful tea-set. It seems sinful to lie for the sake of people one doesn't like.—Life.

Came Back.—Village Storekeeper (as pastor executes a masterly retreat from his store)—Dinged old hypocrite! This is the same lead quarter I put in the collection last Sunday!—Judge.

A New Burden.—Cawker—I've had another addition to my family since I saw you last.

Cumso—You don't say! Boy or girl?

Cawker—Son-in-law.—Puck.

Courtesy Returned.—Gallant Passenger—Won't you take my seat, madam?

Embarrassed Beneficiary—Oh, I thank you so much! I'll take the seat with pleasure, but I don't want you to stand up.—Argonaut.

No. 978,422.—The Rector—What would be your idea of the best way to spread the gospel to the uttermost parts of the earth?

Fair and Frivolous Parishioner—How would it do to put a Bible in every Ford car, doctor.—Puck.

Sorrow's Cup Full.—"Why so sad and downcast?"

"My wife has threatened to leave me."

"Cheer up; women are always threatening something like that, but they hardly ever do it."

"That's what I was thinking."—Houston Post.

A Pearl Among Women.—"My husband has found a way by which he says I am of the greatest help to him in his literary work."

"How nice that must be for you, my dear. But how are you able to do it?"

"As soon as I see him at his desk I go into another room and keep perfectly quiet until he has finished."—New York Globe.

Joint Accounts

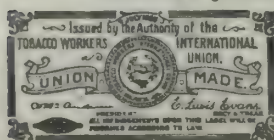
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

HUMBOLDT SAVINGS BANK

733 MARKET STREET, Near Fourth
SAN FRANCISCO

BAGLEY'S Old Colony

THE HIGHEST TYPE OF
TOBACCO PACKED IN
10c TINS, ALSO 16 OZ.
GLASS JARS



UNION
MADE

Taylor's Nautical Academy

Established 1888

Consular Building, Corner Washington and
Battery Streets, Opposite New Custom
House, San Francisco, Cal.

THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years



the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



UNION LABEL OF THE UNITED HATTERS OF N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN W. SCULLEY, President MARTIN LAWLOR, Secretary-Treasurer
Rooms 72-73 Bible House, New York City

STRICTLY UNION STORE

J. COHEN & CO. BALTIMORE CLOTHING STORE

72 EAST STREET, OPPOSITE FERRY POST OFFICE
SUITS MADE TO ORDER—UNION LABEL
NOTICE! BOSS OF ROAD
OVERALLS—PRICE, 70 CENTS

Phone Douglas 1737

Demand the Union Label

Christensen's Navigation School

Established 1906

116 DRUMM STREET, SAN FRANCISCO
(SCANDINAVIAN SAILORS HOME)



Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.

REPAIRING OUR SPECIALTY

THE POPULAR PRICE JEWELRY STORE

Sorensen Co.

715 Market Street, San Francisco

NEAR CALL BUILDING

Jewelers, Watchmakers, Opticians
SOUVENIRS



James F. Sorensen
Pres. and Treas.



Upholding American PROSPERITY



The key to Prosperity is Saving! So make up your mind to prosper by buying one of Hale's \$1.00 Banks for only 50c. It is the best possible way to teach the children thrift and the vital principles of saving. We keep the key, and you can only open the Bank by bringing it to Hale's. Do what you wish with the money. Banks on Sale at Transfer Desk.

Hale's
GOOD GOODS

Market at Fifth

LUNDSTROM HATS

Are made in San Francisco and sold
in 4 Stores:

1126-28 MARKET STREET

2640 MISSION STREET

605 KEARNY STREET

26 THIRD STREET

ALL UNION HATS

H. SAMUEL

The Old Union Store

CLOTHING & GENTS
FURNISHING GOODS

Hats, Caps, Trunks, Valises, Bags,
Boots, Shoes, Rubber Boots and
Oil Clothing of All Kinds,
Watches, Jewelry, Etc.

693 THIRD STREET
SAN FRANCISCO, CALIFORNIA
Opp. S. P. Depot at Third & Townsend

Justice to All. Please Give Us a Trial
and You Will Be Convinced.

"YOUR HATTER" FRED AMMANN

72 Market Street
San Francisco

Union Hats

CAN'T BUST 'EM OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

